



CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

Holyhead Waterfront, Holyhead, Anglesey

Archaeology & Cultural Heritage
Desk Based Assessment



By
Richard Scott Jones (*BA Hons, MA, MIFA*)

CAP Report No. 645

Cambrian Archaeological Projects Ltd
Old Chapel Farm, Llanidloes
Powys SY18 6JR
Telephone: 01686 413857
E-mail: info@cambarch.co.uk





CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

Holyhead Waterfront, Holyhead, Anglesey

Archaeology & Cultural Heritage
Desk Based Assessment

Prepared For:

Axis, Camelia House, Cheshire SK9 5BB

On Behalf of:

Conygar Stena Line Limited,

By

Richard Scott Jones (*BA, MA, MIFA*)

Report No: 645

Date: August 2010



CONTENTS

- 1. INTRODUCTION**
- 2. ISSUES AND CONSTRAINTS**
 - 2.1 Planning Legislation
 - 2.2 Consultation
- 3. ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA**
 - 3.1 Desk-Based Methodology
 - 3.2 Field Visit Methodology
 - 3.3 Significance Criteria
 - 3.4 Impact Methodology
- 4. BASELINE CONDITIONS**
 - 4.1 Site Location and Description
 - 4.2 Geology
 - 4.3 Brief Historical and Archaeological Background
 - 4.4 Archaeological Resource within Assessment Area
 - 4.5 Shipwrecks
 - 4.6 Off-shore Survey
 - 4.7 Cartographic Sources
 - 4.8 Aerial Photographs
 - 4.9 Field Visit
 - 4.10 Discussion and Conclusions
- 5. HISTORIC LANDSCAPE**
 - 5.1 LANDMAP
 - 5.2 Conservation Areas
 - 5.3 Conservation Plan for Holyhead Harbour
 - 5.4 Historic Landscape Characterisation
- 6. ASSESSMENT OF POTENTIAL EFFECTS OF ARCHAEOLOGY AND CULTURAL HERITAGE**
 - 6.1 Introduction
 - 6.2 Assessment of Impact
- 7. MITIGATION MEASURES**
- 8. CONCLUSIONS**
- 9. BIBLIOGRAPHY AND REFERENCES**

TABLES

Table 2.1	-	Consultation Responses
Table 3.1	-	Matrix of Significance Criteria
Table 4.1	-	Chronological List of Ships that Sailed from Holyhead
Table 4.2	-	List of Recorded Shipwrecks within Inward Side of Holyhead Breakwater
Table 4.3	-	Tithe Apportionment Details within Proposed Development Area
Table 6.1	-	Summary of Predicted Direct Effects on Heritage Resource within Study Area
Table 6.2	-	Summary of Predicted Indirect Effects on Heritage Resource within Study Area
Table 6.3	-	Predicted Indirect Effects on Important Outward and Inward Views from the Holyhead Beach Conservation Area
Table 6.4	-	Predicted Effects on Important Outward and Inward Views from the Holyhead Mountain Village Conservation Area
Table 6.5	-	Predicted Indirect Effects on High Value Sites within 1.5km from Proposed Development Boundary
Table 7.1	-	Summary of Proposed Mitigation Measures

APPENDICES

Appendix A - Figures

Figure 1	-	Site Location Plan
Figure 2	-	Proposed Development Area - Enlarged View
Figure 3	-	Proposed Development Area
Figure 4	-	Proposed Development
Figure 5	-	Early maps of Anglesey and Holyhead 1579 - 1619
Figure 6	-	Early maps of Anglesey and Holyhead 1620-1718
Figure 7	-	Sea Charts of Holyhead Harbour 1748 - 1801
Figure 8	-	Holyhead Harbour 1810 and 1827 maps
Figure 9	-	OS Surveyors Drawing of Holyhead 1823

Figure 10	-	Part of Holyhead Tithe map of 1840
Figure 11	-	Part of Tithe map of Holyhead parish (1840) - Enlarged view
Figure 12	-	Maps of Great Breakwater 1852 and 1857
Figure 13	-	Map of Great Breakwater 1858
Figure 14	-	OS 1st Edition Map of 1887-89 (1:10560)
Figure 15	-	OS 1st edition map of 1887-89 (1:2500)
Figure 16	-	Ordnance Survey 1st edition map 1887-89 (1:2500) - Enlarged View
Figure 17	-	Ordnance Survey 1st edition map 1887-89 (1:2500) - Enlarged View
Figure 18	-	Ordnance Survey 1st edition map 1887-89 (1:2500) - Enlarged View
Figure 19	-	Ordnance Survey 2nd edition map 1901 (1:10560) - Enlarged View
Figure 20	-	Ordnance Survey 3rd edition map 1924 (1:2500)
Figure 21	-	Ordnance Survey 4th edition map 1938-1953 (1:10560)
Figure 22	-	Ordnance Survey 5th edition map 1963 (1:10560)
Figure 23	-	RAF Aerial Photos of Breakwater and Newry Beach area 1945 and 1957
Figure 24	-	Early artist's impressions of Holyhead Harbours 1742-1815
Figure 25	-	Antiquarian engravings of Holyhead New Harbour and Breakwater 1858 -1874
Figure 26	-	Antiquarian engravings of the Great Breakwater under construction
Figure 27	-	Antiquarian engravings of the Great Breakwater under construction
Figure 28	-	Old photos of Great Breakwater 1930s
Figure 29	-	Old photos of Soldiers Point House 1900-1930
Figure 30	-	Old postcards of Soldiers Point House and Newry Beach
Figure 31	-	Old photos of Breakwater and Quarry Railway
Figure 32	-	Holyhead Mountain Iron Age Hillfort plans

Figure 33	-	Heritage resource within proposed development boundary
Figure 34	-	Heritage resource within proposed development boundary
Figure 35	-	Heritage resource within 1.5km of proposed development boundary
Figure 36	-	Conservations Areas Assessed
Figure 37	-	Holyhead Beach Conservation Area in conjunction with proposed development boundary
Figure 38	-	Holyhead Mountain Village Conservation Area
Figure 39	-	Holyhead Central Conservation Area
Figure 40	-	Historic Character Areas
Figure 41	-	Historic Character Areas over OS 1:10000
Base Map		
Figure 42	-	Areas of proposed evaluation trenching based on current proposed development design

Appendix B – Photo Plates (1-72)

Appendix C – Site Gazetteer

Appendix D – Side Scan Sonar Survey Results

Appendix E – UKHO and RCAHMW Maritime Data

Appendix F – Extract from Samuel Lewis' Topographical Dictionary of Wales

Appendix G – GAPS Brief

1. INTRODUCTION

The following report presents the results of an Archaeology and Cultural Heritage Desk-based Assessment undertaken as part of Environmental Impact Assessment for the proposed development of a new marina and associated facilities in Holyhead Harbour. The report has been informed by comments and information provided by Gwynedd Archaeological Planning Services (GAPS), Cadw, and the Royal Commission on Ancient and Historical Monuments of Wales (RCAHMW) in response to written requests for information.

The specific objectives of the assessment were to:

- Identify the cultural heritage within the proposed development site and the study area (within a 1.5km radius of the proposed development boundary; section 4)
- Assess the potential and predicted impacts of the development on the archaeological and historic resource (section 6)
- Propose mitigation measures, where appropriate (section 7)

The assessment comprises five main elements:

- i) an appraisal of all known and designated archaeological sites, find-spots and landscapes within the proposed assessment area, including an assessment of all known archaeological sites within a 1.5km radius of the centre of the site
- ii) an appraisal of the maritime resource i.e. known ship wrecks, within the proposed development area
- iii) a site visit to the proposed development area in order to assess the character and condition of the known heritage resource in the area and the potential for further, as yet, un-recorded features
- iv) an appraisal of the potential impact of the proposed development on all high value heritage assets (Scheduled Ancient Monuments (SAM), Listed Buildings (LB), Conservation Areas (CA) within the agreed 1.5km radius;
- v) an Historic Characterisation assessment of the proposed development area which includes Holyhead Beach and Holyhead Harbour.

The technical appendices of this report contain the following information:

- Appendix A: Figures and Plans;
- Appendix B: Photographs;

- Appendix C: Gazetteer of all archaeological sites and features within the red line boundary and within 1.5km;
- Appendix D: Side Scan Sonar Survey;
- Appendix E: Shipwrecks within immediate area of Holyhead new harbour. Data collected from RCAHMW and UKHO database;
- Appendix F: Extract from Samuel Lewis' Dictionary of Wales (1833)
- Appendix G: Brief for Archaeological works produced by GAPS

CAMBRIAN ARCHAEOLOGICAL PROJECTS

2. ISSUES AND CONSTRAINTS

2.1 Planning Legislation

This section details the statutory and planning provisions associated with the historic environment that are relevant to the proposed development.

Cultural heritage resources include:

- World Heritage Sites
- Scheduled Ancient Monuments and other archaeological features
- Listed Buildings and other buildings of historic or architectural importance
- Conservation Areas and other significant historic townscapes
- Registered Parks and Gardens and other significant historic landscapes.

Those relevant to this assessment are Scheduled Ancient Monuments and other archaeological features, Listed Buildings and other buildings of historic or architectural importance, and Conservation Areas. There are no World Heritage sites, Registered Historic Landscapes, Parks and Gardens or known Battle Sites within a 1.5km radius from the proposed development area.

At an international level there are two United Nations agreements concerning the protection of the cultural heritage resource – these are the UNESCO Convention Concerning the Protection of World Cultural and Natural Heritage (1973) and the European Convention on the Protection of the Archaeological Heritage (revised 1992). International guidance is also provided by UNESCO Guidelines for the Management of World Cultural Heritage Sites (1998), and UNESCO Operational Guidelines for the Implementation of the World Heritage Convention (1999).

The European Convention on the Protection of the Archaeological Heritage (Revised) (The Valetta Convention) was agreed by the Member States of the Council of Europe in 1992, and also became law in 1992. It has been ratified by the UK. Cadw is responsible for implementation of the Valetta Convention within its area of authority.

Ancient Monuments and Archaeological Areas Act (1979)

Under the Ancient Monuments and Archaeological Areas Act (1979) (Ref. 10-2), the Welsh Assembly Government (WAG) and Cadw are required to compile and maintain a schedule of monuments considered to be of national importance. The statutory consent of Cadw is required before any works are carried out which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up a Scheduled Ancient Monument (SAM). In addition, impacts of development works upon the setting of a SAM form an important consideration in the granting or refusal of planning consent to conduct development works.

There are no SAMs within the application area. However there are two SAMs within the 1.5km wider study area, which are considered to be part of this assessment.

Town and Country Planning Act (1990)

Other known sites of archaeological/heritage significance can be entered onto county-based Sites and Monuments Records (many now called Historic Environment Records) under the 1990 Town and Country Planning Act. Historic hedgerows are protected under the Hedgerow Regulations (1997). A hedgerow is historic if it marks a parish or township boundary which pre-dates 1850 AD, incorporates an archaeological feature or is part of or incorporates an archaeological site, marks the boundary of (or is associated with) an estate or manor which predates 1600 AD, or forms an integrated part of a pre-parliamentary enclosure.

Planning (Listed Building and Conservation Areas) Act (1990)

Under the Welsh Office Circular 61/96, 'Planning and the Historic Environment: Historic Buildings and Conservation Areas' and the 'Planning (Listed Buildings and Conservation Areas) Act 1990 and the Historic Buildings and Ancient Monuments Act of 1953, listed buildings are categorised as Grades I, II* and II in decreasing order of special architectural and historic importance. These buildings are of acknowledged importance to the nation's built heritage. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning decision-makers to have special regard to the desirability of preserving listed buildings and their settings. Within the proposed development area there are eight Grade II Listed Buildings (one of which is Grade II*) which will be directly affected by the proposals. A further six

Grade II Listed Buildings outside of the proposed development area will also potentially be affected indirectly by the proposals.

Conservation Areas may be designated under the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 72 of the 1990 Act requires decision-makers on applications for planning consents to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. As a matter of policy, planning decision-makers must take into account the potential effects of development on the setting of Conservation Areas. The application site falls within the Conservation Area of Holyhead Beach, also known as Newry Beach. Close to and forming part of the wider assessment are also the Holyhead Mountain Village and Holyhead Central Conservation Areas. Each of these Conservation Areas will be a material consideration in the determination of the planning application.

Town and Country Planning Regulations (Environmental Impact Assessment) (England and Wales) (1999)

EC Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (referred to as the EIA Directive) and the amendment (11/97/EC) require that EIA is carried out for certain types of major projects which are judged likely to have significant environmental effects. The EIA Directive requires consideration of the direct effects and of any indirect, secondary and cumulative effects of a project. It also requires consideration of the interactions between the environmental factors listed. The Directive highlights the requirement for the consideration of cultural heritage as follows:

EC Directive (85/337/EEC) (as amended) - Article 3

‘The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with the Articles 4 to 11, the direct and indirect effects of a project on the following factors: material assets and cultural heritage’.

Welsh Office Circular 60/96 (Planning and the Historic Environment: Archaeology)

These guidelines establish the principles and framework within which archaeological matters are a material consideration within the planning process. They identify how sites are preserved and recorded, and the role of local authorities and the Welsh Office working through Cadw. It states:

'Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction... They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism'. (Welsh Office Circular 60/96 Paragraph 3).

Welsh Office Circular 60/96 places emphasis on the need for early consultation with the appropriate authorities (Paragraph 11) and includes information on the need for formal Environmental Assessments in some circumstances (Paragraph 12).

In Wales this guidance replaces Planning Policy Guideline (PPG) 16: Archaeology and Planning (1990).

Welsh Office Circular 61/96 (Planning and the Historic Environment: Historic Buildings and Conservation Areas)

This document addresses issues associated with development proposals affecting standing buildings, and also recommends consideration of other designations including the settings of listed buildings, World Heritage Sites and Historic Landscapes, Parks and Gardens as a material consideration for planners when scrutinising applications. It lays out the criteria for the Listing process.

At a regional level the *Ynys Mon Local Plan* 1996 (Policy 40) and the Unitary Development Plan (Policy EN13) state that the character and appearance of all designated conservation areas will be protected from unsympathetic development. Enhancement of their character will be achieved by carrying out improvements and permitting suitably designed new development.

2.2 Consultation

The following sources were consulted during the desk-based assessment:

- Heritage Environment Record (HER) Gwynedd Archaeological Trust (GAT), Bangor;
- National Monuments Record (NMR), Royal Commission on Ancient and Historic Monuments of Wales (RCAHMW), Aberystwyth;
- National Library of Wales, Aberystwyth;
- Cadw, Cardiff;
- Landmark Envirocheck;

- Cambridge Air Photo Unit, also known as the Unit of Landscape Modelling;
- UK Hydrographic Office;
- Local Libraries, museums and associations.

The following documents held by the above sources were studied:

- All Ordnance Survey Maps;
- Tithe Enclosure Award and Parish Maps;
- Estate maps;
- Historical documents pertaining to the site;
- Archaeological books and journals;
- Unpublished reports; and
- Aerial photographs.

As part of a scoping study, consultations were undertaken with all necessary heritage bodies to establish the issues that should be addressed in the Archaeology & Cultural Heritage assessment relative to the proposed development. Consultation responses as a result of this scoping process are outlined in Table 2.1 below.

Table 2.1 - Consultation Responses	
Consultee	Response
Gwynedd Archaeological Planning Service (GAPS)	GAPS agreed that a full desk-based archaeological assessment (DBA) and site visit should form part of the Environmental Impact Assessment, in accordance with national planning guidance, in order to assess the impact of the proposals on the historic environment. The DBA should include an assessment of the indirect, visual impact of development on all designated structures within the development boundary, paying particular attention to Holyhead Breakwater, a grade II* listed structure (Ref. 5743) considered to be of international significance. The assessment area should incorporate a buffer of 500m around the development for all designated and undesignated remains and should take into account the potential visual impacts on more distant Scheduled Ancient Monuments (SAM), such as Caer Y Twr (Ref. An019), a later prehistoric hillfort. There are no SAMs recorded within the study area, but there are 8 Listed Buildings. Numerous undesignated archaeological remains are recorded. These consist of historic wreck sites, maritime industrial buildings, World War II military remains and post-medieval coastal remains. There is good potential for the survival of as yet unknown archaeological remains above-ground, below ground, in the inter-tidal zone and in the open water of the development area. The impact on both the known and potential archaeological resource should be considered within the cultural heritage chapter.

	<p>The study area does not fall within a registered historic landscape, nor has any Historic Landscape Characterisation exercise been carried out for the locality. However, due to the scale of the proposals, consideration should be given to including some assessment of the impact on any conservation areas affected by the proposals as well as more generally on the historic character of the Breakwater and Outer Harbour area. A staged programme of archaeological work should be carried out in accordance with the Standards and Guidance of the Institute for Archaeologists (IfA). Project designs / specifications for each phase of work should be agreed in advance with the regional archaeological curator at Gwynedd Archaeological Planning Service (GAPS). (<i>Response received 13/07/2009</i>)</p>
Cadw – Welsh Assembly Government	<p>Cadw stipulated that the study would need to consider the impact on listed buildings and their settings, with significant attention paid to the Holyhead Great Breakwater, which is defined by an extensive setting of considerable size. Cadw's view was that the proposed development should also be informed by a thorough assessment of the historic character of the harbour area, including a consideration of adjacent residential areas, ensuring that local distinctiveness is not undermined by any sustained regeneration. As such, Cadw requested that a Historic Characterisation Study was undertaken on the harbour area, with Cadw acting as curators for the assessment. (<i>Response received 16/07/2009</i>)</p>
Royal Commission on Ancient and Historic Monuments of Wales (RCAHMW)	<p>Following consultation with GAPS, it was advised that the RCAHMW should also be consulted, with regard to the potential impact the proposals could have upon the maritime heritage resource (e.g. ship wreck and aircraft loss sites, submerged prehistoric sites and deposits). The RCAHMW advised that, at this stage of the planning process, a high quality, baseline marine geophysical survey, such as side scan sonar would be a necessary requirement for the assessment.</p>

3. ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

3.1 Desk-Based Methodology

The main scope and objectives of the archaeological assessment were to reveal by desk-based study, the character, date, condition and significance of the archaeology and cultural heritage within the study area, which included the proposed development site and the land within a 1.5km radius of the development boundary (fig. 35). The purpose of the desk-based assessment, in accordance with the Institute for Archaeologists *Standards and Guidance for an Archaeological Desk-based Assessment* (2008), was to gain information about the known or potential archaeological resource within the given area, (including presence or absence, character and extent, date, integrity, state of preservation and relative quality of the potential archaeological resource), in order to make an assessment of its merit in context, leading to one or more of the following:

- The formulation of a strategy to ensure the recording, preservation or management of the resource
- The formulation of a strategy for further investigation, whether or not intrusive, where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be devised
- The formulation of a proposal for further archaeological investigation within a programme of research, where applicable

All material gathered from the desk-based and field studies was collated and assessed in order to identify areas where the proposed development may directly impact on known heritage assets. The results of this exercise informed all potential mitigation measures. Information on the currently recorded character and location of known archaeological sites and monuments within the development was obtained from the NMR, and from the SMR.

3.2 Field Visit Methodology

A walkover field survey was undertaken of the proposed development area in order to:

- assess any information previously obtained through the desk-based study

- identify the extent and condition of all heritage assets
- assess the topography and geomorphology of the proposed development area for its buried archaeological potential.

The application site was visited in July 2010. Pro-forma site visit forms were used, when considered necessary, to ensure that all the relevant information was recorded at each site and that recording was standardised throughout the project. When required, quick sketch plans were also drawn of newly discovered sites. Photographs in digital format, in the form of TIFF files, were also appropriated of all sites and features whenever considered possible, necessary or relevant.

To aid the field study, a GPS device was used for plotting sites and features to within 6-10m accuracy of Ordnance Survey coordinates. Copies of both the OS 6 inch edition maps and printouts of 1:25,000 OS maps were also taken out into the field, along with all other necessary documentation on all known sites.

A finds sampling strategy was in place during the site visit in case any surface finds such as prehistoric flints, pottery sherds, or other potential finds were encountered.

3.3 Significance Criteria

All sites identified in the documentary evidence base were assessed to determine their potential significance and the predicted impact the development may have upon them. The assessment methodology followed that detailed in the DMRB (*Design Manual for Roads and Bridges* (DMRB, Volume 11, Section 3, part 2 HA 208/07) (Ref. 10-5), which is considered relevant to this assessment. Sites or assets were subsequently ranked according to their potential significance, following guidelines set out in the DMRB. The *values* of all the known and potential assets that may be affected by the development were ranked, whether they are archaeological remains, historic buildings or historic landscapes. The value of each asset is ranked according to the following scale:

- *Very High* - World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives;
- *High* - Scheduled Monuments (including proposed sites). Undesignated assets of schedulable quality and importance. Assets

that can contribute significantly to acknowledged national research objectives;

- *Medium* - Designated or undesignated assets that contribute to regional research objectives;
- *Low* - Designated and undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives;
- *Negligible* - Assets with very little or no surviving archaeological interest;
- *Unknown* - The importance of the resource has not been ascertained.

3.4 Impact Methodology

The following list provides an indication as to the predicted effect the development will have upon individual archaeological features. Potential impacts, direct and indirect, have been assessed in terms of their longevity, reversibility and nature (beneficial / neutral / adverse):

- **Permanent impacts** are those that persist beyond the predicted operational lifetime of the development. All direct impacts are considered to be permanent;
- **Temporary impacts** arise as a result of the presence of elements of the development but which would be removed by the dismantling of those elements. Temporary impacts can be short-term (e.g. construction phase impacts); or long-term (arising from the long-term presence of the development affecting the setting of a receptor);
- **Reversible impacts** are those that are removed by the decommissioning / dismantling of the development;
- **Irreversible impacts** are those that persist beyond the lifetime of the development. All permanent and direct impacts are irreversible;
- **Beneficial impacts** are those that contribute to the value of a receptor through enhancement of desirable characteristics or the introduction of new, positive attributes. In terms of cultural heritage, beneficial impacts include those that add to an appreciation of the receptor and/or its setting;

- **Neutral impacts** occur where the development can be accommodated comfortably by the receptor while neither contributing to nor detracting from the value of the receptor; and
- **Adverse impacts** are those that detract from the value of a receptor through a reduction in, or disruption of, valuable character components or patterns, or the introduction of new inappropriate characteristics. In terms of cultural heritage, adverse impacts include those that detract from an appreciation of the receptor and/or its setting, or compromise views to or from the receptor.

The magnitude of the impact needs to be viewed in conjunction with the *value* of the monument, in order to appreciate the overall significance of any effect on a given archaeological feature. The magnitude of the effect (degree of change) can be negative or positive, and should be ranked without regard to the value of the asset. The total destruction of a Low Value asset will have the same magnitude of impact on the asset as the total destruction of a High Value asset; the value of the asset is factored in when the significance of the effect is assessed.

The magnitude of impact has been ranked according to the following scale:

- *Major:* Change to most or all key archaeological materials, such that the resource is totally altered. Comprehensive changes to setting
- *Moderate:* Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset
- *Minor:* Changes to key archaeological materials, such that the asset is slightly altered. Slight changes to setting
- *Negligible:* Very minor changes to archaeological materials, or setting
- *No Change:* No change.

Assessing the significance of the effects of the scheme brings together the value of the resource and the magnitude of the impact for each cultural heritage asset, using the matrix illustrated in Table 3.1 below. The adverse or beneficial significance of effect has been expressed according to the following scale: *Major; Moderate; Minor; or Negligible.*

Table 3.1 - Matrix of Significance Criteria						
		Magnitude of Effect				
		No Change	Negligible	Minor	Moderate	Major
Value	Very High	Negligible	Minor	Moderate / Major	Major	Major
	High	Negligible	Minor	Moderate / Minor	Moderate / Major	Major
	Medium	Negligible	Negligible / Minor	Minor	Moderate	Moderate / Major
	Low	Negligible	Negligible / Minor	Negligible / Minor	Minor	Moderate / Minor
	Negligible	Negligible	Negligible	Negligible / Minor	Negligible / Minor	Minor

For the purpose of satisfying the EIA Regulations, those effects that are rated as 'moderate', 'moderate/minor' or 'major' or 'major/moderate' based on the matrix table above, are considered to be 'significant'. Where any potentially significant adverse impacts are identified, recommendations for mitigation measures have been made (section 7).

4. BASELINE CONDITIONS

4.1 Site Location and Description

The proposed development area comprises 31 hectares of partially developed land and an expanse of sea, centred on NGR: SH 24078329 (fig. 1 – 3). The area includes a few industrial buildings and hardstandings, redundant buildings of significant heritage interest, a wooded area, inter-tidal foreshore, seafront promenade and a harbour (lying adjacent to both an existing marina and a working ferry port). The proposed development area extends in a north-westerly direction along Holyhead's waterfront for approximately 1.4km, on the northern edge of the town of Holyhead, facing into Holyhead Harbour (fig. 4). The study area for this assessment extends 1.5km from the boundary of the proposed development site.

The site topography ranges from the seabed, of which a small part is to be reclaimed, to the more inland areas at the southern edge of the development boundary which vary from 9m – 15m AOD.

The dominant feature of this area is the existing operational Holyhead Harbour, which is defined on its seaward (north-western) side by the Great Breakwater. To the west is Salt Island, which operates as a ferry port for both Irish Ferries and Stena Line. To the south-east of the site are the residential areas of Holyhead, and to the south-west is open grassland with wooded areas and rocky outcrops. To the west and south-west of the site comprises pasture, the Breakwater Country Park, Holyhead Mountain and further areas of coastline.

There are no Scheduled Ancient Monuments (SAMs) within the boundary of the proposed application area, there are two very significant SAM sites located within 1.5km of the proposals (fig. 35). The closest of these is the walled remains of the 3rd – 4th Century Roman Fort of Caer Gybi (PRN: 1762 / SAM Ref: A031), which lies approximately 450m to the south-east in Holyhead town centre. This was subsequently occupied in the 6th century by the monastery of St. Gybi and later still by the church of St. Cybi in the 13th century. The other SAM site lies approximately 1.5km to the south-west. This site is the remains of an Iron Age hillfort (SAM Ref: AN109) on the top of Holyhead Mountain overlooking Holyhead Bay. This site is commonly known as Caer y Twr.

Within the proposed development area there are also eight Grade II Listed Buildings (one of which is Grade II*), which will be affected by the proposals (fig. 33-35). These are:

- 1) Soldiers Point House, Soldiers Point (LB No.14760);
- 2) Screen Wall to Soldiers Point House, Soldiers Point (LB No.14761);
- 3) Porth-y-Felin House, Soldiers Point (LB No.14759);
- 4) Trinity Yard Small Workshop, Beach Road (N Side) (LB No. 14732);
- 5) Trinity Yard Large Workshop, Beach Road (N Side) (LB No. 14731);
- 6) Trinity House Office, Beach Road (N Side) (LB No. 14730);
- 7) Zodiac Restaurant, Beach Road (N Side) (LB No. 14729);
- 8) Holyhead Breakwater (also known as the Great Breakwater) (Grade II*), Soldiers Point, (LB No. 5743).

Five further Grade II Listed Buildings are located within the study area. These are:

- 1) Lighthouse on Holyhead Breakwater (LB No. 5744);
- 2) Lighthouse on Admiralty Pier, Salt Island (LB No. 14758);
- 3) Admiralty Pier, including the sea wall between Salt Island Bridge and George IV Arch (LB No. 14757);
- 4) Customs House, Salt Island (LB No. 5771);
- 5) Harbour Office, Salt Island (LB No. 5772).

As well as these high value sites, there are numerous undesignated archaeological remains recorded in the Historic Environment Record (HER). These consist of historic shipwreck sites, maritime industrial buildings, World War II military remains and post-medieval coastal remains (fig. 33-35). There is also a high potential for the survival of unrecorded archaeological remains of prehistoric to post-medieval date both above and below ground, in the inter-tidal zone and in the open water of the harbour.

The study area does not fall within a registered historic landscape, and a Historic Landscape Characterisation exercise has not been undertaken. The entire area does, however, fall within the Holyhead Beach Conservation Area and is in close proximity to Holyhead Central Conservation Area and Holyhead Mountain Village Conservation Area (fig. 36-39).

The majority of the proposed development site is owned by Stena Line Ports Ltd. This includes the entire breakwater. Portions of the harbour are leased to the sailing club and Holyhead Marina Ltd, and the south shore of the harbour is leased to the

council. Pockets of land are in private ownership, such as that around Soldiers Point, in the southwest corner of the harbour.

The site comprises a sheltered harbour formed by the breakwater structure. Towards the east, the land forming the shore is well used and maintained with areas of mown grass and recently paved surfaces, kiosks and seating for visitors. Towards the west the land becomes more natural and less maintained with trees, shrub cover and rocky outcrops. The shore road narrows and twists past Soldiers Point and Porth-y-Felin House which are in elevated positions overlooking the harbour. The breakwater is a major feature in the seascape, a massive wall of limestone blocks on a rubble base, its seaward side rising over 12 metres above high tide.

4.2 Geology

The island of Anglesey contains some of the oldest rocks on earth, with over half of the island made up of Pre-Cambrian rocks. The island's highest point, Holyhead Mountain, stands at 220m above sea level and is formed from Precambrian South Stack group rocks. Holyhead Beach, however, falls into the geological New Harbour group and consists of alternating quartzites, grits, and shales with interbedded jasper and pillow lavas. The schists outcrop, to be found throughout the area between Soldiers Point and Salt Island, are chlorite muscovite schists that still retain original sedimentary structures (from Holyhead Beach Conservation Area Character Appraisal 2005, The Isle of Anglesey County Council).

The average rainfall on Anglesey is 78.8cm per year. Holyhead island protrudes into the Irish Sea and as such is exposed to the force of the prevailing south-westerly winds. The average wind speed on the island is 13mph, with gales of around 65mph recorded most years (Met Office). Holyhead Harbour is sheltered to a degree by the land to the south, however, it remains vulnerable to storms blowing in from the west that are a major factor in the erosion of the coastline around both Holyhead and Anglesey.

4.3 Brief Historical & Archaeological Background

The town of Holyhead, also known as Caergybi, is situated toward the north-western tip of the Island of Anglesey, or Ynys Mon, in North Wales. The present population of Holyhead town is in excess of 12,500 people. The coastline around the whole of Anglesey is designated as an Area of Outstanding Natural Beauty.

Holyhead is best known today as a ferry port linking Wales to Ireland via the Irish ports of Dublin and Dun Laoghaire. However, the town has a long history.

Early settlement in the surrounding landscape dates from prehistoric times with circular huts, burial chambers and standing stones featuring among the highest concentration in Britain. Holyhead town centre is built around the Church of Saint Cybi founded in the 6th century AD, which itself is built inside the walls of a former Roman fort and naval base founded in the late 3rd Century AD in an attempt to control and command trade via the Irish Sea. Prior to the Roman invasion of Anglesey in 61 AD, the Island of Mona, as it was known by the Romans, is thought to have been the religious centre of the Druids.

Documentary sources reveal that the church of St. Cybi suffered a violent history, being sacked by the Vikings in the 10th Century and by the English during the Glyndwr Rebellion in the 15th Century. Henry IV's army invaded Anglesey from Ireland and when Henry's men returned to Dublin, they took with them St. Cybi's shrine and relics. Another assault on the church took place in the 17th Century when Cromwell's soldiers systematically destroyed the interior windows, font, tombs and statues.

It wasn't until the mid 19th century that the town established itself as the largest port on the island. The growth of Holyhead was essentially due to the early to mid 19th century need for a reliable Royal Mail Service from London to Ireland. This requirement prompted several large engineering projects, including the construction of the Menai Suspension Bridge designed by Thomas Telford, and the Conwy Suspension Bridge, to help facilitate the mail service by both rail and road. In 1848 the Chester and Holyhead Railway opened, and work began on the construction of a large pier and an improved refuge harbour, which was to include a north and east breakwater, known as the Holyhead Great Breakwater which was completed in 1876.

With the arrival of the railway and a reliable water link to and from Ireland, Holyhead grew into a prosperous shipping and tourist town. This is reflected in the long maritime history of the town and the presence of several hotels around the harbour and along the waterfront. Between 1848 and 1993, over 70 ships operated on the Holyhead to Ireland crossing and, in this time, there were many sea tragedies in which lives were lost, either by accident or through an act of war.

The HER database and the UK Hydrographic Office of wrecks record over 40 wreck sites within the vicinity of Holyhead Great Breakwater. The strategic position of Holyhead with regard to Irish trade/communication for over 2,000 years and its role as a harbour of refuge suggests that this number of recorded incidents is small in relation to the true potential number. There have been many reports over the years by divers of the remains of unrecorded post-medieval wrecks close to the Holyhead Breakwater, but none of these reports have been confirmed by any official investigation.

4.4 Archaeological Resource within Assessment area

Mesolithic Period (10,000 – 4000 BC)

The start of the Mesolithic period coincides with the end of the last Ice Age. Gradually, as the climate warmed and the ice retreated, sea levels rose inundating the flat plain that would have extended out from the modern coastline around Cardigan Bay. This process would have taken several thousand years, and it is unlikely that the land would have resembled the modern coastline before about 1000 BC. As a result, there would have been vast expanses of land, including salt marsh and intertidal zones (Bell *et al* 2000) that could have been exploited by the Mesolithic inhabitants of Anglesey.

The rise in sea levels would have covered these previously inhabited landscapes, burying them beneath the seabed. There are a number of recorded submerged forests and peat deposits of probable Mesolithic date around Cardigan Bay and along both the Severn and Mersey estuaries, and there is evidence that such deposits also existed around the coast of Anglesey. In the mid-19th century part of the mandible of a mammoth was dredged from the seabed during harbour improvement works (now on display in the Holyhead Marine Museum), while a deer antler was also found during dredging in the harbour (GAT report 450). Mesolithic occupation evidence has been found at several sites on Anglesey, demonstrating that the island was exploited by human populations from the earliest post-glacial period.

Neolithic Period (4000BC – 2,500BC)

At the start of the Neolithic period, the populations of Wales turned from the hunter gatherer lifestyle that had prevailed since the Palaeolithic to an economy based on farming and the domestication of animals. It is not yet fully understood whether this

change in lifestyle reflects an adaption by indigenous Mesolithic populations or the introduction of new way of life by settlers from mainland Europe or Ireland. Nevertheless, around 4000 cal BC there was a distinct shift in economy, material culture and ideology - the populations of Wales started to make pottery and an array of new lithic tools, build burial monuments, farm animals and grow domesticated cereal crops.

Anglesey has 16 definite Neolithic chambered tombs, with many more possible examples (Cummings and Whittle 2004). The concentration of these monuments is one of the densest in Britain, and is considered to be of particular significance. The monuments are concentrated around the coast, with sites on Holyhead, along the south coast, up the Menai Strait and around the north-east coast. The northern and western sides of the island are devoid of chambered tombs, and it is thought probable that this reflects the original distribution of the monuments (Cummings and Whittle 2004). The chambered tombs of Trefignath and Trearddur are located close to Holyhead, about 3km southeast of the proposed development. Trefignath was excavated in the 1980s which revealed that it had been built in multiple phases between the early and late Neolithic (Cummings and Whittle 2004). The excavation also revealed that the earliest phase of activity on the site comprised occupation, with the remains of a hearth and a small assemblage of typologically early Neolithic flint tools identified (Cummings and Whittle 2004).

In 2006, further evidence for Neolithic occupation was identified by Gwynedd Archaeological Trust during excavations associated with the development of the Parc Cybi Industrial Estate. The excavation revealed the ephemeral remains of a post- and beam-built structure, rectangular in plan and similar in form to structures found at Llandygai (Houlder 1968; Kenney 2006) and throughout Scotland and Ireland that are predominantly dated to the early Neolithic period. The function of these structures is still under debate, and the use of the term 'house' to describe them is perhaps misleading. It is probable that they were used for occupation but also fulfilled a 'ritual' role in the communities. These structures are often found to contain large quantities of charred grain, leading to the suggestion that they were involved in activities associated with grain processing or storage. The location of the newly discovered site, close to the Trefignath chambered tomb, demonstrates that Neolithic populations were settled in the wider Holyhead landscape in the early Neolithic period. The construction of the chambered tomb sometime after about 3500 BC (Cummings and Whittle 2004), over the site of earlier occupation,

suggests that there was shift in the use of the local landscape. There are numerous recorded examples of chambered tombs being built over evidence for earlier settlement (both Mesolithic and early Neolithic), which may indicate that specific places within the landscape became to be considered as special through their history of use.

No recorded sites of Neolithic date exist within the proposed development area, although it lies close to a significant early prehistoric landscape that is likely to have extended across much of the wider Holyhead area.

Bronze Age Period (2,500BC – 800BC)

The end of the Neolithic period saw the closure of the large communal chambered tombs and a shift towards the burial of individuals in single monuments. New types of monuments were constructed, including stone circles, individual standing stones and stone rows. Settlement became more permanent and people began to construct stone-built houses and lay out field systems. This period also saw distinct changes in the types of pottery produced and a downturn in the form and quality of lithic tools. More importantly, the Early Bronze Age saw the introduction of metal.

Excavations at Parc Cybi have also identified the remains of a possible Bronze Age roundhouse and cist burial cemetery of early Bronze Age date (GAT 2011). These discoveries demonstrate that the wider Holyhead landscape remained significant for both settlement and burial throughout the early prehistoric period.

No recorded sites of Bronze Age date exist within the proposed development area, although it lies close to a significant early prehistoric landscape that is likely to have extended across much of the wider Holyhead area.

Iron Age Period (800BC – AD43)

In the Iron Age the focus on communal living and farming continued, and was taken to extremes with the construction of large defended settlements called Hillforts or Promontory Forts. It is thought that in this period society became increasingly unstable, owing to climatic deteriorations impacting on the availability of food and that the defended settlements were a response to an increasingly warring population. Research at a number of these sites has, however, revealed little evidence for warfare but indicated that these monuments may have been designed to demonstrate the status of powerful leaders and to define territory. Hillforts were

generally built on high, easily defensible positions in the landscape and enclosed by single or multiple banks and ditches. Within these defended enclosures, people lived in post- and daub-built roundhouses and stored the grain from their harvests in thatch covered granaries raised off the ground using posts.

While the Hillforts are the most spectacular of Iron Age sites, the majority of the population would not have lived in them. Instead they would have lived in enclosed lowland settlements attached to which were enclosed fields, perhaps only using Hillforts as places of refuge when under attack. The Roman's described the Iron Age populations of Wales as 'war mad and quick to battle' (RCAHMW 2011) and noted that they fought naked and covered themselves in blue woad – an image of the 'barbarian' that persists to this day. This description does need to be taken lightly however, as the Roman's were adept at exaggeration, particularly when it was to their advantage to be seen to be civilising a supposed uncivilised population.

The Iron Age populations of Wales were in fact highly skilled and artistic. Their farming practices were well-organised and surpluses of grain were evidently common occurrences. Highly ornate metal objects characterise the material culture, including swords, daggers and other weaponry, bowls, horse fittings, jewellery, mirrors and cutlery decorated in the distinct La Tene style which appears to have been highly symbolic and associated with spiritual belief.

There are nine substantial Iron Age hillforts on Anglesey, with three covering well over six hectares in extent. One such hilltop fort is that of Caer y Twr (SAM Ref: AN109), which crowns the summit of Holyhead Mountain, positioned approximately 1.3km southwest of the proposed development boundary (fig. 32). Caer y Twr hillfort is built on the north and east side of Holyhead Mountain, marked by a single stone rampart, on average 2-3m wide by 1m high. The highest standing remains on the north side measure approximately 4m wide x 3m high. The rampart encloses an area of approximately seven hectares. There are no recorded house platforms within its confines, however, the remains of terraces on the northwest side are thought to represent the remains of house structures, although their date is unknown (RCAHMW 1934). The entrance to the fort is thought to have been in the north-east corner where a natural gully provides a sloping access overlooked by incurving ends of the rampart. On the northern side part of the rampart appears to have been pushed uphill into the interior of the hillfort, which appears to have been a deliberate slighting perhaps occurring during the Roman period, when the army

built a watchtower on the summit of the fort. The base of this tower was excavated and conserved in the 1980s. The stone watch tower was a well built structure approximately 5.5m square and would probably have reached a considerable height and acted as a look-out and a signal post (Gardner 1934; Crew 1981; Lynch 1995).

Around the base of Holyhead Mountain several hut circle settlement groups have been identified. The largest of these is the Ty Mawr group (SAM Ref: AN016), situated approximately 2.4km southwest of the proposed development on the upper slopes of Goferydd, immediately to the southwest of Caer y Twr hillfort. This settlement group is one of the earliest and best preserved Iron Age settlement groups recorded in Anglesey. The site was first excavated by the Hon. W O Stanley, the local landowner and MP, between 1862 and 1868. It consists of 10 large, round stone huts scattered along the hillside, interspersed with smaller rectangular buildings that are partly subterranean and entered by one or two steps. At the eastern end of the site is a further group of huts; excavated between 1978 and 1982, these structures are thought to date to the 1st century BC to 1st century AD.

The Cadw scheduling description describes the round stone huts as being approximately 7m in diameter with thick, low walls. They are thought to have had a high, conical roof supported on a ring of posts and thatched with straw or reeds. It is unlikely that the walls would have been much higher than at present. The small, rectangular buildings are sufficiently narrow to have been spanned by flat beams. Stanley's excavations suggested that these had been used as workshops, as he found hearths, slag, crushed quartz and other evidence of metal-working. Industrial activity was not confined to the workshops, as he found similar hearths in some of the round houses. The excavations in 1978 to 1982 found little industrial evidence, but provided more information about the agricultural side of the community's activities. These later excavations, with the benefit of radiocarbon dating, demonstrated the long history of settlement on this site and revealed a series of farmsteads of various dates, with occupation concentrated at different points along the hillside at different periods. There is evidence on the site for activity from the Mesolithic, Neolithic and Bronze Age, but the buildings in the eastern group belong to the Iron Age, and were used in one way or another up to the 6th century AD (Smith 1987; Lynch 1995)

The eastern huts had an enclosed yard in front of them. The earliest structure, the now-demolished hut in the centre, cannot be dated precisely, but the larger house built beside it dates to about 200 BC (Smith 1987; Lynch 1995).

A much smaller group of Iron Age huts is located approximately 2.3km south-south-west of the proposed development area. This site is known as the Plas Meilw Hut Circles (SAM Ref: AN013). A further small group of huts (PRN: 3795), now destroyed, is located beside the Porth Namarch dyke, only 240m south-west of Soldiers Point. This site was destroyed by Victorian quarrying during the construction of the Great Breakwater in the 1850s. Although the most significant surface remains of this settlement have disappeared an unusual double walled avenue survives not far from Trefengan.

No recorded sites of Iron Age date exist within the proposed development area, although it lies within a landscape that would undoubtedly have been exploited by the inhabitants of the hut circle groups, for settlement, agriculture and fishing.

Roman Period (AD 61 to AD 400)

The invasion of the Isle of Anglesey, known by the Romans as *Mona Insula*, in AD 61, has become famous for its brutality, although the only evidence we have for this invasion is a relatively short document written in AD 71 by the Roman historian, Cornelius Tacitus in his *Annals*.

The primary purpose of the invasion was to destroy Druidism, for which Anglesey was the spiritual home. While not a widespread religion, Druidism facilitated rebellion against the Roman army, by bringing people together in a common cause, namely resisting the invasion. The Romans, therefore, regarded the capture of Anglesey as key to their conquest of Britain as a whole (Griffiths 2002).

The island of Holyhead would have been regarded by the Roman army as an important site from which to control trade from the Irish Sea. A Roman Naval base was constructed at Caer Gybi (PRN: 1762 /SAM Ref: AN031), approximately 480m south-east of the proposed development site. The standing remains of the fort date to the 3rd or 4th century AD, however there is likely to have been a base in existence at an earlier date on the site. In July 1952, W.E. Griffiths carried out a brief evaluation of the site, on behalf of the Ministry of Works. The objective was to discover whether there were the remains of an enclosure ditch, but no evidence for

one was identified (Griffiths 1954; Nash-Williams 1954; Wheeler 1925; Richmond 1965; Jarrett 1969; Lynch 1995).

The remains of the naval base at Caer Gybi comprise a 2m to 3m high stone wall enclosing St Cybi's Church and churchyard. The enclosing wall forms a three-sided rectangular enclosure measuring c.76m by 50m, oriented north-south, that would probably have had a circular tower at each corner. The walls have the faint trace of a parapet walk that would have linked the four towers. The original wall survives on the north, south and west sides but has been partially obscured by modern housing. It is nearly 2m thick in places and built of cemented rubble faced with dressed stones. It has been suggested that the style of the masonry and the three sided plan, can be compared to a similar site on the Rhine which had fortified ship landings or beach points. This site has been dated to the last quarter of the 4th century AD, in the reign of Valentinian. Caer Gybi is unlikely to be earlier and may be assignable to the reorganisation of Britain under Count Theodosius. There is no record of the building or use of the naval base in any Roman historical accounts, however, the fort is mentioned in a 6th century text on the life of St.Cybi. This records that Maelgwyn, the 6th century king of Gwynedd, gave Cybi the land for a monastery, of which the parish church standing within the fort is its successor (Lynch 1995).

A Roman signal station is located on the summit of Holyhead Mountain within the Caer y Twr hillfort, which is probably contemporary with the naval base.

There are no other definitive Roman sites within 1km of the proposed development, although there are several findspots of Roman coins recorded on the HER within the vicinity of the study area. One collection of coins was found within one of the Ty Mawr group Iron Age huts during Stanley' excavations, comprising twelve 3rd or 4th century AD Roman coins. Another Roman coin (PRN: 1769) was found in the area of Tre Hwfa, 720m south of the proposed development area (Williams 1950). A further Roman coin (PRN: 3799) was supposedly found in the area of Holyhead and recorded in the HER in the early 20th century. Although these Roman finds are few, this number is only the 'reported' number of Roman finds.

The presence of the Romans on Holyhead island is well attested, and it is likely that they would have exploited much of the local landscape for settlement and agriculture.

Medieval period (AD 410 – 1485)

The withdrawal of the Romans around AD 410 led to the birth of new British kingdoms, with national identities forged by the residues of Roman culture, Saxon invaders and the ancestral roots of the British Celt. The history of northwest Wales, in particular Gwynedd, from the 5th to the 11th century AD was one driven by power struggles with neighbouring kingdoms, such as Deheubarth to the south and Powys to the south-east, and the powerful Saxon Kingdoms of Mercia and Northumbria. From the 5th century AD onwards, history is clouded in legend and stories of Viking raids.

The historical figure who ruled Gwynedd in the 6th century AD, was Maelgwyn. He has been associated with Degannwy Castle in Caernarvonshire and is said to have died in AD 547 of a 'yellow plague'. The collection of Welsh traditional tales, *The Mabinogion*, tells the story of Branwen, daughter of Maelgwyn. One of these stories tells of an arranged marriage between his daughter Branwen and the King of Ireland, Matloch. The marriage was designed to ease tensions between the two nations, but it inevitably caused even more bloodshed. After their wedding ceremony at Aberffraw, Matloch returned with his new bride to Ireland. Word soon returned to Anglesey of Branwen's ill treatment by the King, and war was declared between the two lands. Following a great loss of life on both sides, Branwen was returned to Anglesey, where it is said that she died of a broken heart, devastated by the destruction which she felt responsible for.

The Celtic Christian church made its appearance on Anglesey during the early medieval period with the founding of two monasteries: at Holyhead, by St. Cybi, and at Penmon by St. Seiriol. According to the chronicler Gildas and the annals of the lives of the Welsh saints, Maelgwyn, the King of Gwynedd, is reported to have donated the land and former Roman fort at Holyhead to Cybi, the son of Selyf, a Cornish king, in order to found a monastery (PRN: 1828). Although he is not found in the major lists of saints, he is recognised as a 'Pre-congregational saint,' beatified and canonised by patriarchs and local devotees. In 480 AD Kebius, Cuby or Cybi was born in Kernow, Cornwall, at Callington close to Plymouth. His father was Selyf, a Cornish Chieftain and great grandson of Cystennin Gorneu, thought to be the grandfather of King Arthur. Cybi's mother was Gwen, sister of Non, the mother of St. David, so Cybi was first cousin to Wales's patron saint. His mother was the descendant of Vortigern, (Gwrtheryd) a British Chief of the early 5th Century. As a

young man he is said to have declined to succeed his father and became a Christian monk. Being from a rich Romano-British family he would have been well-educated. With ten disciples he crossed to Gaul, travelling and founding churches. Eventually Cybi returned across the Channel, landing in Cornwall where he founded several churches. He is said to have later travelled and settled for a number of years in Ireland where he stayed for four years on Inis Mor. Cybi subsequently returned to Wales and settled on the Llyn Peninsula, where he set about preaching and converting the local population. After several years, however, he began quarrelling with the locals and was cast out. Following this, one story says that Cybi appealed to Maelgwn, King of Gwynedd, to grant him some land. Maelgwyn offered him the use of the abandoned Roman fort at Pentre Gwyddel, known later as Caergybi, and then Holyhead. So, Cybi and his followers came to Holyhead and founded the first Church of St Cybi within the fort. This was the start of a monastic settlement known as a Clâs. It was founded in AD 540 and remained a religious centre until the Reformation in the 16th Century. In the year AD 554, at the age of 84, Cybi died. He left a legacy of his cult which exists today. He is venerated on Anglesey and at several churches in Wales, Devon and Cornwall. His relics were taken from the Clâs in 1405 during Owain Glyndwr's rebellion.

The present Church of St. Cybi, consists of a short aisled nave of three bays, crossing with transepts, a long chancel and south chapel, west tower and south porch. The long thirteenth century chancel forms the earliest part. The transepts, aisles and porch were added between about 1480 and 1520. The west tower is seventeenth century and the south chapel was added in 1896-7. The nave, aisles, transepts and porch have splendid crenellated parapets with pinnacles. The tower has two tall plain stages and a low pyramidal roof or spire. The fine sixteenth century south doorway has a plethora of heraldry and beasts, and the wall above is lined with flowing tracery around a relief-carved figure. At the sides are canopied niches without their statues (RCAHMW 1937). The church stands within the walls of the Roman naval base. The eastern towers of the fort, overlooking the harbour, are thought to have been rebuilt in the medieval period and the enclosure may have served as a fortified precinct.

The nave of a smaller church, Eglwys-y-Bedd (NPRN 43590) stands in the southern part of the enclosure. The present building is fourteenth century, but it is thought to have replaced an earlier structure (RCAHMW 1937). It is also known as Capel Llan y Gwyddel. It is a mortuary chapel, commonly called Capeli y bedd, or the Chapels

of the Grave. These chapels were supposedly built over the burial place of the saint to which the main church was dedicated (PRN: 6894). The chapel stands within the walls of Caer Gybi to the south of the collegiate church of St Cybi and was probably part of the college. Having fallen into dereliction the building was restored as a school in 1748 and retains few original features. The last ruins of the chancel were cleared in 1810. The east wall has a blocked fourteenth century chancel arch and the west wall has a mutilated two light window, probably fourteenth century, above the head of a fifteenth-sixteenth century doorway. Trenching carried out in 1992 indicated the presence of an earlier medieval building on the same site (RCAHMW 1937).

Within the grounds of the church of St.Cybi is a healing well or spring, associated with the cult of St Cybi. According to tradition, it is said that on landing from Ireland the saint struck the ground with his staff and a spring sprang forth. The well can be identified with a structure in the grounds of Rosemount depicted by the OS 1st edition 1:500 Town Plan of 1888/9. This is a square feature, roughly 1.2m across, apparently approached by a flight of four steps on the south-east and three on the south-west. It is now concealed below, or close to, Church House.

Early medieval finds recorded within the HER include a coin of King Mercia dated to 790 AD (PRN: 1547), reportedly found in the grounds of Caer Cybi (Dolley, M & Knight, J 1970).

A later medieval chapel site is located 880m to the southwest of the proposed development area. This comprises the ruins of Capel Gorlas (PRN: 1761), which were described as being fairly extensive in 1940, including a path that led to the holy well (Hughes 1942; Jones 1954). There are now no visible surface remains of this site.

The 14th century brought great change to Anglesey, with invasion by English forces led by Edward I. Following a number of campaigns against the last Prince of Wales, Llywelyn ap Gruffydd, Edward was able to claim victory after cutting off grain shipments from Anglesey to the Welsh army. It is from this period that Anglesey gets its Welsh name of 'Mon Mam Gymru' meaning 'Anglesey Mother of Wales'. Following his victory, Edward built a number of castles, including Beaumaris Castle on the Menai Straits.

Holyhead was undoubtedly used as a port during the medieval period, and was considered for use as a mustering point for a retaliatory expedition to Ireland in 1332 (Usher 1953), however, Beaumaris served as the principal port of Anglesey. Historical documents call Holyhead, 'Haliheved' in 1315, though Edward I addressed his letters whilst staying there as from 'Castrum Cybi' (Usher 1953). The convenient location of Anglesey made it a likely target for invasion during wars with Spain and later France, and several rapid surveys of the coast were undertaken to aid defence (Jones 1957), and in the late 16th century Holyhead was described as 'The baye of the holihed and the havyn in the myddest of the said bay' (Lewis 1927).

Post Medieval period (1485 onwards)

The history of Holyhead between the years 1485 and 1700 appears to have been a fairly quiet one in terms of development, with very little mention of it in historical documents apart from it having served as a port linking Ireland to Wales.

After the execution of Charles I in 1649, Holyhead became a garrison town with a troop of Puritan soldiers stationed in the church of St. Cybi. In 1650, Major Thomas Swift took command and became the postmaster and Churchwarden and is sometimes referred to as the Governor of Holyhead. Major Swift was responsible for the raising of the west tower of the former Roman fort by 17 feet in response to the threat from pirates.

In 1727 the Irish satirist, Jonathan Swift, author of *Gulliver's Travels*, is known to have stayed at an Inn in Holyhead owned by a widow, Mrs Jane Welch. The Inn building is depicted in Lewis Morris' 1737 map of Holyhead. The inn was demolished in 1947, but prior to its demolition the RCAHMW undertook a survey of the building which revealed that part of the structure dated to the 15th century.

From the 18th century onwards the importance of Anglesey increased, due to the copper deposits and because it functioned as a main port for travel to Ireland. Parys Mountain, a former Iron Age hillfort, in the north-west of the island, had been a site of copper mining during the Roman period and possibly much earlier. In the 1760's full scale mining was begun there to satisfy demands for the metal for production of guns, metal plating for ships, and coinage. At its peak, Parys Mountain was the largest copper mine in the world and employed 1500 people.

The end of the Napoleonic wars meant a reduction in the demand for copper and a sudden decline in the fortunes of the mine. Today virtually the whole inside of the mountain has been removed.

Many of the coastal bays on Anglesey had served as small ports throughout the ages, but by the 18th century Holyhead had emerged as the main port, primarily because it was the closest point to Ireland. At this time, travel to Ireland was very hazardous, not only was there the crossing of the Irish Sea to navigate, but ferries had also to navigate the treacherous currents of the Menai Strait to get to Anglesey from the mainland. Travellers from England also had to negotiate the narrow roads through the Snowdonia mountain range and around the headlands along the North Wales coast. The union of Great Britain and Ireland in 1800 increased the need to make this route easier to travel. In 1810 Thomas Telford was commissioned to build a new road through North Wales and across Anglesey. This included the first major suspension bridge in the world, the Menai Bridge, across the Menai Strait.

A good introduction to the late post-medieval history of Holyhead is that by Samuel Lewis in his Topographic Dictionary of Wales in 1848. It describes the landscape and life as it was up to the construction of the Chester to Holyhead Railway and the Great Breakwater, both massive Victorian projects that helped turn Holyhead into the major ferry port and tourist attraction that it is today. The account offers the reader a fairly comprehensive history of significant Victorian features and events in the wider inland and off-shore landscape (see Appendix F)

As is clear from Samuel Lewis's account, the late post-medieval period and in particular the Victorian period, marked a period of rapid growth for Holyhead, as a town of trade, communication and tourism, with the town firmly establishing itself as the largest portal town in the County. This growth was, essentially, due to the necessity in the early-mid 19th century for a reliable Royal Mail Service from London to Ireland. This requirement prompted several large engineering projects, including the construction of the Menai Suspension Bridge designed by Thomas Telford, and the Conwy Suspension Bridge, to help facilitate the mail service by both rail and road. In 1848 the Chester and Holyhead Railway opened to Holyhead and work also began on the construction of a large pier and an improved harbour, which was to include a north and east breakwater, known today as the Holyhead Great Breakwater which was completed in 1876, widely considered to be the finest in Britain. With the arrival of the railway and a reliable water link to and from Ireland,

Holyhead grew into a prosperous shipping and tourist town. This is reflected in the long maritime history of the town and the presence of several hotels around the harbour and along the waterfront.

Holyhead Harbour and Town Development (1700-1821)

There appear to have been few improvements made to the harbour in the early post-medieval periods (fig. 24). The mail packet boats are known to have moored in the deeper water alongside Salt Island and passengers and mail were carried to and from the shore in ferries. On the north side of the harbour was the Custom House (LB Ref: 5771), and a related quay was constructed by building a wall from the shore to a small island in the estuary. A lighthouse was built on the east end of Salt Island, as shown on a print of 1815 (fig. 24d), although no records exist concerning its construction or operation. Boats were loaded and unloaded on both sides of the estuary, though no improvements were made to assist this process.

At the start of the 19th century, Holyhead harbour was in regular use as a packet station, a ferry port for passengers to Ireland, a local port for fish, grain, coal and other items, and as a harbour of refuge. The Act of Union between Britain and Ireland in 1801 put considerable pressure on the British Government to improve the route between Dublin and London for the sake of both comfort and speed, and to allow more effective passage for the military. The Government commissioned John Rennie and Joseph Huddard to survey the route between London and Holyhead in 1801. Their report contained suggestions for improving the roads, bridging the Menai Strait and the strait between Anglesey and Holyhead, and improving the harbours at Holyhead and Howth in Ireland.

In 1809 Rennie was asked to draw up plans to improve Holyhead harbour, and works were begun in 1810. Rennie was an experienced harbour engineer, with his work at Holyhead influenced by his experiences of designing and constructing a breakwater at Plymouth Sound, where the exposed conditions made working particularly difficult.

Rennie's initial plan at Holyhead involved the construction of a pier off Salt Island (Admiralty Pier (LB: 14757)), with a new road and bridge across to Salt Island. His initial estimate for this work was £66,862, which included the purchase of Salt Island. This was largely constructed by 1817, when it was proposed to extend it by

a further 120ft. A plan to create a large wet dock within the tidal creek was not taken up, instead a small harbour and landing place was constructed at Porth Dafarch on the west side of Holy Island to allow packet boats to land when tide and wind did not allow access to Holyhead.

In 1819 Rennie stated that plans were in hand to construct a graving dock, but that the work was being held up whilst decisions were being made concerning the location of the custom house. In 1821 he wrote to the Admiralty saying that he had drawn up plans for the dry dock to be situated on the south shore of the creek, and for a second pier that would protect the dock and allow greater anchorage space during poor weather when the harbour was used for refuge.

Rennie died on 4 October, 1821, and Thomas Telford was asked to take over responsibility for the harbour works. Telford's first report to the Commissioners in 1824 states that great progress had been made in the construction of the new graving dock, and a new road had been made along the side of the harbour, linked to his London to Holyhead Road. Parry's Island was purchased and wharfs built upon it. Over the next few years the work to the graving dock was completed, a small steam engine installed (1828), the surrounding wall constructed, and carpenters' shops built against the curtain wall. On Salt Island a new Custom House (LB Ref: 5771) and harbourmaster's office were built to a design by Telford. Stores, workers' cottages and workshops were built behind the new offices, and gaslights were installed on the road from the two inns at the west side of the creek to the pier on Salt Island. These works led to the statement that 'this harbour is now brought to as perfect a state as was formerly contemplated, it continues not only to afford protection and accommodation to the steam packets, but in stormy weather frequently protects above a hundred sail of coasting vessels'. Regular maintenance work was required however, including the removal of rock from the bottom of the harbour to enlarge the mooring area. In 1834 Thomas Telford died, and John Provis took over the engineering responsibilities at Holyhead.

By 1820, steam ships had replaced the sailing ships operating between Holyhead and Ireland. In May of 1821 two steamers were employed by the 'Steam Packet Company' to sail from Holyhead to Howth, which were followed in June 1821 by the *Lightening* and the *Meteor* which belonged to the Post Office. The increase in steamers resulted in the pier becoming over-used. It was also exposed in bad

weather, and the seabed below the moorings required regular dredging to allow the ships to dock. As a result, plans for a new harbour and port were drawn up.

The engineer in charge of planning the developments was James Meadows Rendel. His proposals included the building of a new harbour, to be created by a long north breakwater leaving the shore at Soldiers Point, west of Salt Island, and an east breakwater running off the north end of Salt Island. A new pier for the railway and steam packets was to be built, and the railway was to run in a tunnel under Holyhead to emerge by the new pier. The first year of work involved laying down a seven foot gauge tramway from the proposed quarries to the south-west to the start of the north breakwater, and along the shore to Salt Island to service the east breakwater. Small branch lines were constructed for the proposed railway pier, also linking a creosote works and sawmill. Work commenced on the north and east breakwater, however the latter was stopped because of dangerous working conditions, with the intention of continuing it when the north breakwater was long enough to offer protection. It was never restarted, and the railway pier was also never built when the CHR decided to pull out of the arrangement. The north breakwater, however, was continued, and in view of the large number of vessels requiring refuge within it, was extended on two occasions.

The initial design of the breakwater was an 'L' shape with the shorter length attached to the land before turning east, measuring 5,100 feet long, from Soldiers Point to terminate at the Platter's Buoy, and a 2,100 ft pier from Salt Island, enclosing an area of 316 acres, three quarters of a mile long, at an estimated cost of £700,000. A decision to lengthen the initial structure by some 2000ft, led Rendel to turn the breakwater back to the north, thus creating a 'z' shape, and a total length of 7860ft thus making it the largest breakwater in Britain (fig. 25, 26 and 27). The work began in January 1848. Approximately 1,300 men were employed on this project. The work was hazardous, and more than 40 men died between 1849 and 1852.

Thomas Jackson, writing in 1853 in his publication "The Visitor's Handbook for Holyhead" gives a first person, eye-witness account of the building of the breakwater. He describes a scene of intense industry, of tram-lines laid out, wagons rolling, horses and men, locomotive engines "of unique design and requirements" and a great many workshops.

Soldiers Point House (Site No. 24 / PRN: 7167 / LB Ref: 14760) was a two-storey castellated house, built in 1848, as the residence for Mr Rigby, one of the chief contractors for the project (fig. 25, 29 and 30a; photo plates 23-33). The large house was styled on a model of Hampton Court, and the house is an early example of Victorian castellation with stucco walls and barred windows, surrounded by a stone curtain wall with towers (Site No. 104 / LB Ref: 14761) shielding it from the industrious activity of the around the Breakwater. The house had a service block and outbuildings and was entered through a gateway between pair of towers. The house was set in extensive grounds which included garden walls and ornaments in a similar style to the grand screen wall north of the house. The Ordnance Survey 1st edition 25 inch map of 1887/89 shows that the gardens also included two ornamental fountains, its own landing stage and an area of orchard (fig. 16).

Built in tandem with Soldiers Point house, was Government House, later called Porth-y-Felin House (Site No. 52; LB Ref: 14759; fig 30b and 30c; photo plates 34-41). The house was built for the use of Mr Dobson, the resident engineer of the Holyhead breakwater. The house was later used as the Harbourmaster's house. The house is two-storey with a 'U' shaped ground plan, set in fairly extensive grounds.

Railway lines were laid not only from the quarries to Soldiers Point, and along the wooden gantry of the breakwater, but also along the top of the Newry or Town Beach, to Salt Island, and the site of the East Breakwater (fig. 16, 17 and 18; photo plates 19-21 and 45). The stones that supported this railway may still be seen along the "Top Prom" or promenade, and the start of the rubble foundation for the pier are stretched sea-wards from the tip of Salt Island (fig. 31).

The rubble used to form the foundations of the Breakwater came from the northern side of Holyhead Mountain, approximately 400m-500m south-west of the proposed development area. The Breakwater Quarry (Site No. 22 / PRN: 7165) is more than 500 feet wide all along its length, and in some parts very deep. Following completion of the breakwater in 1876, the quarry at Holyhead Mountain was leased to William Wild (who became a limited company as William Wild & Sons Ltd in November 1924) who established a brickworks at the quarry (photo plate 49). Wild re-utilised the existing tramlines and added two reservoirs and several structures associated with the extraction of silica quartz and the processing of silica bricks for furnace linings destined for use in the steel industry. The standing remains of the

brickworks are all in a derelict and ruinous state, all built from rubble masonry, a post-1900 two-storey Crusher House, a single-storey gabled office and canteen building, a brick kiln complex, consisting of six kilns in an enclosure with a tall chimney and attached drying sheds. The entire brick kiln complex is post 1900. Other buildings include the Crusher House complex, which is partly pre 1900 and the ruins of a pre 1900 building of unknown purpose, but it is most likely a storage shed due to its close proximity to the railway lines. The early Ordnance Survey map of 1887/89 shows that part of the quarry at this time was also used as a rifle range (fig. 15).

The huge limestone blocks used for the foundations and walls of the Breakwater were brought from Moelfre by sailing boat. Laying the foundations was the most difficult and dangerous parts of the work, which was frequently hindered by storms, and it is recorded that 20 workmen lost their lives between 1849 and 1852. In total, it has been estimated that approximately 7,000,000 tons of stone was laid in the construction of the Breakwater. A solid wall of stone was laid on top of the foundation, some 39ft high, of two decks, with a rail track laid on the lower, and a parapet on the seaward side.

Most, indeed nearly all, of the ships that used or would use Holyhead harbour were sailing ships, for which manoeuvring was difficult in certain winds. In 1854 it was decided that the proposed entrance to the harbour was too small for safety, and the proposed East Breakwater was abandoned. The North Breakwater was extended turning north-east, making the Breakwater one and half miles long, then the longest in Europe, and giving the harbour three times the area and much deeper water. This change of plan gave the Breakwater the peculiar and distinctive shape that makes it unique (fig. 25f; photo plates 69 and 70).

The lighthouse at the end of the Breakwater was built between 1845 and 1873 and probably designed by John Hawkshaw, the Superintendent Engineer of the harbour works from 1857 to 1873. It is 19.2m (63ft) high with a roll-moulded string-course projecting above first floor level, and is unusual in being (6.78m - 22ft 3in) square in plan. A moulded cornice supports a walkway around the circular lantern and the domed apex is surmounted by a weathervane and finial. This three-storied lighthouse is painted black and white with chamfered angles and a stepped plinth set on an oval platform on the Breakwater. It is a Grade II listed building.

The harbour work was completed in 1875, and the Prince of Wales performed the opening ceremonies. An inscribed plaque on the wall of the lighthouse reads:

*"This Breakwater was commenced in 1845, and on August 19th, 1873,
Albert Edward, Prince of Wales, declared the work to be complete.
Superintendent Engineers - James Meadows Rendel, 1845-56
John Hawkshaw 1851-73 G.C. Dobson, Resident Engineer.
J. & E. Rigby, Contractors."*

Work on the harbour has been continuous since it was opened, with repairs frequently required due to damage caused by the gales that hit this coastline during winter. In 1878 William Williams, contractors of Holyhead, were paid £1,100 by the Treasury for repairing the foundations, and further huge amounts of rubble were deposited 1880, 1886, 1887, and 1889-90. In 1911 and 1913 S. Pearson and Sons, contractors of Westminster added 267,000 tons to the foundations from the quarry, and in 1914, 24 steel cases filled with concrete were placed around the lighthouse (and are clearly seen).

The Great Breakwater today is regarded as the finest breakwater in the British Isles and is a Grade II* Listed Building (fig. 28).

Other port and harbour developments in the early to mid 19th century include the construction of a lifeboat house under the auspices of the Anglesey Association for the Preservation of Life from Shipwrecks. The first lifeboat in Holyhead was established in 1828, but in 1836 it was reported that a new house for the lifeboat was nearly finished, although its location is not known. In 1857 a new Lifeboat House was built at the newly formed Newry Beach, part of the shoreline within the new harbour (photo plates 8, 10 and 11). This lifeboat house is now occupied by the Holyhead Maritime Museum. It is generally believed to be the oldest surviving lifeboat house in Wales and, as such, is a Grade II Listed Building (Site No. 78 / LB Ref: 14729).

The development of the inner harbour during this period was dictated by the arrival of the railway and the development of the port by the CHR (from 1859 the LNWR), and the continued use of the port for carrying mail packets, first directly by the Government, and then under contract by the City of Dublin Steam Packet Company (CDSPC). Initially the CHR developed the harbour with the CDSPC, and laid a

tramway from the Holyhead terminus along the edge of the estuary and on to Salt Island. Initially horse-drawn, the line was later improved to allow specialised vertical boiler engines along it. A timber extension was built onto the end of Admiralty Pier, and the timber jetties were replaced by a single 'L' shaped jetty, both clearly marked as 'new jetty' and 'temporary pier' on Calver's chart of 1857. This temporary measure remained until 1863, when it was further improved and strengthened, a good direct rail link connected, and platforms erected on new timber staging.

The LNWR were, concerned by the non-appearance of new jetties, and the occupation of the Admiralty pier by the CDSPC packet steamers. The company was still attempting to run their own ferry services (both freight and passenger) to Dublin and, by 1873, to Greenore, both to service north-east Ireland and to improve its service to America. In order to remain competitive, new and larger ships were ordered, and decisions were taken to improve the inner harbour. Initially the improvements were concentrated upon the north side of the harbour, where a new quay and large new shed was built. Land was also purchased on the south side of the harbour, a new harbour wall erected, and the coast filled-in behind. Upon this were built a second large shed and storage facilities, whilst at the east end was built a new and larger graving dock. Two steam engines were installed to operate dock hydraulics and empty the dock. The new passenger service required massive dredging operations, a new large warehouse on the east quay and a new station and a large spacious hotel, the Station Hotel. The new station platforms were divided by the harbour angle which meant that passengers could transfer from train to ship with greater ease, and each quay could berth two ships. The station and hotel were officially opened by the Prince of Wales in 1880. To commemorate the occasion, a large clock tower was built (LB Ref: 14735).

Repairs to the LNWR steamers were required continuously, and boilers necessitated regular renewal. The CDSPC had the use of the former Government dockyards on Salt Island, and so the LNWR established its own workshops (PRN's 11824 -11829) on the north side of the harbour on the site of the old custom house and alongside Pelham Quay. This new complex was known as the Marine Yard. Admiralty charts show that a 'builder's yard' on the site predated the arrival of the railway in 1848. Construction for the new complex however began in 1857, initially consisting of two buildings, a smithy and a workshop. These two buildings were quickly extended and developed in the following decades into a larger complex,

capable of supplying full maintenance needs, including a joiners shop, an upholstery shop, a fitting shop, an iron foundry, an erecting shop, an oil store, a paint store and offices. The development clearly indicates the growing importance of the Irish ferry and the need to be able to service all aspects of the increasingly complex steam-packets of the later 19th century. Four of the Marine Yard complex buildings have Grade II Listed Building status (LB Ref's 5734/5735/5736/5737). The complex remained in use into the second half of the 20th century.

Other coastal developments in mid – late 19th century in the area of Newry Beach in the New Harbour area, include the construction of a series of 5 landing stages (Site No's. 86, 96, 97, 98 and 102), two lifeboat slips, one near Sailors Pool and the other near the Lifeboat House, the construction of a complex of buildings 300m east of Porth-y-Felin House, known as the Trinity Yard, which included two workshops and an office building, built by Trinity House circa 1870 for the maintenance of the coastal lights (LB Ref: 14730/14731 and 14732). Other buildings appearing in the area of Newry Beach at the same time included a Sailors House (Site No.101); a Rocket Apparatus House (Site No.100); a timber yard, known as the Beach Yard (Site No. 91, 92 and 113) and a Coast Guard Station. All of these buildings are depicted on the Ordnance Survey 1st edition map of 1887/89 (fig. 15).

As Holyhead Harbour grew, so did the town. In an early post-medieval census of 1536, Holyhead parish had a population of 400 people, which had risen to 870 people by the year 1670 and by 1801 its population had grown further to 2,131. By 1851, however, due mainly to the influx of workmen and their families working on all of the massive engineering projects, the population had quadrupled to 8,863. By 1921 this number had increased further to 11,761. The rapid population growth from the mid 18th century to the late 19th century inevitably gave rise to the increase in the number of hotels, shops, residential housing, chapels and churches, schools and public houses. For instance, in 1897 it is recorded that there were an astonishing 58 Public Houses, Inns and Hotels in Holyhead. The growth of Holyhead as a town is reflected in the cartographic sources from the 1840 tithe map through to the OS map of 1963 (fig 22), where it is evident that the town was growing, with development increasingly flooding into the area of the new harbour and Newry Beach.

With the onset of World War I in 1914, four railway steamers were requisitioned and converted into armed boarding steamers. A Naval Base was also established at

Bryn y Mor, on the south side of the old harbour, as part of the force designed to counter the submarine presence in the Irish Sea.

As the Second World War began, the government focused much of its attention on defending the south-east coast of England. However, as the war progressed, there came a very real threat of an invasion from across the Irish Sea. It was thought that if the Nazis used Ireland as a staging point, they would require port facilities for unloading troops and supplies and their prime targets would be the deepwater harbours at Holyhead and Milford Haven. As a result, the approaches to the harbours at Holyhead were protected by coastal gun batteries, pill-boxes, anti-aircraft guns and minefields. The town swarmed with servicemen, soldiers, sailors and airmen of many different nationalities, as Holyhead quickly became an important port, not only as its position was strategically tempting for invasion manoeuvres, but also as a port that was being used for the loading and unloading of cargo, such as troops and ammunition, and as a port used for the maintenance of military vessels. Holyhead was bombed 9 times. The first bomb hit on 5th October 1940, when Church House in Boston Street was completely destroyed with no casualties. The main targets, inevitably, were both harbours. Other bombings are known to have hit the lower end of Newry Fawr (Griffiths 2005). The National Monuments Record (NMR) held by the RCAHMW, records that Holyhead alone had 13 known pillboxes, known as “Welsh mini castles”, positioned strategically across the eastern area of Holyhead. These were located in the areas of Trearddur Bay and Beddmanarch Bay (NPRN: 270317 / 270318 / 270319 / 270320 / 270321 / 270425 / 270426 / 270513 / 270514) and the area near Cae Glas (NPRN: 270513), thus guarding against potential inland advances to Anglesey. A further group were positioned near Holyhead Harbour itself, with a number along the length of Newry Beach in the area of the Great Breakwater. These included a pillbox built into the ground floor of one of the towers of Soldiers Point House screen wall (NPRN: 270424), the re-use and modification of the Napoleonic War battery opposite (Site No. 132 / NPRN: 270424; photo plate 48), and the re-use of an existing building positioned on the Breakwater quay (Site No. 131 / NPRN: 270512). In the area of the old harbour a pillbox (NPRN: 270246) was positioned approximately 260m east of the railway station. Other WWII features in the area of the proposed development include a former red brick built air raid shelter, which has now been converted into a WWII Museum.

On 1 April 1948 responsibility for the breakwater and its railway passed from the

Ministry of Transport to the recently formed British Railways.

In 1993, Stena Line modernised the port, by building a new passenger terminal and a duty free shop for car passengers on shore. Stena Line also introduced new faster ferries to the route, the first being the *Stena Lynx 1* catamaran. She could carry 450 passengers and 85 cars. In June 1994 a bigger catamaran was introduced to the Holyhead/ Dun Laoghaire route, the *Stena Lynx 11*. She could carry 650 passengers, and with lower and upper car decks she could take 110 cars.

4.5 Shipwrecks

Between 1848 and 1993, over 70 ships have operated on the Holyhead to Ireland crossing, and in this time there have been many sea tragedies in which many lives have been lost, either by accident or through an act of war.

In 1884 the steamship known as the *Holyhead* sunk just off the South Stack lighthouse following collision with a German cargo ship, the *Alhambra*, which sunk with the loss of all 18 of the crew. During the First and Second World Wars Holyhead lost four vessels due to enemy action; the *SS Hibernia* was torpedoed by a U35 in 1915 with the loss of 12 lives; the ship the *Anglia* was hit by a mine laid by the UC5 in 1915; the *RMS Leinster* was torpedoed by the U123 in 1918 with the loss of 501 lives. This tragedy is recorded as the greatest loss of life that has ever occurred in the Irish Sea. The *SS Scotia* was bombed from the air in 1940 with the loss of all crew.

A search of the RCAHMW maritime database and the UK Hydrographic (UKHO) database of wrecks revealed that 13 shipwrecks are recorded in the vicinity of the proposed development, three of which are located within the proposed off-shore development area (fig. 34). A great number of these wreck locations are only approximate, based upon the last recorded long/lat co-ordinates of the vessel before she sank. A complete detailed list of all of these shipwrecks is included in Appendix E.

The majority of the wrecks in the immediate vicinity of the Breakwater appear to have sunk on the seaward side, having been blown onto the Breakwater structure. Within the central harbour area, on the inward side of the Breakwater, database records include 4 un-named wrecks and 9 named wrecks, the *Plutarch*, the *Fanny Truss*, the *Busy*, the *Scotland*, the *Gladys*, the *Ellen*, the *Edith*, the *Woodbine*, the

Devenport and the *Siccardi*. None of the shipwreck positions are accurate; however the remains of each of these vessels are certainly within the inward side of the Breakwater. All of the known shipwrecks date from the mid to late 18th century to the early 20th century. Most are wooden vessels including brigantines, schooners, barges, fishing vessels and ketches.

Table 4.2 - List of recorded shipwrecks within inward side of Holyhead Breakwater.

Ref	Vessel Name	Date sunk	Ship details
272050	The Busy	1893	The Busy was a wooden brigantine built by Robert Muir of St John's Newfoundland at Lunenburg, Nova Scotia, in 1857. Technical and configuration specifications are given as 154gt, 133nt (or 171gt, 155nt); 93ft 8in length x 24ft 1in breadth x 11ft 7in depth. At time of loss, the vessel was owned and captained by J Starkey of Belfast, but registered at Plymouth. The brigantine was carrying a cargo of phosphate from St Valery to Birkenhead and had sought shelter in Holyhead Harbour. A south-easterly force 10 gale caused the BUSY to drag its anchors. The brigantine was subsequently lost on the Holyhead breakwater on 17 November 1893.
272097	The Gladys	1905	The Gladys was a wooden sailing vessel, owned by H Owen, Holyhead. The vessel was at moorings near the Holyhead breakwater when it was caught by a southerly gale force 8 and foundered on 26 February 1905. The master, H Evans, and four crewmembers were also lost.
272239	The Fanny Truss	1883	The Fanny Truss was a 40ton wooden schooner built in 1848. At time of loss, the vessel was owned by E Hughes of Gultyn and under the command of master S Harding. The schooner caught fire in Holyhead harbour on 10 November 1883. The fire was fanned by a north-westerly force 8 gale and, as a consequence, the vessel was completely destroyed.
1006	The Siccardi	1861	The Siccardi was run down by the Fingal, a 460ton schooner-rigged steamship, on 14 October 1861. The Fingal had just been purchased by James Bulloch, a former US Navy Officer, who had arrived at Liverpool in June to buy ships and armaments for the Confederate Army. The Fingal had on board 15,000 rifles, 500 revolvers, 3000 sabres, two 4.5in guns, two 2.5in guns and millions of rounds of ammunition. The ship

			came into Holyhead around midnight on the 13-14 October and rammed the Siccardi. The Siccardi sank with all hands. The Fingal collected James Bulloch and a Texan doctor for shore and steamed out of Holyhead at daybreak not waiting for the enquiry into the incident.
240438	The Woodbine		No details
272015	The Ellen	1796	The Ellen is recorded as being a ketch. However, it seems likely that it may have been a ketch-rigged Weaver flat, the Ellen having been built in 1837 at Winsford on the River Weaver. Typically flats were 60-65ft length and 15ft beam. The Ellen's tonnage is given as 53nt. The vessel was carrying 100tons of fire clay from Holyhead to Liverpool. On 2 December 1876, the Ellen was at anchor inside the New Harbour with the mate and one other man onboard. The vessel sprang a leak during a south-south-easterly force 7. The crew abandoned ship and refused to return despite the urging of the master. All three are reported to have stood on the beach and watched the Ellen flounder.
272079	The Devenport		The Devenport was a wooden schooner built by Clibbert in 1853 at Appledore. Technical and configuration specifications are given as 147gt, 134nt; 89ft 7in length x 21ft breadth x 12ft 4in depth. At time of loss on 25 September 1897, the vessel was owned by J Samuel of Calstock and carrying coal from Runcorn to Plymouth under the command of master P C Samuel. The schooner was caught in a northerly force 10 gale and was in collision with the Plymouth registered schooner Undaunted.
240434	The Edith		No further details
240428	The Plutarch	1856?	No further details
	The Scotland	1867	The Scotland was a wooden schooner built by Rankin at Dumbarton in 1861. Technical and configuration specifications are given as 67nt; 67ft 9in length x 18ft 4in breadth x 8ft 7in depth; fastened with iron bolts. At time of loss on 2 December 1867, the vessel was owned by J Parry and registered at Chester. The schooner was carrying a cargo of iron ore from Barrow-in-Furness to Briton Ferry when it was caught in a northerly force 10 gale. The schooner was blown against the Holyhead breakwater and wrecked. Two crew members lost their lives.
506414	Unknown	Unknown	A wreck was reported at this location by local sports divers in 1976.
506415	Unknown	Unknown	A wreck was reported at this location by local sports divers in 1976.
506416	Unknown	Unknown	A wreck was reported at this location by

			local sports divers in 1976. The area was surveyed in 1999 and 2000 but nothing was located.
240968	Coal Hulk	1922	A coal hulk was reported to have sunk at this location on 12 January 1922. Dispersal operations had been completed by 22 December 1922, when the wreck's warning buoy was removed (Notice to Mariners 9/22 and 95/23). In June 1957, HMS COOK reported no trace could be found and suggested that it was likely that any surviving remains had sunk into the mud.

4.6 Off-shore Survey

In order to investigate the positional accuracy and condition of all of the recorded wrecks in the immediate vicinity of the proposed off-shore developments on the inward side of the breakwater, a side scan sonar survey was undertaken. Full details of the results of this survey are included in Appendix D. In summary however, only two UKHO listed wrecks were accurately plotted within the defined survey area and at these locations and within the survey area location as a whole, there was no evidence of wreckage or associated debris and no contacts were interpreted within the side scan sonar records which implied anything of archaeological significance.

The reason for the absence of any potential readily apparent maritime surface remains in the area of the survey and at specific plotted wreck locations, could be that either any remains have since sunk and are buried beneath the silt and mud, or else any debris has since been dredged from the harbour in one of many dredging operations in the harbour over the decades.

4.7 Cartographic Sources

Christopher Saxton 1579 (fig. 5)

Christopher Saxton published his *Atlas of England and Wales*, the first complete collection of county maps of the kingdom and one of the first national atlases ever produced. Holyhead is marked on the map as Holy Head. Also marked is 'Caer Gubye'.

John Speed 1611 (fig. 5)

John Speed, the son of a tailor and a tailor himself much of his life, produced an ambitious history and atlas of Britain in the early 1600's, under the patronage of Queen Elizabeth I. His maps were notable not only for their accuracy but also for

the town plans included on many of the county maps. The maps, first published in 1610-11, were hugely popular and were republished many times over the subsequent century. The Anglesey map includes a town plan of Beaumaris. Place names are much the same as on the earlier Saxton map of 1579.

Gerard Mercator 1619 (fig. 5)

In 1595 Gerard Mercator, the mapmaker who coined the term "atlas" and gave his name to the Mercator projection, published a collection of maps of areas of the British Isles as part of his Atlas of the World. This Anglesey map comes from a later edition, published around 1619 (perhaps by Jodocus Hondius). Features and place names are much the same as they are on the earlier maps.

Emmanuel Bowen 1620 (fig. 6)

There are fewer details on this map than on the earlier maps by Saxton and Speed. Holyhead is marked as Holy Head.

John Taylor 1718 (fig. 6)

There are fewer details on this map than on the earlier maps by Saxton and Speed. Holyhead is marked as Holy Head.

Lewis Morris 1748 (fig. 7)

This mariner's map marks the first fairly detailed depiction of Holyhead bay and harbour. Lewis Morris was the harbour master at Holyhead at the time and was renowned for his drawings and sketches of Holyhead. The map depicts Holyhead Mountain, Caer y Twr, marked 'Old Fort', the area of Porth-y-Felin, implying the farm by the same name was already in existence. The map also shows much of Holyhead harbour with the harbour housing and Caer Cybi church. Also shown are the small islands of Ynys Gybi and Ynys Wellt, the landmass that was to later be incorporated into the foot of the Great Breakwater.

Penrhos Estate Map (1769)

This early estate map shows the coastal land along Holyhead Beach as being divided by field boundaries, managed by a handful of small farms, most notably Ddwr y Felin. The fields are laid out in a medieval style, which suggests that the governing farms have medieval foundations.

William Morris 1801 (fig. 7)

William Morris was the son of Lewis Morris. This map was only a slightly revised version of his father's map of 1748, with very few additions apart from the inclusion of several more houses north of the main town itself.

Engineers Map of 1810 (fig. 8)

This early map of Holyhead Harbour depicts the old harbour and the area of the application site, marked on this map as Rhofs Lafs. It was drawn up for the proposals for a new road and pier to Salt Island: Note the position of the Coal harbour in the area known as Porth y Sach.

OS Surveyors drawing 1823 (fig. 9)

This early OS surveyors map is fairly detailed with depictions of the positions of the key buildings and farmsteads in the area of Holyhead Bay and along the Newry Beach. Buildings depicted within the proposed development area include Porth-y-Felin and Newry to the far south-east. Also shown are several field boundaries in the area and several of the names of the areas along the line of the beach, including 'Penrhyn Marchog' and 'Newry Porth'. Further east in the area of the harbour the position of the George IV Commemorative Arch is shown along with the old lighthouse.

Holyhead Harbour Plan 1827 (fig. 8)

This early map shows a plan of Holyhead Harbour in 1827 with the new proposed pier and road now finished, complete with new Customs Office and Harbour Masters Office.

Tithe Map and Apportionment records of Holyhead parish 1840 (fig. 10 and 11)

The 1840 tithe map is the most significant map of the proposed development area, in terms of understanding the area prior to the beginning of construction for the Great Breakwater in 1845.

Shown on the tithe map of the proposed development area are a series of land divisions not shown on any of the later OS maps, as most of these were likely demolished or removed in preparation for the installation of the breakwater railway and quarry line and the construction of Soldiers Point House and Government House. The only buildings shown within the proposed development boundary at this time include those that form the early Porth-y-felin Farm (Site No. 87).

Unfortunately, of the 76 tithe districts on Anglesey, only 58 tithe districts were apportioned by holding. As a result there is very little information on the acreages, names and land use of individual fields in the schedules of tithe apportionments. Indeed Anglesey tithe surveys are the most impoverished of any county, in terms of the data they contain.

The mapping of the parish of Holyhead or Caergybi was completed on 30th November 1840. It consisted of water-bodies, woods, gardens, windmill, but as mentioned above the apportionment omits land use and some field names. The gross rent charge for Holyhead was £613-1S-8 pence. The principal landowners in Holyhead were:

1. The Marquis of Anglesey (over 150 acres)
2. Lord Bosttyn (over 500 acres)
3. Jesus College of Oxford (Church of Holyhead) (under 100 acres)
4. Lord Newborough (over 150 acres)
5. Lord Alderley (Stanley, Lord of Alderley) (over 3,500 acres)
6. Eleanor Vickers (over 250 acres)
7. Henry Williams (over 450 acres)

The total acreage was over 6,048 acres, of which common lands were 606 acres, roads made up over 10 acres.

Table 4.3 - Tithe apportionment details within proposed development area.			
Record No.	Landowner	Tenant	Land Name
366	Marquis of Anglesey	Lewis Thomas	Unknown
367	Lord Alderley	Robert Owen	Unknown
368	Marquis of Anglesey	Lewis Thomas	Unknown
365	Marquis of Anglesey	Hugh Williams	Porth Rhyder
364	Marquis of Anglesey	Lewis Thomas	Cae Glanymor
284	Unknown	Unknown	
283	Unknown	Unknown	Trefengan
282	Unknown	Unknown	
281	Unknown	Unknown	Merddyn Mill
276	Unknown	Unknown	Porth-y-Felin Farm
277	Unknown		
174	William Jones	Elizabeth Owen	Penrhymarchog

163	Eleanor Vickers	Thomas Owen	Tan y Bryn
164	Eleanor Vickers	Thomas Owen	Tan y Bryn
162	Eleanor Vickers	Thomas Owen	Tan y Bryn
161	Eleanor Vickers	Thomas Owen	Tan y Bryn
24	Unknown	Unknown	Cae Mawr
17	Lord Alderley	John Thomas	Unknown
18	Lord Alderley	John Thomas	Unknown
19	Lord Alderley	John Thomas	Newry Fawr

Admiralty Chart of 1852 (fig. 12)

This engineer's map appears to have been created in order to portray the amount of expenditure in relation to completed breakwater construction as of 1852. The map is useful, in that it shows the boundary wall of what was then the Crown's property, enclosing the construction area. Buildings shown include the harbour offices at Soldiers Point, the engineer's residence (Soldiers Point House), Government House, Porth-y-Felin farm, one building at the Trinity Yard, and the rail or tram line network leading to and from the Breakwater. Also shown on this map is the proposed position of the packet pier which was later abandoned.

Admiralty Chart of 1857 (fig. 12)

This railway engineer's map of 1857 shows the breakwater under construction along with the proposed packet northeast of Salt Island. It also shows in detail the breakwater quarry railway and the new railway station and all of the associated breakwater buildings.

Breakwater Engineers Map of 1858 (fig. 13)

This later engineer's map of 1858 shows the state of the construction of the Breakwater as it was as of 1st April 1858. The map says at its heading that as of this date £965,500 has been spent on the Breakwater construction. This map is much the same as the earlier 1852 map, but with more detail and more structures apparent. In the area north of the Harbour Office, a line of buildings associated with the rail network leading to the Breakwater have now been extended (Site No's. 82, 106). South of Soldiers Point House and north of Government House, two small buildings (Site No's. 134 and 135) have also now appeared. The purpose of these buildings is unknown, but as they both appear to be within the grounds of Soldiers Point House, it is possible that the buildings form part of Mr Rigby's personal landing stage and shelter. Two other structures evident on this map are two small roofed buildings (Site No's. 133 and 119) marked along the railway line, one each side of Porth-y-Felin farm.

A further new building is depicted in the eastern end of Newry Fawr. Here, the map depicts a large roofed building, possibly a row of terraced properties (Site No.126). These buildings are all now absent. Lastly, in the area of Soldiers Point House, the screen wall now appears to either have been completed or is in the process of construction, as although the feature is marked with all its towers, the structure hasn't been graphically filled in.

Ordnance Survey 1st edition map of 1887/89 (1:2500) (fig. 14 – 19)

The OS 1st edition map, surveyed in 1887 and published in 1889, shows the Great Breakwater now completed, having been officially opened in August 1873. As well as the Breakwater itself and all of its associated elements, such as Soldiers Point House, Government House, the Trinity Yard Office and workshops and the Lifeboat House, this first edition OS map also shows the small hamlet of former worker's houses in the area of Porth-y-Felin, complete with public house, Inn and Baptists chapel. Also evident is the growth of the area of Newry Fawr, now heavily residential.

Ordnance Survey 3rd edition map of 1924 (1:10560) (fig. 20)

The only change depicted from the earlier OS maps is the expansion of residential development in the Newry Fawr area.

Ordnance Survey 4th edition map of 1938-1953 (1:10560) (fig. 21)

The residential area of Newry Fawr has expanded further, now having merged with the smaller hamlet of Porth-y-Felin.

4.8 Aerial Photographs

Aerial photographs from both the RCAHWW and the Air Photo Library Wales were inspected (fig. 23). Photos included the 1940 German Luftwaffe photos of Holyhead and the 1945 - 1956 RAF photos of Holyhead. The 1945 RAF photos clearly show what seems to be a war ship in the new harbour area along with storage tanks on the shore opposite the Lifeboat House.

These early post-war photos also show the rapid growth of Holyhead in the area of Newry Fawr and Porth-y-Felin, not fully appreciable in the OS map sources.

4.9 Field Visit

The field visit to the proposed development site was made in July 2010. The aims of the visit were to inspect the character and condition of the known heritage resource within the study area, those already recorded by the Historic Environment Record and those recorded from the desk-based assessment. The site visit also gathered information regarding the potential effects that the proposed development would have upon all of the principal buildings and monuments within the study area and within 1.5km. It also informed the assessment of the historical character of the area.

The results of the site visit are fully embedded within all of the relevant sections within chapters 4 and 6. No new sites were discovered during the site visit.

4.10 Discussion and Conclusions

The desk-based assessment of the proposed application site has established that prior to the construction of the Great Breakwater and all of its associated elements, the area was largely devoid of settlement apart from the Porth-y-Felin Farm complex and the Tan-y-Bryn farm complex. The rest of the area, according to the tithe map of 1840 appears to have been divided into small open fields owned by various landowners, the principal one being Lord Alderley. The construction of the Great Breakwater changed all of this and the area suddenly succumbed to a 27 year period of heavy industry on a fairly large scale.

There is extensive evidence for the use of the wider Holyhead landscape during prehistory, with the earliest evidence for human activities dating from the Mesolithic period. It is likely that the remains of old land surfaces survive below the seabed along the coast – dating from the post-glacial period, these would have supported communities during the Mesolithic and Neolithic periods. While there is no record of palaeoenvironmental remains surviving within the proposed development area (indeed, dredging will have had a serious detrimental effect), the evidence suggests that there is a high potential.

In the Neolithic period, communities settled in the local area, building tombs on the site of earlier occupation, and rectangular 'house' structures on the edge of fertile land. In the Bronze and Iron Ages, settlement evidently became more extensive, with groups of hut circles and burial monuments recorded in the wider landscape.

An Iron Age hillfort is located on the summit of Holyhead Mountain. There is no evidence for Neolithic, Bronze Age or Iron activity within the proposed development area, however it is considered very probable that this area of the coast would have been exploited by people living on and around Holyhead Mountain.

Holyhead Bay was used as a naval base in the Roman period, with a fort constructed in the harbour and a signal station built within the Iron Age hillfort of Caer y Twr. The naval base at Holyhead formed an important centre for Roman trade and defence, and it is likely that it would have attracted a large number of people to settle in the surrounding landscape.

The arrival of 'Cybi', a Welsh saint in the 6th century, saw the island being given its 'holy' identity. As well as numerous raids by Vikings, Holyhead seems to have remained as a port and a harbour with a small early medieval community, partly governed by its monastic order.

From the 18th century onwards, Holyhead had emerged as the main port for departure to Ireland. Its importance as a port and harbour grew rapidly, so much so that an additional harbour with a new railway link was needed. This was to come in the form of the Chester to Holyhead Railway in 1848 and the beginning of the construction of the Great Breakwater in 1846, completed in 1873. Following the completion of the breakwater and new harbour, Holyhead continued to grow into the harbour town that it is today. However, the area of the proposed development has failed to see this same growth, with most of the area and all of its principal breakwater buildings having remained 'fossilised' much as they were when the Great Breakwater was finally completed in 1873.

The remains of at least 13 shipwrecks are recorded on the inward side of the Great Breakwater, dating from the later 18th century through to the early 20th century. Of this number, only two shipwreck locations were plotted with accuracy within the area of the proposed offshore development work. The results of a side scan sonar survey have shown that there are no remains of either of these wrecks, or of any others in these locations.

Within the proposed development area, the desk-based assessment and field visit has identified 48 individual heritage assets. All but one of these are post-medieval in date. The exception is the former Sailors Pool (Site No. 129), a naturally

sheltered dressed stone watering point at Porth-y-Felin Creek, known locally as Pwll Llongwrs. The site was linked to the nearby Melin y Twr and was used for replenishing sailing vessels drinking water and later for watering the works horses during the breakwater construction. Other than Porth-y-Felin Farm (Site No. 87) and parts of the former Tan y Bryn Farm (Site No. 123, 124), all other identified assets within the proposed development boundary are associated with either the construction of the Great Breakwater from 1846 (this includes, Soldiers Point House and all of its elements, Government House and all of its elements), or else are associated with maritime matters, such as the Lifeboat House (Site No. 78) or the Second World War.

5. Historic Landscape

5.1 LANDMAP

The site lies within a single Historic Landscape Aspect Area, namely YNYSMHL030: Holyhead, and also abuts YNYSMHL031: Holy Island/South Stack.

The Holyhead Aspect Area (YNYSMHL030) was surveyed at LANDMAP Level 3. It is classed as a built environment with a port settlement with almost unbroken occupation since Roman times. The dominant historic pattern of this aspect area is one of irregular fieldscapes, reclaimed land and nucleated settlement. The traditional boundary types in the area are earth and turf banks. The significant archaeology in the area is buried features, relict-stone monuments, buildings and structures made from stone. The significant archaeology is dominated by the prehistoric, the Roman and the Post-Medieval (1536+) periods, and covering secular, vernacular and industrial remains.

Within this aspect area there are HER sites, SAM sites, listed buildings and Conservation Areas, but no Registered Parks and Gardens and there has been no Historic Landscape Characterisation undertaken. This aspect area is valued as Outstanding.

The Holy Island/South Stack Aspect Area (YNYSMHL031) was also surveyed at LANDMAP Level 3. It is classed as a rural environment with agriculture and irregular fields dominating. It is a multi-period landscape with visual relationships. The area is dominated by the towering Mynydd y Twr, also known as Holyhead Mountain; with both enclosed as unenclosed areas. The historic pattern of this aspect area is one of irregular fieldscapes, marginal land and non-nucleated settlement. The traditional boundary types in the area are dry stone walls, stone-faced drystone walling and earth and turf banks. The significant archaeology in the area is buried features consisting of relict earthworks, relict-stone monuments. The significant archaeology in this area is dominated by prehistoric, Roman and the Post-Medieval (1536+) remains.

Within this aspect area there are HER sites, SAM sites, listed buildings and Conservation Areas, but no Registered Parks and Gardens and there has been no Historic Landscape Characterisation undertaken. This aspect area is valued as Outstanding.

5.2 Conservation Areas

The entire proposed development is positioned within the Holyhead Beach/Newry Beach Conservation Area (Fig. 36 and 37). As such, the development will inevitably have an impact on the cultural heritage of the conservation area. The scale of the development is such that it will inevitably impact on the wider Holyhead landscape, including the two neighbouring Conservation areas: Holyhead Central and Holyhead Mountain Village.

Holyhead Beach Conservation Area (fig. 36 and 37)

The proposed development area lies within the *Holyhead Beach Conservation Area*, which was designated in June 1971. This conservation area lies to the north of Holyhead Town, extending along the sea front from Salt Island to the Great Breakwater (Grid Ref: SH 245 832). The total length covered from east to west is just over a mile. The conservation area also lies within Local Character Area 1 of the Ynys Mon Landscape Strategy (1999), which is based on the Countryside Council for Wales LANDMAP approach. The reasons for this designation, as cited in the Conservation Area Character Appraisal 2005, are as follows:

“Most of Newry Beach evolved from agricultural land to an enclosed working area established during the construction of the Great Breakwater. Later after completion of the Breakwater the central area was transformed by the construction of a two tier promenade and landscaping to create a vast green public open space that even today is used for functions. The unique character and history of the imposing buildings and rugged landscape to the west, the vast public open space to the centre, and the more urban 19th Century development to the east are all considered worthy of protection and enhancement” (*Holyhead Beach Conservation Area Character Appraisal, p10 2005*).

Holyhead Central Conservation Area (fig. 39)

The Holyhead Central Conservation Area lies southeast of Holyhead Beach. It is bounded to the east by Victorian Road and extends as far as Victorian Terrace to the south. To the west it includes Thomas Street and Cambria Street and extends northwards to the junction of Stanley Street with Newry Street and St. Cybi Street. The conservation area also lies within Local Character Area 1 of the Ynys Mon Landscape Strategy (1999), which is based on the Countryside Council for Wales LANDMAP approach. The reasons for this designation, as cited in the

Conservation Area Character Appraisal 2005, are as follows:

“The majority of the area was developed in a period of rapid expansion of the town in the mid 19th Century and has a uniformity and integrity of character and scale. Whilst several of the buildings are individually listed it is the overall streetscape that makes the major contribution to the qualities of the area and therefore is considered worthy of protection and enhancement” (*Holyhead Central Conservation Area Character Appraisal*, p10 2005).

Holyhead Mountain Village Conservation Area (fig. 38)

The Holyhead Mountain Village Conservation Area lies approximately 2km west of Holyhead. Its southern boundary runs along South Stack Road before veering northwards to the west omitting the small old quarries and the more craggy ground. To the north the boundary runs approximately along the outer edges of the Breakwater Quarries until it reaches the lane leading to *Ty Mawr* and beyond. The boundary to the east then follows the lane past *Cae Fabli* and *Tyddyn Ambrose* to the rear gardens of *Maes y Mynydd* estate. In total the conservation area covers approximately 31 hectares. Most of the conservation area, with the exception of the eastern side, lies within an Area of Outstanding Natural Beauty (AONB). A Site of Special Scientific Interest (SSSI) and the Holy Island Coast Special Protection Area (SPA) also overlap parts of the conservation area to the west and northwest. Holyhead Mountain Village conservation area was originally designated on 18th July 1991. The conservation area also lies within Local Character Area 1 of the Ynys Mon Landscape Strategy (1999), which is based on the Countryside Council for Wales LANDMAP approach. Reasons for the designation as a Conservation Area, as cited in the Holyhead Mountain Village Conservation Area Character Appraisal 2003, are as follows:

“The majority of the present Mountain Village was built between 1848 and 1850 to provide housing for the work force employed in the construction of Holyhead Breakwater. It was, at the time, one of four Holyhead Mountain villages each linked by footpaths and narrow lanes provided for cart traffic. A system of enclosures evolved where householders were allowed to build a stone wall enclosing a piece of land. The enclosures and quarry village has retained its character with the enclosures, together with connecting winding lanes, presenting a strong pattern. In view of the village's social

history and its unique built environment it is considered that the villages character is worthy of protection and enhancement.” (*Holyhead Mountain Village Conservation Area Character Appraisal, p10 2003*).

The Holyhead Mountain Village Conservation Area character appraisal states:

“The views into and out of the village are deemed to be important to the overall character of the area and therefore the design of any new development should take the views into consideration” (*Holyhead Mountain Village Conservation Area Character Appraisal, p20*).

5.3 Conservation plan for Holyhead Harbour

In 2004, Donald Insall Associates, in collaboration with Gwynedd Archaeological Trust and Govannon Consultancy, was commissioned by Stena Line Ports Ltd to produce a conservation plan for Holyhead Harbour. This conservation plan provided an understanding of the harbour and its history, explaining the significance of the site and how it may be vulnerable to development. The report examined issues and proposed policies to guide the management of the historic assets of the harbour.

This assessment identified two key historical zones associated with Holyhead Harbour: a Core Zone and an Outer Zone.

The Core Zone of the study is the area of the working port within the ownership of Stena Line Ports Ltd, which includes a number of existing historic buildings and dock wall structures, which date from the early development of the port circa 1810 to 1824, and the later 19th century. Key sites in this zone include:

- i) The Harbourmaster Office;
- ii) The Custom House;
- iii) Admiralty Pier and Light House;
- iv) Historic dock walls and structures;
- v) The Marine Yard (a complex of workshop/boiler house units dating from circa 1880).

The Outer Zone includes the areas of the port and immediate communication links (road and rail) not within Stena Line Ports Ltd's control. Key sites in this zone include:

- i) Railway station
- ii) South Dock (fishing) and former dry dock area
- iii) The shoreline leading westward to the breakwater
- iv) Breakwater and lighthouse

Discussion of the history and condition of the key buildings within each zone is included in sections 4 and 6.

5.4 Historic Landscape Characterisation

This section proposes a Historic Landscape Characterisation for the study area. The characterisation study examines the historic character of the study area, setting the Holyhead Beach Conservation Area in a wider context, and provides a baseline for strategic planning as well as local management.

The cartographic sources, which span the years 1579 to 1963, show that Holyhead town developed around the old harbour area, with the Roman fort of Caer Gybi and the later 6th century monastery of St.Cybi, providing the main focus for settlement.

The earliest detailed map of 1748 by Lewis Morris, shows the core of the town occupying the western shore of the inner harbour alongside Caer Gybi. The subsequent map by William Morris dated to 1801, shows that the town was rapidly growing and spreading in a north-westerly direction (fig. 7). Subsequent maps of 1810 and 1823 show that there was a surge in growth of the town in the 1820s, with further settlement now beginning to spread south and south-west, as well as to the other side of the harbour in the area of 'Morawelon' (figs. 8 and 9). The 1820s were a period of great harbour improvements with the creation of a new pier on Salt Island and another on the opposite Turkey Shore. During this period, the area of the proposed development was still agricultural land, with Porth-y-Felin Farm, the mill of Y Felin Ddwr and Newry being the only settlements occupying the Newry Beach and Ynys Wellt shoreline. The early OS Surveyors drawing of 1823 confirms this situation (fig. 9).

The tithe map of 1840 (fig. 10 and 11) for the parish of Holyhead offers the first detailed plan of the study area. The tithe map shows a town now rapidly growing in all directions. The pattern of growth to the north-west, toward the area of the proposed development, shows a landscape dominated by narrow strip fields on the

verges of the town in the area of Newry, seemingly attracted by the appearance of the large Rectory House with garden and park area associated with the Church of St. Cybi. The map also shows that the area of Soldiers Point was at this time known as 'Cae Glanymor' and 'Porth Rhydion'.

The arrival of the railway to Holyhead in 1848 and the beginning of the construction of the Great Breakwater the same year dramatically changed the character of the town of Holyhead and, in particular, the proposed development area and its surrounding landscape. This enormous engineering program that took place between the years 1848 and 1873 in the proposed development area has already been discussed in the earlier baseline section, supplemented by cartographic sources. The history of the area has also been discussed up to the mid 20th century. As such, there is no need to repeat this. By the mid 20th century, however, the development of Holyhead town appears to have abandoned a clear relationship with its underlying historical topography. This enabled whole new street patterns to emerge, such as the laying down of the new residential area of Pen Bryn Marchog, which by the mid 1950s had merged with the earlier small hamlet of Porth-y-Felin. The only area having seemingly remained untouched were the areas of Newry Beach, the promenade and Soldiers Point, which have all stayed much as they were since their mid 19th century, following the construction of the Great Breakwater.

There seem to have been three main phases of development of the town and harbour between the early 19th century and the late 20th century. Firstly, the process of harbour development and improvements during the Napoleonic period; secondly, the process of the New Harbour development and Old Harbour improvements in the mid 19th century, which led to the growth of Holyhead as a shipping port and tourist resort in the late 19th and early 20th centuries. The third phase of town and harbour development was the process of redevelopment in the decades following the Second World War, which caused further town expansion in all directions, particularly in the area of Morawelon on the east side of the inner harbour. For the areas adjacent to the study area, the 20th century developments were confined to the areas of Newry, Porth-y-Felin and Penbryn Marchog, with a mixture of public and private housing. All of these developments were confined to the southern side of the stone boundary wall that now defines the Holyhead Beach Conservation Area; a wall originally built in the mid 19th century to delineate the breakwater and quarry railway, as well as to secure and almost privatise the area of

Newry Beach and Soldiers Point during the Great Breakwater's construction.

Character of Buildings

Most of the buildings constructed in the town centre during the 1820 to 1840 building phase were built in stone and smooth rendered, with Welsh slate roofs. The majority of the town houses at this time were Georgian in style, three-storeys high and two windows wide. It is only in the later mid to late 19th century, following the arrival of the railway, that the ground floors of many of these houses were converted into shops. Unfortunately, many of the original heritage details and construction materials have been lost or covered over on many of these buildings as a result of redevelopment and the replacement of traditional materials (eg. wooden sash windows and doors being replaced with uPVC and traditional wall finishings being replaced by pebble-dashing).

With the exception of the most significant monuments in the area of Holyhead Central, the inner harbour and Soldiers Point, such as the Roman Fort walls of Caer Gybi, St. Gybi's Church, the Marine Yard, the Customs House and Soldiers Point House Screen wall, the Great Breakwater, the old Sailors House and the bridges that once held the breakwater quarry railway, there is very little bare building stone visible in any of the later mid to late 19th century residential housing outside of the town's centre. Again, as with the town centre houses, most of the traditional details and wall finishings have been replaced with low maintenance and affordable ones, which hide much of the heritage of the majority of the vernacular buildings in the study area. An exception is the series of red brick houses along the south-west end of Newry Street, between 'Bryn Golau Avenue' and 'Maes yr Haf', where there are a few remnants of original Victorian detailing still surviving.

This loss of traditional wall finishings and use of uPVC windows is a common feature across most of the study area and is even prevalent in the more rural settings, such as the former farmsteads of Porth-y-Felin and other dwellings in the areas of Cae Mawr and Llaingoch.

Regarding the physical fabric and character of buildings in the area of the proposed development area, most of the buildings here have been individually designed to meet their specific needs and are, essentially, unique to the area and as such have few common unifying features. As such, the assessment of the character of the buildings in these areas will be left to the following section which describes each of

the identified character areas within and immediately surrounding the proposed development.

5.5 Character Areas

Twelve key historic character areas have been identified (fig. 40 and 41).

- 1) Soldiers Point and Breakwater
- 2) Porth-y-Felin Farm
- 3) Porth-y-Felin
- 4) Newry Beach Promenade
- 5) Newry Beach
- 6) Newry
- 7) New Harbour View
- 8) Pen Bryn Madoch
- 9) Llaingoch
- 10) Cae Mawr
- 11) Ynys Wellt
- 12) Salt Island

Soldiers Point & Breakwater HCA

This Character Area encloses the area of Soldiers Point, the Great Breakwater and the Breakwater Quarry, at the far west end of the proposed development boundary. Its borders are defined by the stream that runs from the former mill site of Y Fein Ddwr and on past the former Porth-y-Felin Farm, now the Boathouse Hotel and terminating at Sailors Pool.

The area is essentially a unique and almost *fossilised* landscape with a colourful and significant history, with all of the buildings, except for a few small extensions undertaken in the post-war periods, inextricably linked to the history of the construction of the Great Breakwater. A comprehensive history of this area and a description of all its principal buildings and features is provided in sections 4 and 6. A discussion on the setting of all of the principal buildings in this area has also been discussed in detail in section 6.

This character area was in the mid 19th century, a heavy industrial area filled with activity and noise. However, in stark contrast to this, the area was also an idyllic

spot, being the setting for the extraordinary and unique Soldiers Point House complete with its accompanying stone built crenellated screen wall with tall towers. Accompanying this house is the large imposing Porth-y-Felin House further down the slope to the east. Both of these houses and their associated gardens and paddocks are surrounded by deliberately planted trees and bushes; all in need of attention. The character of this particular region is, essentially, an area that is very run down and in serious need of attention, especially as its history is of such great significance to Holyhead's past.

The other regions of this character area include the breakwater itself and the area of the former Breakwater Quarry and Wade Brickworks. Much of this area has now been greatly improved and forms part of the Breakwater Country Park. Immediately northwest of the Soldiers Point screen wall is the remains of a Napoleonic battery, from which Soldiers Point probably got its name. This battery was later adapted in WWII into a pillbox following the threat of a German invasion. This pillbox appears to have been one of three defensive positions at Soldiers Point, the other two being on the quay of the breakwater and set within one of the Soldiers Point screen wall towers.

In terms of archaeological potential in this character area, there is a high probability that there are buried structures and significant deposits associated with the mid 19th century breakwater construction. Also, due to the nature of this character area, being close to the shore and to known prehistoric settlement remains, there is also a high potential for both buried prehistoric remains and palaeo-environmental evidence of the region.

Porth-y-Felin Farm HCA

This small Character Area abuts the southern end of the Soldiers Point and Breakwater HCA, in that its north-western boundary is defined by the same small stream that leads from Ty Felin Ddwr to Sailors Pool and its south-eastern boundary is defined by the junction between Beach Road and Porth-y-Felin Road.

This small character area contains solely the former Porth-y-Felin Farm, now known as the Boathouse Hotel (photo plate 18). The present building is a two-storey building with various extensions, with all of its elevations rendered and painted an olive green. All of the original doors and window openings have been replaced with uPVC. In effect, the original exterior form and character of the building is

unrecognisable as the oldest building within the proposed development area.

Porth-y-Felin, or the 'Gate of the Mill' is marked on the Lewis Morris map of 1748 (fig. 7) and on all subsequent OS maps, which implies that the foundations of the farm could well date back to the 17th century or possibly even earlier. This is entirely possible considering that the main house was obviously originally positioned in this location because of the natural stream that flows to the Sailors Pool, which is itself documented to date back to at least the mid 17th century.

Throughout the industrial activity of the breakwater construction, this small farming settlement appears to have become isolated from all of the activity over the decades, so much so, that it has developed an identity and character all of its own separate from the Soldiers Point and Breakwater HCA and the Newry Beach Promenade HCA.

In terms of archaeological potential in this character area, there is a high probability that there are buried structures and significant deposits associated with an earlier farmstead in the surrounding grounds.

Porth-y-Felin HCA

This small Character Area is a residential area to the south of Beach Road and the Trinity Yard, defined at its northern end by the former stone-built Crown property boundary wall that defines the Holyhead Beach Conservation Area and by the Bryn Marchog Road at its southern end.

This small hamlet of houses was constructed between 1880 and 1887, probably as workers houses for the Wade brickworks, which occupied the former breakwater quarry once the breakwater had been completed in 1873. When built the hamlet consisted of residential dwellings, a Public House known as the 'Queens Head', an Inn known as the 'Victoria Inn', and a Welsh Baptists Chapel. This was the first residential development to be built in this area away from Holyhead central and the area of Newry and it wasn't until after the Second World War that development started to creep towards this hamlet from the southeast.

Today, the original character of these late 19th century buildings is hardly distinguishable from the later mid 20th century housing that has swamped the area, as all of the buildings now have either pebble-dash fronts or are rendered and

painted (photo plates 57-59). Most of the fronts of the houses in this HCA have also had uPVC front porches and bow windows added. The only details on most of the houses in this area that identifies them as having Victorian origins are the chimney breasts on the rooftops and the small front garden enclosure walls.

In terms of archaeological potential in this character area, there is a low potential for the survival of any significant archaeological features or deposits that pre-date these Victorian buildings.

Newry Beach Promenade HCA

This Character Area extends the length of Beach Road running parallel with Newry Beach to the north and is defined to the south by the old Crown property stone boundary wall (Site No. 127).

From 1846 this area was primarily the railway transport route that linked Salt Island with the breakwater and the breakwater quarry, later to become the Wild Brickworks. The only buildings in this area during these years were the Trinity Yard office and workshops and the former Lifeboat House toward the Newry Beach (each of these buildings has been described in the previous baseline section and are also assessed further in the potential indirect effects section). Prior to 1846, however, this area was a green agricultural space managed only by a handful of local farmsteads. Following the completion of the breakwater in 1873, however, the character of this area initially took the identity of an informal beach promenade with a rugged coastline and green scrubland. However, it wasn't long before formal gardens began to appear along the promenade, the Victorian remains of which are all grassed over today, but vague traces of their form are still visible. It wasn't until the 1930s and the post-war years that the promenade began to take on the character it has today, with improved access roads, pavements and traditional Victorian style shelters. The upper promenade today is characterised by concrete slabs intersected by coloured clay paviours. The middle promenade and lower promenade are connected by concrete steps and a service road.

The one region in this character area that has remained the same throughout the decades however has been the large green open public space that runs between the stone built Crown property boundary wall and the lower promenade. This open space gives this character area a feeling of spaciousness due to the absence of

buildings and mature trees. The conservation area character appraisal for Holyhead Beach states that the retention of these green open spaces is vital in preserving the overall character and feel of this predominantly exposed area.

The properties that line the boundary wall and create a backdrop to the shoreline from the breakwater area are mostly 1920s-1930s detached and semi-detached affluent houses having large sea-facing bow windows and projecting gables. There is also one highly detailed arts and crafts house.

In terms of archaeological potential in this character area, there is a high probability that there are buried features and significant deposits associated with the mid 19th century breakwater construction, and due to the nature of this character area, being close to the shore and seemingly untouched by heavy development, there is also a high potential for both buried prehistoric remains and palaeo-environmental evidence.

Newry Beach HCA

This Character Area extends the length of the shoreline from the base of the breakwater quay to just past the MacKenzie landing. It is defined by the lower promenade and the inter-tidal zone.

This character area has always been a *beachscape* with the only structures readily apparent along its length being a series of boat landing stages and slipways, whose positions are marked on the early OS map series. The one feature that is certainly older than any other standing feature in this character area and indeed the whole of the proposed development area is Sailors Pool (Site No. 129). This feature is a naturally sheltered dressed stone watering point at Porth-y-Felin Creek, known locally as Pwll Llongwrs, or 'Sailors Pool'. It is linked to the nearby Melin y Twr stream and was used for replenishing sailing vessels drinking water. The feature is known to pre-date 1678 as it is mentioned in historical documents, but the curbing dressed stonework that surrounds the feature is likely mid 19th century in date and associated with the breakwater's construction, when the feature was used for watering the works horses.

Prior to and following the completion of the breakwater, Newry Beach has been used for launching boats along the slipways and for general recreation and,

particularly so, following the growth of residential development in the areas of Porth-y-Felin, Newry and Pen Bryn Marchog.

In terms of archaeological potential in this character area, there is a high probability that there are buried features and significant deposits associated with all periods of history and due to the position and nature of this character area, there is also a high potential for both buried prehistoric landscapes, deposits and rich palaeo-environmental remains.

Newry HCA

This Character Area is positioned at the eastern end of the proposed development area and the Holyhead Beach Conservation Area. It extends from the northern waterfront of the old harbour by the salt island bridge and Hibernia Terrace and westwards up to Newry Street and then south along St. Cybi Street and Water Street.

This character area is predominantly residential with many of the houses along Newry Street being Bed & Breakfast lodges. Other houses closer to the waterside of the inner harbour have their ground floors open as retail outlets. The greater part of this character area is early 19th century to early 20th century in date, although there are also likely to be a number of 18th century buildings (photo plates 62-64). The later Victorian and Edwardian buildings along parts of Newry Street are constructed from red brick and a few of these have retained some of their traditional detail features. The earliest buildings in this character area include the Marine Hotel along Hibernia Terrace in the area of Marine Square. This building is said to have been the first coach house in Holyhead predating the *Eagle and Child* in Victoria Terrace, which is dated to circa 1770.

One significant building in this character area is the former Rectory House, now the government offices building. This large building, along with its laid out gardens and a public park area to the southeast, appears on the 1840 Tithe map and was originally accessed via Lower Newry Street. The Rectory House and gardens was enclosed by a stone wall, which is still present today and visible along a narrow lane known as 'Vicarage Lane'. The Rectory House or former vicarage was likely built around 1820 and was associated with St.Gybi's Church. The original character of this building however is now hard to discern because of extensive modern alterations.

In terms of archaeological potential in this character area, there is a moderate chance for the survival of significant archaeological features or deposits of the medieval period, considering that the area is very close to the harbour and Caer Gybi.

New Harbour View HCA

This Character Area is positioned at the far east end of the proposed development area. It abuts the Newry Beach Promenade HCA and runs alongside the Newry HCA. It is defined on its southern side by a continuation of the old Crown property stone boundary wall, the Prince of Wales Road at its centre and the eastern part of the Newry Beach shoreline.

All of the principal buildings in this character area have a maritime function with other buildings being residential dwellings occupying Beach Road Terrace. The principal buildings include the old Sailors House (Site No. 101), now occupied by the Sea Cadets Corps, a former Rocket Apparatus House (Site No. 100), a coastguard rescue station, the Marine Services boat yard, formerly known as the Beach Yard and a small settlement known as New Harbour View. Each of these principal buildings is marked on the OS 1st edition map of 1887 (fig. 14), but none are shown on the Tithe map of 1840 (fig. 10 and 11), which would suggest that these buildings were all constructed as part of the New Harbour development between the years 1846 and 1873. All of these buildings are very well maintained and all but the old Sailors House have walls rendered and painted either cream or pale yellow. The old Sailors house is one of very few buildings in the Newry area that has bare stone fabric. The building is two-storey with a pitched roof with internal valley guttering.

The row of terraced houses along Beach Road is thought to be one of the first developments along the Prince of Wales Road following the completion of the Breakwater and the houses very likely had a coastguard association (photo plate 68). At the far eastern end by the Salt Island bridge is an area of garden allotments, which are thought to date to the late 19th century. However, these are not depicted on any of the early OS maps.

In terms of archaeological potential in this character area, it is considered that there is a low chance for the survival of significant archaeological features or deposits

earlier than the mid 19th century.

Pen Bryn Madoch HCA

This large Character Area is positioned at the southeast end of the proposed development area and the Holyhead Beach Conservation Area. It abuts the Newry HCA at its eastern end and the small Porth-y-Felin HCA at the far west. This character area is defined by the old Crown property boundary wall along its northern side and the Porth-y-Felin Road along its southern side. This character area is entirely residential with all of the houses being early to mid 20th century in date.

Prior to this surge of residential dwelling in this area, it comprised four small settlements: Pen Bryn Madoch, Bryn Goleu, Bryn Luc and Tan y Bryn. Each of these small settlements is marked on the Tithe map of 1840 (fig. 10), however, Bryn Luc is known as 'Tyddyn Luke', which suggests that these settlements likely had mid to late 18th century foundations. None of these early settlements survive today. However, their names have been preserved in many of the street names and it is very possible that parts of the former main house of Pen Bryn Madoch and Tyddyn Luke still survive, but whose fabric is hidden behind modern alteration.

The greater section of houses in this HCA, are terraced with detached and semi-detached houses lining the more affluent areas along the sea front (photo plate 61).

In terms of archaeological potential in this character area, there is a low chance for the survival of significant archaeological remains pertaining to any period earlier than Victorian, due to the heavy residential development of the area.

Llaingoch HCA

This large Character Area is positioned to the south of the proposed development boundary, abutting the Pen Bryn Madoch HCA and the Porth-y-Felin HCA on its eastern and north-eastern sides, the old Crown property stone boundary wall at its northern side and is defined on its southern side by community of Llaingoch. The area is centrally divided by a small stream that flows into the area of Porth-y-Felin.

The area is predominantly characterised by open scrubland with exposed bedrock in its western regions and small irregular fields in its eastern region. The area is

also occupied by a strip of modern housing development at its northeastern side, that extends from the Pen-Bryn Madoch residential area. In the same area, there is also a public park area and a cycle track. On the same eastern side of the stream there are also two small settlements, known as 'Pen y Cefn', and 'Tyd fil', or 'Twt fil'. Each of these settlements is marked on the Tithe map of 1840 (fig. 10) and all of the later OS maps (fig. 12 to 22) and each is still in use as a dwelling.

In terms of archaeological potential in this character area, there is a high potential for buried remains associated with prehistoric settlement in this region, especially as there is evidence for an Iron Age settlement only 300m to the north-west.

Cae Mawr HCA

This large Character Area is positioned at the southern end of the proposed development site. Its northeastern side is defined by the old Crown property boundary wall and its eastern side by the Llaingoch HCA. Its southern side is defined by a road that leads to the breakwater quarry and brickworks from the community of Llaingoch and its northern extent is defined by the former line of the breakwater quarry railway, which forms part of the Soldiers Point and Breakwater HCA.

The area is very similar topographically to the Llaingoch HCA, in that it is characterised by open scrubland with exposed bedrock, occasionally divided by small irregular field boundaries. The area is also occupied by a strip of modern housing development at its southern end near the community of Llaingoch. The area is also known to have an abundance of fresh water, as evidenced from the number of wells in the landscape.

There are also several small settlements in the area, including 'Trefenfarn Farm', 'Cae Mawr', 'Y Felin Ddwr' and 'Ty Mawr'. Each of these is still in use as a residence and each is marked on the Tithe map of 1840 (fig 10). A further small ruined settlement, 'Trefengan-bach' is also in this HCA. Each of these settlements is marked on the early OS Surveyors drawing of 1823 (fig. 9) and on the Tithe map of 1840 (fig. 10), which suggests that these settlements likely have 18th century origins and the settlement of 'Y Felin Ddwr', being a former mill site, may well have medieval foundations. All of these settlements, except for 'Trefengan-bach', have been modernised with rendered walls and uPVC windows.

Archaeologically, the HER database records that in the area of 'Trefengan-bach' there is evidence for an Iron Age hut group, unfortunately destroyed by Victorian quarrying in the mid 19th century, except for an enigmatic double walled avenue.

In terms of archaeological potential in this character area, there is a high potential for buried remains associated with prehistoric settlement in this region, especially in view of the presence of Iron Age settlement remains and it being at the base of Caer Twr Iron Age hillfort.

Ynys Wellt HCA

This fairly large Character Area is positioned at the northern end of the proposed development boundary. Its northern and eastern sides are defined by the coastline, with its southern and western sides defined by the Soldiers Point and Breakwater HCA.

The area is very similar topographically to the Cae Mawr HCA, in that it is characterised by open scrubland with exposed bedrock, occasionally divided by small irregular field boundaries and footpaths. The area forms part of the Holyhead Breakwater Country Park. Being on the north facing part of the coastline the area is very exposed.

There are no known recorded archaeological sites within this area apart from the vague trace of 18th century field boundaries. The early 19th century cartographic sources do however give some indication as to a former character of this area. The Lewis Morris map of 1748 (fig. 7) and the OS Surveyors drawing of 1823 (fig. 9) has two place names marked in this area, 'Porth Maen March' (Harbour of the Horse Rock) and 'Yr ogof prenau' (Wood Cave), both names suggesting a former maritime function. It is highly likely that the southern parts of this character area that ran parallel with the breakwater quarry railway, were used as sidings for storing railway and quarry equipment in the mid 19th century.

In terms of archaeological potential in this character area, there is a high potential for buried remains associated with prehistoric settlement in this region, especially in view of the presence of Iron Age settlement in the area of Cae Mawr and the fact that the area is near the base of Holyhead Mountain and Caer Twr Iron Age hillfort.

Salt Island HCA

This character area occupies the entire area of Salt Island or 'Ynys Halen', in the area of the old harbour. Today this island is dominated by the Stena Line ship/ferry terminal. Other than the modern buildings and structures associated with this use, Salt Island also houses several of Holyhead's most significant historical monuments, all early 19th century in date and all having Grade II listing status. These include, the George IV Commemorative Arch, which has a Grade II* listing; the Custom House; the Harbourmaster's Office, which also has a Grade II* listing; the Admiralty Pier and the Admiralty Pier lighthouse. The history and development of this character area has already been described in detail above.

Other than these significant early 19th century monuments which occupy the southern part of Salt Island, the greater part of the island today is modern in character with functional access roads and storage areas. Prior to the 19th century improvements, as already discussed, Salt Island was so called because of a Salt works constructed upon it. Lewis Morris' detailed map of 1748 (fig. 7) marks the salt house as 'in ruins'. Boats were loaded and unloaded on both sides of the estuary, though no improvements were made to aid this at this time. The island was originally accessed from the mainland via a road bridge.

The early OS cartographic sources (fig. 12 to 22) show that the island also housed the Victorian period Stanley's Sailors Hospital, which took care of, and isolated fever patients. There was also a mortuary on the site. The hospital occupied the central part of the island along with the former Dock Yard buildings and the former Admiralty House and Eden House.

In terms of archaeological potential in this character area, there is a very high potential for buried foundation remains associated with the former 18th century Salt Works, the Victorian period Sailors Hospital, Admiralty House, Eden House and the Dock Yards. Added to this, there is also a moderate potential for buried archaeological remains pre-dating the 18th century. However, much of this was very likely destroyed by the Victorian developments.

6. ASSESSMENT OF POTENTIAL IMPACT ON THE ARCHAEOLOGY AND CULTURAL HERITAGE

6.1 Introduction

A full assessment of the direct and indirect impact of the proposed development on the recorded and unrecorded heritage resource will be dependant on the scale, character, form and design of the development and the extent of the necessary groundworks. As a result, the predicted impacts detailed below are tentative, in lieu of final development plans.

The construction of the proposed development will require groundworks and alterations to existing standing buildings, which could affect known heritage assets and below-ground archaeology. The following construction elements are considered likely to have the greatest effect on the historic and archaeological resource:

- i) Modifications to and upgrading of existing access roads and tracks, with the construction of additional drainage;
- ii) Construction of new access roads requiring topsoil strip or cutting/terracing into the existing ground surface;
- iii) The construction of a temporary site compound and crane standings requiring topsoil strip;
- iv) Topsoil stripping for the construction of new residential dwellings, buildings for domestic and commercial use and marina developments;
- v) Cutting of foundation trenches for residential dwellings and buildings for domestic and commercial use and marina developments;
- vi) Topsoil stripping for construction of new car parks;
- vii) Off shore development work i.e. construction of new marina and land reclamation work;
- viii) Alteration, refurbishment and consolidation of existing standing buildings and structures;
- ix) Re-instatement of Victorian formal gardens in area of promenade.

Any groundbreaking activities associated with the construction of the proposed development, such as topsoil stripping, cutting for foundations etc. have the potential to disturb or destroy features of cultural heritage interest, both above and below ground. Other construction activities, such as vehicle movements, soil and

overburden storage and landscaping also have the potential to cause direct impacts on the cultural heritage features.

6.2 Assessment of Impact

6.2.1 Direct Impact

The assessment of predicted direct impacts has been carried out with reference to the development design layout shown in figures 4 and using the assessment criteria detailed in Table 3.1. Within the area of the proposed development, the assessment has identified 16 instances where significant heritage assets would be directly impacted by the proposed development, and 3 instances where significant heritage assets have the potential to be directly impacted during elements of the construction phase (see table 6.1 for summary of site impacts).

Soldiers Point House and Screen Wall (Site No. 24 / LB Ref: 14760 / 14761)

Soldiers Point House and its accompanying castellated screen wall and towers, is located at the far north-western end of the application site (fig. 4, 25, 29 and 30; photo plates 24-33). Both the house and the screen wall are Grade II listed and *High Value* sites. The house is a large impressive white painted building originally modelled on Hampton Court. As such, the building, along with its castellated bare stone towers and screen wall, set in this maritime setting, may be considered to be extremely unusual, imposing and individual, especially when viewed from the Great Breakwater.

Soldiers Point House, its accompanying screen wall and its once formal gardens was the residence of the resident engineer John Rigby and his family throughout the construction period of the Great Breakwater between the years 1846-1873. Following completion of the Great Breakwater, John Rigby was subsequently given the house and its lands as part payment for his extraordinary work. Following the completion of the breakwater in 1873, the building continued to serve as a residence for some years. Following WWII, the building became a hotel, which finally closed down in the 1960s. Since this time, the building and all of its associated screen wall and former gardens have fallen into ruin, with the house boarded up and the entire screen wall covered in ivy. Access to the house and grounds is prohibited by security fencing, although this does not appear to be preventing vandalism, graffiti and looting of parts of the buildings exterior ornamentation.

Refurbishment of the building and development into a visitor centre with a museum

and ancillary tourist facilities is planned as part of the proposed development (fig. 4). These proposals would directly impact the existing fabric and character of this building. As such, it is predicted that the direct impact of the proposals on this High Value asset would be of *Moderate* magnitude with the significance of effect being *Major/Moderate*.

The proposals are, however, viewed as being beneficial to the building as they would salvage a historic structure that is otherwise in danger of destruction through neglect. Recording of the historic structure of the building will be required prior to any alteration works being carried out (see section 7.1.4), and all proposed work must ensure that the historic character of the building is retained.

Porth-y-Felin House (Site No. 52 / LB Ref: 14759)

Porth-y-Felin House is located to the northwestern part of the application site, between the former Porth-y-Felin Farm (now the Boathouse Hotel) and Soldiers Point House (fig. 4 and 30; photo plates 34-41). Porth-y-Felin House is a Grade II listed building and as such is a *High Value* site. The house was originally built for Mr Dobson, one of the engineers involved in the construction of the Great Breakwater from 1846-1873. Following the completion of the breakwater in 1873, the building continued to serve as a residence, being used as the Harbourmaster's house. Since the abandonment of the house in the 1960s it has fallen into serious decay, with the ground floor windows blocked and the upper floor windows completely boarded up. This does not appear to have prevented continual vandalism, graffiti and looting of the buildings interior. At the time of writing, one of the upper floor window's security boarding had been smashed and access had been gained to the building using a makeshift ladder. There is also evidence of structural damage in many of the elevations.

It has been proposed to refurbish the house and turn it into a hotel (fig 4). These proposals would directly impact on the fabric and character of this building. It is predicted that the direct impact of the proposals would be of *Moderate* magnitude with the significance of impact being *Major/Moderate*.

The proposals are, however, viewed as being beneficial to the building as they would salvage a historic structure that is otherwise in danger of destruction through neglect. Recording of the historic structure of the building will be required prior to any alteration works being carried out (see section 7.1.4), and all proposed work must ensure that the historic character of the building is retained.

Porth-y-Felin, Building (Site No. 110)

This *Medium Value* site comprises the location of a small roofed structure associated with Porth-y-Felin House, marked as Government House on the OS 1st edition map of 1887/89 (fig 16). The original function of this building is unknown. It appears to have measured approximately 8m by 4m and was orientated north-east/south-west. As the building is positioned in an area of former garden to the west of the main house, it is possible that it functioned as a stable or greenhouse. The building is no longer standing, however it is likely that the foundations survive below ground. These could provide information about the character and form of the structure. The development proposes to extend Porth-y-Felin House, as a hotel, over the location of this former feature (fig. 4). As such, it is predicted that the direct impact of the proposals on this Medium Value asset would be of *Moderate* magnitude with the significance of impact being *Moderate/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Railway Shed (Site No. 83 and 84)

This Medium Value site is one of the former engine or railway sheds located immediately to the south-west of Soldiers Point House (fig. 16; photo plate 44, 46 and 47). It is contemporary with the construction of the Great Breakwater, having been built between 1846 and 1873. The building is in reasonable condition and is still used for storage. The development proposes to refurbish this building and turn it into a boat repair workshop with very few changes to its structure (fig. 4). As such, it is predicted that the direct effect of the proposals on this Medium Value asset would be of *Minor* magnitude with the significance of effect also being *Minor/beneficial*. The proposals could be viewed as being beneficial to this building by safeguarding its future, as long as appropriate standing building recording mitigation measures are undertaken prior to any potential alterations (see section 7.1.4).

Fountain base, Soldiers Point (Site No. 95)

This *Medium Value* site marks the former position of an ornate fountain associated with Soldiers Point House gardens. The feature is marked at this location on the OS 1st edition map of 1887/89 (fig. 16). It appears, from the same map edition that this fountain was one of two, the other located further north toward the main house (Site No. 108). Both of these fountains have been removed from the garden, however, it is likely that their foundations survive below ground. These could provide

information about the character and form of these structures. The development proposes to build residential dwellings over the position of this fountain (fig. 4). As such, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Moderate* magnitude with the significance of effect being *Moderate/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Buildings near Soldiers Point House (Site No's. 134 and 135)

These two *Medium Value* sites mark the position of two roofed structures located in the southern area of Soldiers Point House gardens. The two features are marked on the 1858 Engineer's Map (fig. 13), but both have since been removed. It is likely, however, that the foundations survive below ground and these could provide information about the character and form of these structures. The development proposes to build an access track servicing residential dwellings over the position of these two former structures. As such, it is predicted that the direct effect of the proposals on the potential remains of these Medium Value sites would be of *Moderate* magnitude with the significance of effect being *Moderate/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Water Well near Soldiers Point House (Site No. 139)

This *Medium Value* site marks the position of a small stone-built water well of probable nineteenth century date. It is characterised by a circular stone wall standing to a height of 0.20m (photo plate 43). The development proposes to have an open green space over this feature, in close proximity to a series of residential dwellings. As there is to be no development over this feature it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Moderate* magnitude with the significance of effect being *Moderate/adverse*.

Landing Stage, Soldiers Point (Site No's. 96 and 97)

These two former landing stages are marked at these locations on the OS 1st edition map of 1887/89 (fig. 16). Neither survives, however, foundations may survive along the shoreline that could provide information about the original character and form of both structures. The development proposes to build a series of residential dwellings in this area, on a development platform created through land

reclamation works (fig. 4). As such, it is predicted that the direct effect of the proposals on the potential remains of these two Medium Value sites would be of *Major* magnitude with the significance of effect being *Moderate/Major/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Sailors Pool (Site No. 129)

This Medium Value site comprises a naturally sheltered dressed stone watering point at Porth-y-Felin Creek, known as Pwll Llongwrs (Sailors Pool; photo plate 17). Its date is uncertain, however, it is mentioned in a mid 17th century document. The site is also linked to the stream that flows from Melin y Twr and Porth-y-Felin and consequently its origins as a water-hole could extend back much further than this. The site was also used as a watering hole for the work horses employed on the Great Breakwater in the 19th century. The development proposes to build an access road close to this site as part of one of the proposed residential components near Soldiers Point (fig. 4). As such, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Major* magnitude with the significance of effect being *Moderate/Major/adverse*.

Building near Soldiers Point House (Site No. 133)

This site comprises the location of a small roofed structure marked on the Engineer's map of 1858 (fig. 13), associated with the Great Breakwater construction. The original function of the building is unknown, but it may have an association with the railway as it is marked alongside the former quarry railway. This building is no longer standing, however, it is possible that foundations survive below ground and these could provide information about the character and form of the structure. The development proposes to upgrade an existing access road to Porth-y-Felin over the position of this site (fig. 4). It is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Minor* magnitude with the significance of effect being *Minor/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Water Well, Soldiers Point House garden area (Site No. 116)

This site marks the position of a water well as marked on OS 1st edition map of 1887/89 (fig. 16). The site is positioned on the side of the small track between the old Crown property boundary wall and Soldiers Point House. The feature probably

still survives on site and is probably similar in character and form to the other water well recorded in the area (Site No.139), but was not found during the field visit. The development proposes to construct a series of residential dwellings over this site (fig. 4). As such, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Major* magnitude with the significance of effect being *Moderate/Major/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are identified, fully recorded and understood (see section 7.2.3).

Garden, paddock area, Soldiers Point House (Site No's. 109)

This site marks the position of a former garden and orchard as marked on OS 2nd edition map of 1901 (fig. 19). The site is associated with Soldiers Point House, although positioned on the opposite side of the access road and quarry railway. No surface remains of this garden are visible, however it is possible that buried remains survive, which could potentially give further information about the garden's original character and form, such as the location of walls and other garden features. The development proposes to build a series of residential dwellings in the immediate area of this site (fig. 4). Hence, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Moderate* magnitude with the significance of effect being *Moderate/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Slipway, near Maritime Museum (Site No. 112).

This site marks the position of a slipway marked on OS 1st edition map of 1887/89 (fig. 18; photo plate 8). The site is extant and is located close to the former Lifeboat House. The development proposes to build a new marina over the top of this structure (fig. 4). As such, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Major* magnitude with the significance of effect being *Moderate/Major/adverse*. Appropriate standing building recording mitigation measures must be undertaken prior to destruction (see section 7.1.4).

Lifeboat House (presently Maritime Museum) (Site No. 111 / LB Ref: 14729)

The Lifeboat House is positioned on the rocks below Beach Road, north-east of the junction with Walthew Avenue (photo plate 8, 10 and 11). The former lifeboat house was built circa 1850 and is now occupied by the Holyhead Maritime

Museum. The building is believed to be the oldest surviving lifeboat house in Wales and is a Grade II Listed Building. The development proposes to change the use of the building into a youth/sailing centre and clubhouse (fig. 4). These plans will result in little or no physical change to the building's character and form. As such, it is predicted that the direct effect of the proposals on this High Value asset would be of *No Change* with the significance of effect also being *Negligible/neutral*. If any physical changes were to be carried out on this building appropriate mitigation measures would have to be put in place.

Building near Railway Shed, Soldiers Point (Site No. 107)

This site marks the position of a long roofed building formerly associated with the standing railway shed to the north of Soldiers Point House (fig. 16). The building is initially marked as a separate structure on the OS 1st edition map but appears to have been extended by the later OS 2nd edition map of 1901 (fig. 19). The original function of the building is unknown, but the complex is labelled as the Admiralty Store Room and Smithery on the OS 2nd edition map series of 1901. The building may have had quarry and brickworks related functions, as it is marked alongside the former quarry railway. This building is no longer present on site as it appears to have been partly demolished or dismantled in recent years - it is still shown as standing and roofed on the OS map of 1963 (fig. 22), and early photos of the 1930s show it as a large two storey structure (fig. 28c). It is likely that there are still substantial foundation remains, which could provide information about its original character and form. The development proposes to turn this site into a car park (fig. 4), and the associated groundworks may destroy this feature. As such, it is predicted that the direct effect of the proposals on the potential remains of this Medium Value site would be of *Major* magnitude with the significance of effect being *Moderate/Major/adverse*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains are fully recorded and understood (see section 7.2.3).

Formal Gardens in area of Promenade (Site No. 146)

The former Victorian formal gardens along the Newry Beach promenade (fig. 17 and 18; photo plate 1-7, 9 and 15) are only visible as grass covered banks and enclosures. It is very likely that there are still substantial remains preserved beneath the turf, which would give further information about the gardens original character and form. The development proposes to reinstate these gardens and construct a small boating lake (fig. 4). As such, it is predicted that the direct effect

of the proposals on the potential remains of this Medium Value site would be of *Major* magnitude with the significance of effect being *Moderate/Major/beneficial*. Evaluation of the area of proposed development should be carried out to ensure that any buried remains of the garden are fully recorded and understood, to inform the design process (see section 7.2.3).

WWII Pillbox, Breakwater (Site No. 131)

The former WWII Pillbox still survives at the foot of the Great Breakwater (photo plate 51). Although this feature does not appear to be directly affected by the proposals it is possible that construction work on the breakwater quay could damage the feature. Accordingly, it is important that a consideration is made for this feature during the planning of construction works, and that appropriate mitigation measures are taken to protect it.

Napoleonic War Battery (Site No. 105)

Position of former 19th century battery, marked as disused on OS 1st edition map of 1887/89 (fig. 16; photo plate 48). The battery was reused in WWII as a pillbox associated with the surviving pillbox inset into Soldiers Point House curtain wall. Although this feature does not appear to be directly affected by the proposals it is possible that construction work on the breakwater quay and landscaping work could damage the feature. As such, it is important that a consideration be made for this feature during planning of the construction works and appropriate mitigation measures are taken to protect it.

Railway Boundary Wall (Site No. 136)

This feature comprises a long stone boundary wall running south-east to north-west parallel to the coast and the former railway line that linked the breakwater quarry and breakwater to the old harbour area (fig 33). It was built around 1846/48 at the same time as the breakwater railway. The wall formerly marked the old Crown Property boundary and presently delineates the southern boundary of the Holyhead Conservation Area. It is built from local rubble sourced from the breakwater quarry and is mortared with lime. The entire length of the wall comprises rough stone work at its lower levels with a second stone coursing at its upper level, crowned with cock and hen coping. Although this feature does not appear to be directly affected by the proposals there is a danger that construction work on all other elements of the proposed development could damage the structure. As such, it is important that a consideration is made for this feature in planning of the construction works, and that

appropriate mitigation measures are taken to protect it.

Buried archaeological deposits in area of Newry Beach and Soldiers Point (land reclamation)

There is a high potential for the disturbance of unrecorded buried archaeological remains along the shoreline, in the areas of the proposed land reclamation along Newry Beach and the area of Soldiers Point. These proposals would have a *Major adverse* effect upon these potential remains. As such, it is important that appropriate mitigation measures are taken (section 7.4.1).

Buried archaeological deposits in area Soldiers Point House Gardens and Porth-y-Felin House Gardens

There is a high potential for the disturbance by groundworks of unrecorded buried archaeological remains in the areas of Soldiers Point House and Porth-y-Felin House gardens. The proposals would have a *Major adverse* effect upon these potential remains. As such, it is important that appropriate mitigation measures are taken (section 7.1.5 and 7.2.3).

Buried maritime heritage resource

The Side Scan Survey, Bathymetric Survey and Sub-bottom profile Survey did not identify any maritime heritage resource within the area of the proposed new marina and pier. There remains, however, a high potential for the disturbance of unknown buried shipwrecks and other archaeological features, including buried land surfaces, during the groundworks for the construction of the new development. The proposals would have a *Major adverse* effect on these potential remains and it is important that appropriate mitigation measures are put in place (section 7.1.1 and 7.1.2).

Holyhead Beach Conservation Area

The direct impact of the proposed development on the Holyhead Beach Conservation Area has been addressed in the discussions above, as the greater part of the study area falls within the Conservation Area itself (fig. 36). As such, all of the issues raised, discussed and addressed above also act as an assessment of the potential direct effect on the Conservation Area as a whole. It should be noted, however, that the core of the proposed development is confined to areas outside of the Conservation Area, along the shoreline in the area of Soldiers Point and along the area of Newry Beach, with only much needed improvements proposed on

significant principal buildings and landscapes within the Conservation Area. It is essential that all proposed improvements associated with the development are sympathetic to the character and form of the building's architecture and style and their immediate associated landscapes, as cited in the Conservation Area Character Appraisal of 2005.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Table 6.1 - Summary of predicted direct effects on Heritage Resource within study area.

Site No.	Site Name	Site Value	Nature of effect	Magnitude of Effect	Significance of Effect
24 and 104	Soldiers Point House and Screen Wall	High	Potential to directly impact upon the existing fabric and character of this building.	Major	Major/Moderate/Beneficial
52	Porth-y-Felin House	High	Potential to directly impact upon the existing fabric and character of this building.	Major	Major/Moderate/Beneficial
110	Porth-y-Felin building	Medium	Potential to directly affect buried remains of building foundations.	Moderate	Moderate/Adverse
83/84	Railway Shed	Medium	Potential to directly impact upon the existing fabric and character of this building.	Minor	Minor/Beneficial
95	Fountain Base, Soldiers Point House	Medium	Potential to directly affect buried remains of feature	Moderate	Moderate/Adverse
134/135	Buildings near Soldiers Point House	Medium	Potential to directly affect buried remains of building foundations.	Moderate	Moderate/Adverse
139	Water well near Soldiers Point House	Medium	Potential to directly affect buried remains of feature	Moderate	Moderate/Adverse
96/97	Landing Stages near Soldiers Point House	Medium	Potential to directly affect remains of structures	Major	Moderate/Major/Adverse
129	Sailors Pool	Medium	Potential to directly impact upon the existing fabric of structure	Major	Moderate/Major/Adverse
133	Building near Soldiers Point House	Medium	Potential to directly affect buried remains of building foundations.	Minor	Minor/adverse
109	Garden/paddock area near Soldiers Point House	Medium	Potential to directly affect buried remains of building foundations.	Moderate	Moderate/adverse
112	Slipway alongside Lifeboat House	Medium	Potential to directly affect remains of structure	Major	Moderate/Major/adverse
107	Building near Soldiers Point House	Medium	Potential to directly affect buried remains of building foundations.	Major	Moderate/Major/adverse
146	Formal Gardens along promenade	Medium	Potential to directly affect buried remains of Victorian garden features	Major	Moderate/Major/beneficial
Unknown	Buried archaeological remains in areas of Soldiers Point and Newry Beach (land reclamation)	Unassigned	Potential to directly impact upon buried archaeological remains and palaeo-environmental information	Major	Major/adverse
Unknown	Buried archaeological remains in areas of Soldiers Point House and Port y Felin House and gardens	Unassigned	Potential to directly impact upon buried archaeological remains and palaeo-environmental information	Major	Major/adverse
Unknown	Maritime resource	Unassigned	Potential to directly impact upon unknown buried archaeological remains in area of harbour	Major	Major/adverse

6.2.2 Indirect Impacts

Determining the indirect impact on High Value heritage assets within the proposed development area, all of which are listed buildings and structures, has focused upon the degree to which the development proposals would significantly affect the setting and original character of each building. Within the area of the proposed development, the assessment has identified 8 instances where significant heritage assets would be directly affected. Each of these assets is a High Value site in that each has grade II listing status. Each of these will be discussed in turn (see table 6.2 for summary of the indirect impacts).

The Great Breakwater (Site No. 128 /LB Ref: 5473) and Lighthouse (Site No. 80 / LB Ref: 5744)

The Great Breakwater is a mid 19th century Grade II* Listed monument, which forms a 'Z' shaped breakwater enclosing the New Holyhead Harbour (fig 14; photo plates 69-71). The structure is generally regarded as the finest breakwater in Britain and seen by many as having international significance (for full descriptive details on the history of the Great Breakwater see section 4.4). The breakwater lighthouse is set on an ovoid platform at the far end of the Great Breakwater. It is also a Grade II Listed monument.

The Great Breakwater is an impressive structure that stands as a monument to the extraordinary feats of Victorian engineering. As well as serving an obvious structural function, the monument also has an official and colourful national history, which is reflected in its Grade II* listing. The Great Breakwater's full Z-shaped form is best appreciated from two key locations: at Soldiers Point, the landward end of the breakwater, and from the northern regions of Holyhead Mountain. It is noteworthy that most, if not all, antiquarian drawings of the Great Breakwater depict it from one of these two locations (fig. 25f). The breakwater is also clearly visible from much of the foreshore of Holyhead Harbour and from Salt Island.

While there will be clear impacts on the aesthetics of the setting from the proposed development, there will also be an impact on the structure's 'functional' setting (the breakwater's visibility and design in terms of maritime technical and safety issues). Although consideration of this is not within the remit of this cultural heritage assessment, it must be considered in tandem with the potential effect the proposed development would have upon the monument's heritage setting.

The 'heritage' setting of the Great Breakwater combines the monument (with an extensive backdrop), which encloses a large area of sea, with a series of high value Grade II Listed buildings on the foreshore, each of which played a significant role in the monument's initial construction and eventual operation. Consequently, the principal associated buildings and the breakwater combined, form a fossilised mid 19th century historic landscape. Viewed as such, almost the entire area of Soldiers Point falls within the Great Breakwater's landscape setting. Therefore, the history of the greater part of the proposed development area is essentially a history of the Great Breakwater, followed by a series of historical events, themselves governed by the breakwater's function and presence.

Since 1971, when the Holyhead Beach area was granted Conservation Area status, no significant development has been undertaken in the application site, other than the Trinity Court development and marina, and improvements to the promenade area. The lack of development has resulted in the principal buildings within the north-western area of the harbour falling into disrepair, with several buildings, such as Porth-y-Felin House, a grade II listed building, requiring urgent attention (see section 6.2.1 above).

The most significant components of the proposed development, in terms of impact on the breakwater, lie within three areas of the application site: the two proposed land reclamation sites to be used for residential development in the area of Porth-y-Felin House, part of the landing stage adjacent to the former Lifeboat House, and the proposed new marina adjacent to the McKenzie landing area. Each of these elements would significantly change the overall setting of the Great Breakwater, however, given sympathetic design, there is no reason why this effect should not be beneficial to its setting.

It is essential to remember that one of the main reasons for the construction of the Great Breakwater was to create a new harbour for a port and town that had grown considerably due to a surge in industry, trade and tourism during the 19th century. As such, the aim of the Victorian harbour and breakwater was to relieve the pressure on the old harbour and town, providing new land for development, which is reflected in the cartographic sources. Following the Conservation Area status that was awarded to Holyhead Beach in 1971, development was halted. This was brought about by the Civic Amenities Act of 1967, when it was decided that listing historic buildings individually was not enough to protect groups of buildings, which

although not individually listed, also contributed to the historic character of the place as a whole. It was also realised that the spaces between buildings were also important elements and it was decided to protect whole areas. Although this designation has certainly conserved the area's significant heritage assets from unsympathetic development, it has also stagnated parts of the new harbour to a considerable extent, and it is in this respect that the proposed development can be seen as being beneficial to the Great Breakwater's wider setting, provided that the proposed design and layout are sympathetic to the standing remains of the mid 19th century structure and all of its associated buildings and their settings.

In consideration of all of the above, based upon the present development proposals, it is predicted that neither of the key inward inland views of the Great Breakwater would be greatly impacted by the proposals, by virtue of the sheer size of the monument in comparison to the size of the proposals. Inevitably, other views, both inland and off-shore, inward and outward would be affected, but it is predicted that these views would not significantly compromise the appreciation of the monument itself. As figure 34 shows, the development proposals include a number of buildings of different height, from two storey houses and apartment blocks to five storey apartment blocks. The majority of the higher buildings are located along the proposed new foreshore at Porth-y-Felin and along the proposed new breakwater on the eastern side of the development. The height of these buildings will have a clear indirect impact on the setting of the Great Breakwater, with views towards Porth-y-Felin House restricted. It is considered, however, that this indirect impact is of *minor* significance.

The greatest impact on the setting of the breakwater will come from the construction of the new marina, whose scale and character could distract attention from the Great Breakwater. The sensitivity of this monument is considered to be high (National Importance) and the indirect visual impact is considered to be substantial. In consideration of the proposed development design, it is predicted that the overall magnitude of impact on this monument would be *Major* and of *Major* significance. It has also been considered that the development would be *beneficial*, in view of the monument's original purpose and function, as long as the proposed development is sympathetic to the monument's mid-19th century origins. With regards the breakwater lighthouse, the setting of this structure is, like all of the other listed buildings within the proposed development area, inseparable from the breakwater and from the history of the area. As the structure is positioned

approximately 1.9km to the north-east from the proposed development, however, it is predicted that the indirect effect on it will be of *Minor* magnitude and the significance will be *Minor* and *Neutral*.

Soldiers Point House, Soldiers Point (Site No. 24 / LB No.14760) and screen wall (Site No. 104 / LB Ref: 1476)

Soldiers Point House is set at the north-western end of the application site. Having played such a significant role in the history of the Great Breakwater itself, Soldiers Point House and all of its associated features are essential elements in the Great Breakwater's setting itself. Effectively, this means that these two heritage assets are inseparable as they share a common history and setting.

Soldiers Point House and screen wall can be seen from almost every point along Newry Beach to the south-east. The lack of maintenance of the house and surroundings means that much of the southeast facing façade of the house is obscured by trees and bushes. When viewed from the harbour area the house and screen wall combine to form an impressive first sight of Holyhead, while the view from high ground around Porth-y-Felin encompasses the entire front façade of Porth-y-Felin House, with Soldiers Point House immediately behind. Prior to the building, screen wall and gardens becoming abandoned in the mid 20th century this view must have been striking.

The development plans propose to transform Soldiers Point House into a Visitor Centre with an attached museum, shop and ancillary tourist facilities, including a discrete subterranean viewing area looking towards the new harbour and the Great Breakwater. This is proposed to be built in the former garden to the east of the house. A large residential development is proposed 75m to the south-east of the house, with small and large townhouses and a hotel complex occupying the former Porth-y-Felin House and its grounds. As Soldiers Point House is set on raised ground above these proposed developments, the existing views both from and towards the house will be significantly affected. The views looking towards Soldiers Point House from the southern top promenade walk are familiar to many visitors to Holyhead, as is evident from the numerous postcards of the house that have been generated since the late 19th century.

The additional proposals for a museum conversion and a subterranean viewing area will also inevitably affect both the inward and outward views, and the general

setting of Soldiers Point House and screen wall significantly, as all of the proposals will potentially be out of character with the area and at odds with the Conservation Area appraisal, unless the proposed development is sympathetic to the historic character of the building, the screen wall and the garden areas.

Given that Soldiers Point House, the screen wall and the surrounding gardens are in desperate need of attention in order to preserve and conserve their character, the proposals would have a beneficial effect on the building and screen wall, as well as its setting. Yet it is important that the proposals are sympathetic to the historic character of the house, screen wall and their setting. In view of this, the sensitivity of this monument is considered to be high (National Importance) and the indirect visual effect is considered to be substantial. In consideration of the proposed development design, it is predicted that the overall magnitude of impact on this monument would be *Major* and of *Major* significance. It has also been considered that the development would be *beneficial* to the house, screen wall and gardens, in the respect that it would inevitably lead to conservation and consolidation projects, which would preserve the building's structure, its character and its heritage.

Porth-y-Felin House, Soldiers Point (Site No. 53 / LB No.14759)

Porth-y-Felin House is set at the north-western end of the application site. The house is a large two storey impressive building built in the classical architecture style (photo plates 34-41). The building, when compared to the majority of the other buildings in the area, excluding Soldiers Point House, may be considered to be impressive, imposing and dominant within its surroundings.

Porth-y-Felin House played a significant role in the history of the Great Breakwater, housing one of the original engineers. In this regard, the house is an essential element in the Great Breakwater's setting itself. Porth-y-Felin House and the Great Breakwater in the area of Soldiers Point are inseparable, as they all share a common history and the same setting.

Porth-y-Felin House can be seen from almost every point along Newry Beach to the southeast. Due to the lack of maintenance within the gardens and the surrounding area, much of the southeast facing façade of the house, is obscured by overgrown trees and bushes when viewed from the harbour area. When viewed from the high ground around Porth-y-Felin the entire front façade of Porth-y-Felin House is visible, with Soldiers Point House immediately behind. Prior to the house becoming

abandoned in the mid 20th century and the growth of the dense vegetation now screening much of the building this view must have been striking.

The development plans propose that Porth-y-Felin House be adapted into a hotel. To the east and south-east, the development is also proposing the construction of a large residential area with small and large townhouses. With Porth-y-Felin House set on a raised area of ground overlooking these sites, the existing outward southern and eastern views from the house would be significantly affected, as would the northerly views from the south looking toward the house. The views looking towards Porth-y-Felin House from the southern top promenade walk are the familiar with visitors to Holyhead as is evident from the numerous postcards of the house that have been generated since the late 19th century.

The proposals would also inevitably affect both the inward, outward and the general setting of Porth-y-Felin House very significantly, as all of the proposals will be out of character with the area and at odds with the Conservation Area appraisal, unless the proposed development is sympathetic to the historic character of the building and its original setting.

Given that Porth-y-Felin House and gardens are in desperate need of attention, in order to preserve and conserve their character and heritage, the proposals are considered to have a beneficial effect upon the building and its setting. It is important, however, that the proposals are sympathetic to the historic character of the house and its setting. In view of this, the sensitivity of this monument is considered to be high (National Importance) and the indirect visual effect is considered to be substantial. In consideration of the present proposed development design, it is predicted that the overall magnitude of impact on this monument would be *Major* and of *Major* significance, however, it has also been considered that the development would be *beneficial* to the house as it would lead to conservation and consolidation projects that would preserve the building's structure, character and heritage.

The Trinity Yard Workshops and Office, Beach Road (N Side) (Site No's. 120, 121, 122 / LB No's. 14732 / 14731 / 14730)

The Trinity Yard Workshops and Office were built in the mid 19th century (photo plates 13 and 14). Admiralty charts show that a 'builder's yard' occupied the site prior to the arrival of the railway in 1848. Construction for the new workshop

complex began in 1857, with two buildings, a smithy and a workshop built (fig. 12). The smithy contained six forges and the workshop held a mixture of lathes, drilling machines, borers, a timber steamer, and a circular saw driven by a 16 hp engine. The buildings currently form part of the Trinity Court complex and are still in use as both offices and as a lifeboat station, being run partly by the Lifeboat Institution and partly in connection with existing marina. Each of the buildings is painted in white with purple slate roofs and is well maintained.

The Trinity Yard buildings are set toward the western end of the harbour and adjacent to the existing marina complex and apartment blocks. The buildings are large two-storey and one-storey, white painted buildings built in a similar classical architectural style to Porth-y-Felin House.

Historically, the buildings played a significant role in the history of the Great Breakwater. In this regard, the buildings are also an essential element in the Great Breakwater's setting, with the two sites inseparable as they all share a common history and the same setting

The Trinity Yard can be seen from almost every point along Newry Beach, amongst the more modern buildings adjacent to the existing marina.

The development proposals advocate that the area of the Trinity Yard Complex is left as it is today (fig. 4). However, a new marina is proposed immediately to the east of Trinity Yard, with retail/commercial outlets and a further residential development to the west in the area adjacent to Porth-y-Felin House. These proposals would affect the setting of the Trinity Yard complex, although not significantly as the main view of the 19th century buildings is from the green space to the south along the main promenade (photo plates 2, 3, 6 and 7). The inward views from the area of the harbour and from the east and west of these buildings, has already been compromised by the construction of the large apartment blocks adjacent to the existing marina.

In view of this, the sensitivity of these buildings is considered to be high (National Importance) and the indirect visual effect is considered to be moderate. In consideration of the present proposed development design, it is predicted that the overall magnitude of effect on these buildings would be *Moderate, adverse* and of *Moderate* significance.

The Lifeboat House (now the Holyhead Maritime Museum and Harbour front Bistro), Beach Road (N Side) (Site No. 78 / LB No. 14729)

The Lifeboat House was built in 1857 as part of the Great Breakwater construction program. Following the use of part of the Trinity Yard as a Lifeboat station, the Lifeboat House was turned into a restaurant. The building now houses the Holyhead Maritime Museum, with the Harbour-front Bistro attached to its east.

The Lifeboat House is set toward the eastern end of the harbour along Newry Beach. The building is a long stone-built building with decorative classical style front and rear facades complete with finials (photo plate 10 and 11).

Historically, the building played a significant role in the early history of the New Harbour and is an essential element in the New Harbour and the Great Breakwater's setting. In this regard, the buildings are also an essential element in the Great Breakwater's setting, with the two sites inseparable as they all share a common history and the same setting

As the Lifeboat House is set low on the shoreline, it can be seen from almost every point along Newry Beach (photo plate 8). However, the building is partly obscured from the east by the area known as the Boat Yard and from the Trinity Court apartment complex from the west. The building can also be seen easily when looking down onto it from the promenade that runs parallel to Newry Beach. Both the Boat Yard and the Trinity Court development are set some distance from the Lifeboat House, which gives the building a fairly solitary position along Newry Beach, which allows the building to be fully appreciated.

The proposed development has advocated that the Lifeboat House be converted into a Youth/Sailing Club and the existing Maritime Museum moved and expanded into Soldiers Point House. Immediately to the west of the Lifeboat House the development proposes a new marina with residential apartments and retail/commercial outlets together with the replacement of an existing slipway. In view of this, the sensitivity of these buildings is considered to be high (National Importance) and the indirect visual effect is considered to be substantial. In consideration of the proposed development design, it is predicted that the overall magnitude of impact on this building will be *Major, Adverse* and of *Major* significance.

Table 6.2 - Summary of predicted Indirect effects upon High Value sites within study area.					
Site No.	Site Name	Site Value	Nature of effect	Magnitude of Effect	Significance of Effect
128	Great Breakwater	High	Setting of Breakwater indirectly affected by proposals	Major	Major/Beneficial
80	Breakwater Lighthouse	High	Setting of Lighthouse indirectly effected by proposals	Minor	Minor/Neutral
24 and 104	Soldiers Point House and screen wall	High	Setting of Soldiers Point House indirectly affected by proposals	Major	Major /Beneficial
53	Porth-y-Felin House	High	Setting of Porth-y-Felin House indirectly affected by proposals	Major	Major/Beneficial
120	Trinity Yard Office	High	Setting of building affected by proposals	Moderate	Moderate/Adverse
121	Trinity Yard Workshop	High	Setting of building affected by proposals	Moderate	Moderate/Adverse
122	Trinity Yard Workshop	High	Setting of building affected by proposals	Moderate	Moderate/Adverse
78	Lifeboat House	High	Setting of building affected by proposals	Major	Major/Adverse

6.2.3 Indirect Impacts on the Conservation Areas

This section assesses the potential indirect impact of the proposals on the heritage resource within all the Conservation Areas within 1.5km from the study area. These are:

- i) *Holyhead Beach Conservation Area*
- ii) *Holyhead Central Conservation Area*
- iii) *Holyhead Mountain Village Conservation Area*

Holyhead Beach Conservation Area (see Figure 37)

The potential indirect impact of the proposed development on the principal buildings in the Holyhead Beach Conservation Area has been addressed in section 6.2.2, as the greater part of the study area falls within the Holyhead Beach Conservation Area. As such, all of the issues raised, discussed and addressed in the previous section on the principal buildings in the Conservation Area, are also relevant here.

The *Holyhead Beach Conservation Area* is also considered to have notable *outward* and *inward* views. There are fine *outward* views from most parts of this conservation area, but particularly noteworthy are the views from:

- the upper and lower promenades towards the new harbour
- the Great Breakwater
- the harbour lighthouse and passing ferries
- Holyhead Mountain and Quarry
- Porth-y-Felin House
- Soldiers Point House;
- the easterly edge, by Marine Square, towards the inner Harbour.

There are also notable *inward* views from:

- the sea (allowing ferry passengers a first view of Holyhead), breakwater and New Harbour towards the promenades and greens
- the far eastern end of the conservation area towards Hibernia Row
- Soldiers Point over the New Harbour towards Trinity Yard Workshops and the greens beyond.

The *Holyhead Beach Conservation Area Character Appraisal* states:

“The huge grassed open spaces allow uninterrupted views into and out of the conservation area. Both the inward and outward views are deemed to be important to the overall character of the area and therefore the design of any new development should take these views into consideration” (*Holyhead Beach Conservation Area Character Appraisal*, p25).

With regard to the positive and negative elements of the Holyhead Beach Conservation Area, the character appraisal states that,

“There have been relatively few new developments within the conservation area. The vast green open spaces to the central part remain largely intact and offer uninterrupted inward and outward views.

The Listed Building status of many of the most important buildings within the conservation area has helped preserve the character, form and architectural detail of the buildings. As the buildings differ greatly in both style and function from one sub-area to another ranging from the great mansions in sub-area 1, individual maritime buildings in sub-area 2, to simple terraces in sub-area 3, few common unifying features occur. One notable surviving common local detail found within the conservation area is the lime mortar rubble boundary wall with matching cock and

hen coping to southern boundary” (*Holyhead Beach Conservation Area Character Appraisal*, p33)

The character appraisal goes on to state:

“The unsympathetic alterations and loss of heritage details resulting from the introduction of a uniform pebble-dashed finish to many of the residential buildings in sub-area 3 have had a negative impact on the heritage character of the area. This has been accompanied by the introduction of UPVC windows and doors in inappropriate modern designs that further affects the appearance of the buildings and streetscapes. It is not only large unsympathetic developments that bring about unwelcome change. Smaller alterations to buildings can alter the character and appearance of the area. Therefore, every effort should be made to ensure that any new development is sympathetic to the historic character of the area. The poor condition of the Lower Promenade detracts from the otherwise attractive and pleasant surroundings of sub-area 2. Improvements to reflect those already undertaken on the Upper Promenade would greatly improve the appearance and character of the area. The once grand Porth-y-Felin House has over time fallen into a derelict state. The scale and prominent position of the neglected house and grounds greatly affects the appearance of sub-area 1. To retain the special character of the area it is vital that the scale and the proportion of any new development respect the inherent setting, scale and style of this historic environment ” (*Holyhead Beach Conservation Area Character Appraisal*, p34-35)

The Holyhead Waterfront Regeneration Scheme proposes to develop two key areas that will substantially affect the character of the CA. Firstly, an area of residential dwellings in the area surrounding Porth-y-Felin House, along with proposals to convert and improve parts of Soldiers Point House and former gardens, and secondly, the creation of a new marina with residential apartments and retail/commercial outlets to occupy an area along Newry Beach. All but one of these important views will be substantially altered by the proposals. Important views affected by the proposals will include views from:

- the upper and lower promenades towards the new harbour,
- the Great Breakwater,
- the harbour lighthouse and passing ferries,

- Holyhead Mountain and Quarry
- Porth-y-Felin House
- Soldiers Point;
- the easterly edge, by Marine Square, towards the inner Harbour;
- the sea (allowing ferry passengers a first view of Holyhead), breakwater and New Harbour towards the promenades and greens;
- Soldiers Point over the New Harbour towards Trinity Yard Workshops and the greens beyond.

The views from the upper and lower promenades and those from the Great Breakwater, Soldiers Point House and Porth-y-Felin House, towards the existing harbour will be substantially affected by the development proposals, as essentially Newry Beach will be replaced with a new marina and new residential and retail/commercial outlets. As such, it is predicted that the proposed development will have a pronounced indirect impact on these views of *Major* magnitude, *adverse* and of *Major* significance.

With regards the other important views, it is predicted that each will only be moderately affected by the proposals. The development is set fairly low down along the shoreline, and as a result will not significantly compromise any of the inward views as all of the essential features, such as Soldiers Point House, Porth-y-Felin House and the green space will still be visible. As Newry Beach will be directly impacted, however, these views will be affected, but the level of this effect is considered to be of *Moderate* magnitude and of *Moderate* significance, with a *Beneficial* effect on the first six important views listed above but a *Neutral* effect on the remainder.

The level of these effects however could be lower if the proposed development is sympathetic to the existing character of the surrounding principle buildings and their historic landscapes within the Holyhead Beach Conservation Area.

Table 6.3 - Predicted indirect effects on important outward and inward views from the Holyhead Beach Conservation Area		
View	Magnitude of Effect	Significance of Effect
a) the upper and lower promenades towards the new harbour, the Great Breakwater,	Major	Major/Adverse

the harbour lighthouse and passing ferries, Holyhead Mountain and Quarry and Porth Felin House and Soldiers Point.		
d) the easterly edge, by Marine Square, towards the inner Harbour.	Moderate	Moderate/Neutral
c) the sea (allowing ferry passengers a first view of Holyhead), breakwater and New Harbour towards the promenades and greens.	Moderate	Moderate/Beneficial
e) Soldiers Point over the New Harbour towards Trinity Yard	Moderate	Moderate/Neutral

Holyhead Central Conservation Area (See Figure 39)

No principal buildings or features will be directly affected by the proposed development on the Holyhead Central Conservation Area. The Holyhead Central Conservation Area is, however, considered to have some fine townscape views that are deemed worthy of protection. These include (1) *outward* view from St. Cybi's Church across Victoria Road to the infrastructure of the port and the Inner Harbour. Other views include four (4) noteworthy *inward* views. These are:

- the view from Victoria Road past the cenotaph and Victoria Terrace Lower Market Street;
- the view along Market Street towards Market Square and church gates;
- the view from Hill Street car park towards the Tabernacle Chapel;
- the view from Victoria Road towards the Lower Churchyard Walls and St. Cybi's Church beyond.

The Holyhead Central Conservation Area Character Appraisal states:

"Views are deemed to be important to the overall character of the area and therefore the design of any new development should take the views into consideration" (*Holyhead Central Conservation Area Character Appraisal*, p33).

The assessment of the Holyhead Central Conservation Area has shown that none of the elements of the proposed development along Holyhead Waterfront would

indirectly affect any of the important views. As such, it is predicted that the magnitude of effect will be *Negligible* with *Negligible* significance.

Holyhead Mountain Village Conservation Area (see Figure 38)

The Holyhead Mountain Village Conservation Area is considered to have notable *outward* and *inward* views. There are fine *outward* views from most parts of this conservation area, but particularly noteworthy are the views from:

- the end of the lane by Ty Mawr down towards the old Breakwater quarry below.
- from the sea towards the whole of Holy Island, the greater part of Anglesey and the Snowdonia Mountain range.
- most of the higher ground northwards towards Carmel Head and Skerries.

There are notable *inward* views from:

- the higher ground down towards Pentre Pella etc.;
- the lower and upper end of Pentre Pella along the terrace;
- the green patch of land up towards the mountain and the village;
- Llaingoch looking upwards towards the mountain and the village.

The Holyhead Mountain Village Conservation Area character appraisal states:

“The views into and out of the village are deemed to be important to the overall character of the area and therefore the design of any new development should take the views into consideration” (*Holyhead Mountain Village Conservation Area Character Appraisal*, p20).

With regards to important views associated with the proposed development, the assessment considers that only one of the essential views, that from the sea, will be affected by the proposals to any significant degree. Due to the topography and the distance from the development, the degree of this effect is considered to be of *Minor* magnitude, *neutral* and therefore of *Minor* significance

Table 6.4 - Predicted effects on important outward and inward views from the Holyhead Mountain Village Conservation Area

	Magnitude of Effect	Significance of Effect
--	---------------------	------------------------

View		
Looking landwards to unrivalled panoramic views of the whole of Holy Island, including the greater part of Anglesey and the Snowdonia Mountain range.	Minor	Minor/Neutral

6.2.4 Indirect Impacts on High Value Sites within 1.5km from the development boundary

Within the study area, which extends 1.5km from the edge of the proposed development boundary, there are a further 41 listed buildings (LBs) and two Scheduled Ancient Monuments (SAMs). For a list of all of these please refer to the Gazetteer in Appendix C.

Listed Buildings within 1.5km

It is predicted that only 6 of this number will be affected by the proposed development, as the remainder lie either within Holyhead Town centre and, are screened by existing development, or are far enough away and screened by topography.

The six listed buildings that will potentially be indirectly affected by the development proposals are:

- 1) *Admiralty Pier and sea wall – Grade II Listing (LB Ref: 14757);*
- 2) *The lighthouse on Admiralty Pier – Grade II Listing (LB Ref: 14758);*
- 3) *The Customs House – Grade II Listing (LB Ref: 5771);*
- 4) *The Harbour Office – Grade II* Listing (LB Ref: 5772);*
- 5) *The George IV Arch – Grade II* Listing (LB Ref: 5773);*
- 6) *The South Pier, Turkey Shore Road – Grade II Listing (LB Ref: 14742).*

Admiralty Pier (LB Ref: 14757)

The Admiralty Pier and sea wall is positioned at the southern end of Salt Island, approximately 1km east-south-east of the proposed development (photo plate 52). Sections of the proposed development will be screened by the existing Car Ferry Terminal, the Customs House (LB Ref: 5771) and the Harbour Office (LB Ref: 5772), also on Salt Island. The existing Boat Yard in the area of Holyhead Beach will also screen much of the development from the pier. The proposed development will also be screened by existing standing buildings. The development will,

however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor adverse* and of *Moderate/Minor* significance.

The Lighthouse on Admiralty Pier (LB Ref: 14758)

The Admiralty Pier lighthouse is positioned at the south-eastern end of Salt Island, approximately 1.1km east-south-east of the proposed development. As with the Admiralty Pier, parts of the proposed new marina will be screened by the existing Car Ferry Terminal, the Customs House (LB Ref: 5771) and the Harbour Office (LB Ref: 5772), also on Salt Island. The existing Boat Yard to the west in the area of Holyhead Beach will also screen much of the new marina from this listed monument. The development will, however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor adverse* and of *Moderate/Minor* significance.

The Customs House (LB Ref: 5771)

The Customs House is positioned at the south-eastern end of Salt Island, approximately 770m east-south-east of the proposed development. As with the Admiralty Pier and the Lighthouse assessed above, parts of the proposed new marina will be screened by the existing Boat Yard to the west in the area of Holyhead Waterfront. The development will, however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor adverse* and of *Moderate/Minor* significance.

The Harbour Office (LB Ref: 5772)

The Harbour Office is positioned at the south-eastern end of Salt Island, approximately 770m east-south-east from the proposed development. As with the Customs House (LB Ref: 5771) assessed above, parts of the proposed new marina will be screened by the existing Boat Yard to the west, in the area of Holyhead Waterfront. The development will, however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor*

adverse and of Moderate/Minor significance.

George IV Arch (LB Ref: 5773)

The George IV Arch is positioned at the southern end of Salt Island, approximately 830m east-south-east of the proposed development. As with the Customs House (LB Ref: 5771) and Harbour Office (LB Ref: 5772) assessed above, parts of the proposed new marina will be screened by the existing Boat Yard to the west, in the area of Holyhead Waterfront. The development will, however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor adverse and of Moderate/Minor significance.*

The South Pier, Turkey Shore Road (LB Ref: 14742)

The South Pier on Turkey Shore Road is positioned on the opposite side of the inner harbour to Salt Island, approximately 1.1km south-east of the proposed development. As with the Customs House (LB Ref: 5771) and Harbour Office (LB Ref: 5772) assessed above, parts of the proposed new marina will be screened by the existing Boat Yard to the north-west, in the area of Holyhead Waterfront. The development will, however, compromise existing views of the breakwater quay and parts of the breakwater, which are clearly visible to the south-south-east from some parts of the pier. The distance of this structure from the proposed development means that the magnitude of the effect will be *Minor adverse and of Moderate/Minor significance.*

Scheduled Ancient Monuments within 1.5km

There are two Scheduled Ancient Monument with the study area: the Roman Fort of Caer Gybi (SAM Ref: AN031) in Holyhead Town Centre and the Iron Age Hillfort that occupies Holyhead Mountain (SAM Ref: AN019).

Roman Fort at Caer Gybi (SAM Ref: AN031)

The Roman Fort of Caer Gybi (SAM Ref: AN031) lies approximately 650m north-west of the proposed development, within the town of Holyhead. The proposed development will consequently be screened from view by the surrounding buildings. As such, it is predicted that the magnitude of the effect from the proposed development on this SAM site will be *Negligible neutral* and therefore of *Minor significance.*

Caer Twr Iron Age Hillfort (SAM Ref: AN031)

The eastern extremities of Caer Twr Iron Age Hillfort lie approximately 1.4km from the development boundary and approximately 1.7km from the most visible part of the proposals, i.e. the proposed new residential area near Porth-y-Felin House.

The setting of the Caer Twr Hillfort allows it clear views across all of Holyhead. Since the completion of the Great Breakwater in 1873, the north facing slopes of Caer Twr Hillfort and Holyhead Mountain have been used by visitors to view breakwater and new harbour. The proposed development will therefore not impact the Caer Twr Hillfort itself. It will impact the view across the harbour and breakwater, however, although not significantly.

It is predicted that the indirect magnitude of impact on the Caer Twr Iron Age Hillfort (SAM Ref: AN019) will be *Negligible neutral* and therefore of *Minor* significance. The magnitude of the indirect impact on the view of the harbour area from this location is considered to be *Minor adverse* and therefore of *Moderate/Minor* significance.

Table 6.5 - Predicted Indirect Effect on High Value sites within 1.5km from proposed development boundary			
Site Ref	Site Name	Magnitude of Effect	Significance of Effect
14757 (LB)	Admiralty Pier and Sea Wall	Minor	Moderate/Minor/Neutral
14758 (LB)	The lighthouse on Admiralty Pier	Minor	Moderate/Minor/Neutral
5771 (LB)	The Customs Office	Minor	Moderate/Minor/Neutral
5772 (LB)	The Harbour Office	Minor	Moderate/Minor/Neutral
5773 (LB)	George IV Arch	Minor	Moderate/Minor/Neutral
14742 (LB)	South Pier, Turkey Shore Road	Minor	Moderate/Minor/Neutral
AN031 (SAM)	Caer Gybi Roman Fort	Negligible	Minor/Neutral
AN019 (SAM)	Caer Twr Iron Age Hillfort	Negligible	Minor/Neutral

7. MITIGATION MEASURES

It is recommended that a staged approach is taken to the mitigation, to ensure that a complete understanding of the archaeological resource within the proposed development area is achieved. Five stages are proposed, with the results from each informing the successive stages. The initial phases of work involve further assessment of the documentary sources for key areas of the site, assessment of the palaeoenvironmental resource, reappraisal of the marine survey work already undertaken, standing building recording and geophysical survey. The results from the work carried out at Stage 1 will determine the level of new work to be undertaken at Stage 2. The results of Stage 2 will determine the work to be carried out at Stage 3, etc.

This mitigation scheme will benefit both the historic and archaeological resource and the developer, allowing exactly the right level of work to be carried out. This scheme will ensure that a targeted and comprehensive investigation of the heritage within the proposed development area is undertaken prior to construction, minimising the level of archaeological monitoring required once development is underway. It will also allow the developer to make informed design decisions at an early stage.

Consultation with Gwynedd Archaeological Planning Service, the archaeological advisors to the local planning authority, will be carried out at all stages in the work. Consultation with Cadw and RCHAMW will also be carried out when appropriate.

A WSI for Stage 1 work will be produced on receipt of a brief from Gwynedd Archaeological Planning Service.

7.1 Stage 1

Stage 1 comprises 5 elements designed to build on the information gained during research for this desk-based study, and to allow later stages of mitigation to be determined.

7.1.1 *Palaeoenvironmental Assessment*

The desk-based research has revealed that there is a moderate to high potential for the survival of buried land surfaces and palaeoenvironmental remains within the proposed development area (see section 4.4.3). In order to examine the potential of this resource, a desk-based study will be carried out by a suitably qualified palaeoenvironmental specialist once geotechnical coring has been carried out, following determination of the planning application. Using the geotechnical cores to

assess the potential of the palaeoenvironmental resource will enable a targeted and comprehensive programme of study during Stage 2. This is considered preferable to undertaking the work pre-determination, as it will enable a more coherent understanding of the palaeoenvironmental resource.

The palaeoenvironmental specialist will use information about the marine sediments and deposits provided by the cores to assess the potential for buried land surfaces and palaeoenvironmental deposits across the proposed development area.

The palaeoenvironmental assessment will use both the sedimentary information and spatial data from the geotechnical coring to establish the extent of any buried land surfaces and deposits within the harbour area.

Using the information provided by the cores, the nature and potential of buried palaeoenvironmental deposits will be assessed and the results used to inform a palaeoenvironmental strategy to be carried out in Stage 2 (if appropriate). The results will also inform the design process by highlighting any areas of the proposed development site that may contain significant palaeoenvironmental remains.

7.1.2 Off-shore Assessment

There are known to be at least 13 post-medieval shipwrecks within and around the area of proposed development (see table 4.2). In addition, there is moderate potential for the survival of earlier wrecks (of medieval or Roman date) together with the remains of infrastructure relating to harbour activities throughout the prehistoric and historic periods (see section 4.4). A side-scan sonar survey, bathymetric survey and sub-bottom profiling survey were carried out to investigate the possibility of preserved archaeological remains on or below the sea bed, however these did not yield any meaningful results.

The side-scan sonar, bathymetric and sub-bottom profiling surveys will be reassessed by a specialist in marine geophysical survey. The data will be assessed in relation to other data on the marine archaeological resources, for example shipwreck data (see section 4.4.138) and palaeoenvironmental data (see sections 4.4.3 and 7.1.1) to determine the potential for unrecorded remains on and below the seabed.

The reappraisal of the information collected by the marine surveys and other data relating to the marine resource will inform the design process and determine whether a further programme of survey is necessary (to be carried out in Stage 2).

7.1.3 *Archaeological Desk-based Research*

The research carried out for this study has identified a number of significant heritage assets within the proposed development area, the majority of post-medieval date and related to the growth of Holyhead as a port (see section 4). The development plans identify a number of these for reconstruction, including the Victorian Gardens along the promenade.

Further desk-based research is proposed for specific sites and features that are to be incorporated into the proposed development scheme, particularly those for which restoration is proposed. In such cases, further work will be carried out to provide more specific detail about the original design, construction and form of the site or feature. This information will feed into the design process to allow more historically accurate restoration or reconstruction to be undertaken.

The work will also inform a strategy for evaluation trenching to be carried out in stage 2, if considered necessary and appropriate.

7.1.4 *Standing Building Recording*

The development includes proposals to renovate and convert a number of historic buildings around the port (see section 4.5). As the majority of these buildings are listed (Grade II and II*) it is essential that an accurate record is made of their historic structure prior to any work being carried out.

The specific buildings and features to be recorded are:

- Soldiers Point House, screen wall and all associated outbuildings
- Porth-y-Felin House
- Railway shed and associated buildings
- Water well in the vicinity of Soldiers Point House
- Water well in the vicinity of Porth-y-Felin House
- Sailor's Pool
- Landing stages near Soldiers Point
- Slipway near Maritime Museum

The level at which the recording will be carried out will be agreed with Gwynedd Archaeological Planning Service.

7.1.5 *Geophysical Survey*

A programme of geophysical survey is proposed in areas of the development where intrusive groundworks are to be carried out, which will inform the strategy for

evaluation trenching to be carried out in Stage 2 (see section 7.2.3 below).

Geophysical survey is suggested for the following areas:

- The subterranean viewing facility adjacent to Soldiers Point House
- The residential development in the former Soldiers Point House gardens
- The hotel development in the area of Porth-y-Felin House.

An additional survey is suggested for the former Victorian Gardens along the promenade. This area is designated for reconstruction, with original features restored. Geophysical survey data could add to the documentary evidence (see section 7.1.3 above) by locating pathways, flowerbeds and other features, aiding the design process.

The survey will be carried out where ground conditions permit. The type of survey to be carried out (ie. Gradiometry or Resistivity) will be agreed with Gwynedd Archaeological Planning Service.

7.2 Stage 2

7.2.1 *Palaeoenvironmental Assessment*

Following the desk-based assessment of the palaeoenvironmental resource within the proposed development area in Stage 1 (see section 7.1.1), further work will be carried out to assess the resource if appropriate.

The Stage 2 assessment work will be determined by the relevant specialist, in conjunction with Gwynedd Archaeological Planning Service, once the Stage 1 assessment has been completed. It is likely, however, that a programme of targeted palaeoenvironmental sampling will be carried out in areas that were shown to have potential in Stage 1.

The cores taken during the sampling will be examined to establish the sedimentary sequences and to establish the potential for analysis. An assessment report will be produced and recommendations made for further work in Stage 3, if appropriate.

7.2.2 *Off-Shore Survey*

The reappraisal of the side-scan sonar survey, bathymetric survey and sub-bottom profiling survey in conjunction with the documentary evidence for submarine archaeology will determine whether further work is required.

The scope of any further work will be proposed by the relevant specialist in

consultation with RCAHMW, Cadw and Gwynedd Archaeological Planning Service.

Further work is likely to include detailed marine geophysical survey, possibly targeted to specific areas highlighted as holding archaeological or palaeoenvironmental potential (as identified by Stage 1 Off-shore survey assessment and Palaeoenvironmental assessment; sections 7.1.2 and 7.1.1 above). A swim-over of the seabed may also be required to establish the nature of any features identified by the geophysical survey.

As the off-shore survey has the potential to feed into the palaeoenvironmental work, it is recommended that Stage 2 marine survey is carried out before the Stage 2 palaeoenvironmental sampling.

7.2.3 Evaluation Trenching

A programme of evaluation trenching is proposed in areas where intrusive groundworks will be carried out during development. The purpose of the evaluation trenching will be to establish whether archaeological remains survive, their date, extent and significance. This information will inform the design process and allow archaeological work to be planned for Stages 3 and 4, if necessary.

The location of evaluation trenches will be decided based on the results of the historical research presented in this study (see section 4), the further archaeological desk-based research carried out in Stage 1 (section 7.1.3) and the results of the geophysical survey (section 7.1.5). It is, however, likely that evaluation trenching will be carried out in the following locations:

- The subterranean viewing facility adjacent to Soldiers Point House
- The residential development in the former Soldiers Point House gardens
- The hotel development in the area of Porth-y-Felin House.
- The former Victorian Gardens along the promenade

The precise methodology for evaluation trenching will be decided in consultation with the archaeological advisors to the local planning authority, Gwynedd Archaeological Trust. All works will adhere to the Institute for Archaeologists *Standards and Guidance for an Archaeological Field Evaluation*.

7.3 Stage 3

7.3.1 Palaeoenvironmental Analysis

A programme of palaeoenvironmental analysis of the samples taken during Stage 2

(section 7.2.1) will be carried out if recommended by the relevant specialist following the results of the Stage 1 and 2 assessments. The precise scope of the work will be determined in conjunction with Gwynedd Archaeological Planning Service following the production of an assessment report (Stage 2).

Any analysis of the palaeoenvironmental samples is likely to include:

- Radiocarbon dating
- Pollen analysis
- Diatom analysis
- Ostracod analysis
- Foram analysis
- Plant macrofossil analysis

All works will be carried out by a suitably qualified specialist.

7.3.2 *Archaeological Excavation*

A programme of targeted archaeological excavation may be necessary to investigate significant archaeological remains identified during evaluation trenching in selected areas of the proposed development site (see section 7.2.3).

The scope of the excavation and the methodology will be determined in consultation with Gwynedd Archaeological Planning Service. All work will conform to the Institute for Archaeologists *Standards and Guidance for an Archaeological Excavation*.

Assessment of the stratigraphic, finds and environmental archive will be carried out to determine the level of analysis required. This will, again, be decided in conjunction with Gwynedd Archaeological Planning Service.

An assessment report will be produced and recommendations made for post-excavation work to be carried out during Stage 4.

7.4 Stage 4

7.4.1 *Archaeological Watching Brief*

A programme of archaeological watching briefs may be necessary in areas of the proposed development subject to ground disturbance and topsoil stripping during construction. The areas to be subject to a watching brief will be determined with reference to the results of historical research presented in this study (section 4), the further historical research (section 7.1.3) and standing building recording (section 7.1.4) carried out in Stage 1, the archaeological evaluation trenching carried out in

Stage 2 (section 7.2.3) and the archaeological excavation carried out in Stage 3 (section 7.3.2).

Areas likely to be subject to watching brief conditions include those to be landscaped and the locations of car parks, although a watching brief may be considered necessary in those locations subject to evaluation trenching and/or excavation. A watching brief could also be applied to works to historic buildings. The watching brief methodology will be agreed in conjunction with Gwynedd Archaeological Planning Service.

The aim of the watching brief will be to ensure that any previously unrecorded archaeological remains exposed as a result of the development are investigated and recorded in sufficient detail. All work will follow the Institute of Archaeologists *Standards and Guidance for Archaeological Watching Briefs*.

A report detailing the results of the watching briefs will be produced.

7.4.2 *Post-excavation analysis*

A programme of post-excavation analysis will be carried out following recommendations made in assessment reports produced as part of the Stage 3 archaeological excavations (section 7.3.2).

A report detailing the findings of the excavation and post-excavation analysis will be produced.

7.5 Stage 5

7.5.1 *Final Report Production*

A final report, synthesising the results of all of the stages of archaeological and palaeoenvironmental work will be produced. The report will put the results into their local, regional and national context and interpret the results in relation to the information gained during the desk-based work.

The results of the project will be published, in 'Archaeology in Wales' (CBA publication), together with local or national academic journals if appropriate.

8. CONCLUSIONS

The desk-based assessment and field visit of the study area has established that the area of the proposed development is rich in archaeological and historical remains. The recorded heritage sites within the study area are predominantly Victorian in date, with significant High Value buildings and monuments associated with the construction of the Great Breakwater and the Holyhead New Harbour between the years 1846 and 1873. The most significant monuments in the study area are: the Great Breakwater, Soldiers Point House and Screen Wall, Soldiers Point Lighthouse and Porth-y-Felin House, the Trinity Yard Offices and Workshops and the Lifeboat House. Each of these high value sites have Grade II listing, with the Great Breakwater having a Grade II* listing.

Research for the assessment identified a further 40 Medium Value heritage assets within the study area, of which only two sites pre date the breakwater construction: a Napoleonic battery later adapted for use as a WWII pillbox and a watering point known as Sailors Pool that was adopted as a watering hole for the Great Breakwater work horses. Most of the study area lies within the Holyhead Conservation Area, with the core of the proposed development positioned outside of the conservation area, but alongside its northern extent, along Newry Beach and Soldiers Point.

Following consultation with Cadw and GAPS, an Historic Characterisation study was undertaken, which focused upon an assessment of the historic character of the landscape within and immediately surrounding the proposed development area and the Holyhead Conservation Area. This study managed to identify 12 key character areas.

The desk-based assessment considered the direct and indirect impact of the development on all high value sites within the proposed development area and also those within 1.5km from the study area boundary. For 14 sites, the proposed development is thought likely to have either a Major or a Moderate direct impact, three of which are considered to be beneficial (see summary Table 6.1). The assessment also identified 8 high value sites within the proposed development area, which would be indirectly impacted by the proposals. It is predicted that the development proposals would affect the setting of the Great Breakwater, Soldiers Point House and Screen Wall and Porth-y-Felin House to a Major effect and of Major significance. However, it is considered that these effects would be beneficial to

these monuments, especially Soldiers Point House and its Screen Wall and Porth-y-Felin House, which are in danger of falling into ruin, unless a program of appropriate conservation is undertaken to conserve them.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

9. BIBLIOGRAPHY AND REFERENCES

Booth, A, (1999) "*The Holyhead Breakwater Railway*". Article in *Railway Bylines*, pp 520-527.

Crew, P (1981) "*Interim Report: Watch Tower on Holyhead Mountain, Archaeology in Wales, 21*", pp 35-36.

Cummings, V. and Whittle, A. 2004. *Places of Special Virtue: Megaliths in the Neolithic Landscapes of Wales*. Oxford: Oxbow.

Dolley, M & Knight, J (1970) "*Some Single Finds of 10th & 11th Centuries. English Coins from Wales*", *Archaeologia Cambrensis*, Vol CXIX, pp 80-82.

Gardner, W (1934) "*Archaeologia Cambrensis*" pp156-73.

Griffiths, J. (2002) *The Roman Invasion of Anglesey*
<http://www.militaryhistoryonline.com/ancient/anglesey/default.aspx> (accessed 13th July 2011)

Griffiths, W. E. (1954) "*Excavations at Caer Gybi, Holyhead 1952*" *Archaeologia Cambrensis*, pp113-116.

Hague, D. (1994) "*Lighthouses of Wales: Their Architecture and Archaeology*", pg55

Hughes, R. (1942) "*Transactions of the Anglesey Antiquarian Society*", p42.

Hughes, D. L. and Williams, D. (1981) "*Holyhead: the story of a port*".

Houlder, C. (1968). The Henge Monuments at Llandygai. *Antiquity* 92, 216-21.

Jarrett, M. (1965) "*The Roman Frontier in Wales*".p136-7.

Jackson, G. (1983) "*The History and Archaeology of Ports*" p 66

Jackson, T. (1853) "*The Visitors handbook for Holyhead*".

Jones, F. (1954) "*Holy Wells of Wales*".

Jones, E. G. (1957) "*Anglesey and Invasion 1539-160*". Transactions of Anglesey Antiquarian Society.

Lewis, E. A. (1927) "*Welsh Port Books*", pp305-6

Lynch, F. (1995) "*A Guide to Ancient and Historic Wales: Gwynedd*." Cadw. Welsh Historic Monuments.

Lynch, F. Aldhouse-Green, S. Davies, J. L. (2000) "*Prehistoric Wales*". Sutton Publishing.

Nash-Williams, V. E. (1954) "*The Roman Frontier in Wales*".

Owens, E. R. (1987) "*The Holyhead Breakwater and quarries*".

Richmond, I. E. (1965) "*Prehistoric & Early Wales*".

Roberts, M. (1994) "The Story of the Holyhead Breakwater railway", in *Country Quest*, p 16-17.

Smith, G. (2003) "*Prehistoric Funerary Monuments Survey: West Gwynedd and Anglesey*." G1629, Report 478.

Tooley, M. J. (1974) "*Sea level changes during the last 9000 years in the northwest of England*", *Geographic Journal*, vol. 140, pp18-42.

Usher, G. (1953) "*Holyhead as a Fourteenth Century Port*", in *Bulletin Board of Celtic Studies*, XV Part 3, 209-12

Wheeler, M. (1925) "*Prehistoric & Roman Wales*". P 238.

Other Sources consulted

Green, S. and Walker, E. (1991) "*Ice Age hunters: Neanderthals and Early Modern*

Hunters in Wales". National Museum of Wales.

Green, S. (1984) *"Pontnewydd Cave: A Lower Palaeolithic Hominid Site in Wales"*. National Museum of Wales.

Kenney, J. 2000 *Holyhead Waste Water Treatment Works: Archaeological Assessment*. Gwynedd Archaeological Trust report 383. Unpublished report held by Gwynedd Archaeological Trust

Kenney, J. (Forthcoming) *Parc Cybi, Ty Mawr, Penrhos, Holyhead: Archaeological Mitigation*. Gwynedd Archaeological Trust.

Kenney, J 2008 *Recent Excavations at Parc Bryn Cegin, Llandygai, near Bangor, North Wales*. Unpublished Excavation Report, Gwynedd Archaeological Trust.

Malim, T. 2006. *Porth-y-Felin House: Archaeological Desk Based Assessment*. Gifford report no. 13174.R01. Unpublished report held by Gwynedd Archaeological Trust.

Royal Commission on Ancient and Historic Monuments of Wales, 1937. Anglesey Inventory.

Stringer, C. and Gamble, C. (1993) *"In search of the Neanderthals: solving the puzzle of human origins"*. Thames and Hudson

Ynys Mon/Isle of Anglesey County Council (2005) *Holyhead Central – Conservation Area Character Appraisal*.

Ynys Mon/Isle of Anglesey County Council (2005) *Holyhead Beach – Conservation Area Character Appraisal*.

Ynys Mon/Isle of Anglesey County Council (2003) *Holyhead Mountain Village – Conservation Area Character Appraisal*.

Ynys Mon Local Development Plan (1996).

Holyhead Conservation Plan (Final) (January 2004) Donald Insall Associates Ltd.

Cartographic Sources consulted

Christopher Saxton 1579

John Speed 1611

Gerard Mercator 1619

Emmanuel Bowen 1620

John Taylor 1718

Lewis Morris 1748 (NLW)

Penrhos Estate Map c.1769: Penrhos II. 772, map 14 (copy)

William Morris 1801 (NLW)

Engineers Map of 1810 (NLW)

OS Surveyors drawing 1823 (NLW)

Holyhead Harbour Plan 1827 (NLW)

Tithe Map and Apportionment records of Holyhead parish 1840 (NLW)

Admiralty Chart of 1852 (NLW)

Admiralty Chart of 1857 (NLW)

Breakwater Engineers Map of 1858 (NLW)

Ordnance Survey 1st edition map of 1887/89 (1:2500) (NLW)

Ordnance Survey 2nd edition map of 1901 [1:10560] (NLW)

Ordnance Survey 3rd edition map of 1924 [1:10560] (NLW)

Ordnance Survey 4th edition map of 1938-1953 [1:10560] (NLW)

Ordnance Survey 4th edition map of 1963 [1:10560] (NLW)

Aerial Photographic Sources

- 1945 / RAF / 106G/UK
- 1957 / RAF / 106G/UK

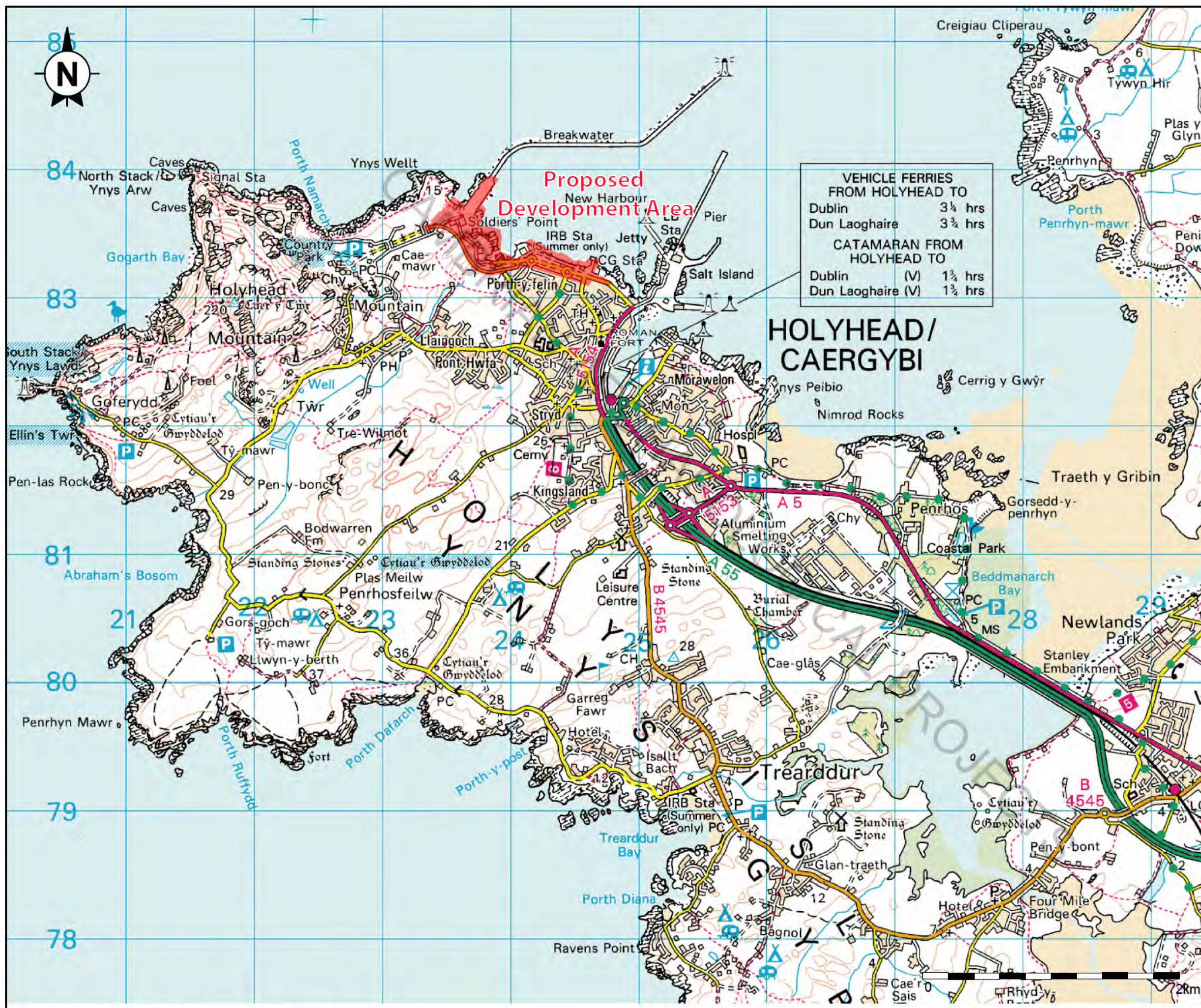
APPENDICES

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Appendix A

Figures

CAMBRIAN ARCHAEOLOGICAL PROJECTS



Legend

Proposed development area

CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

axis

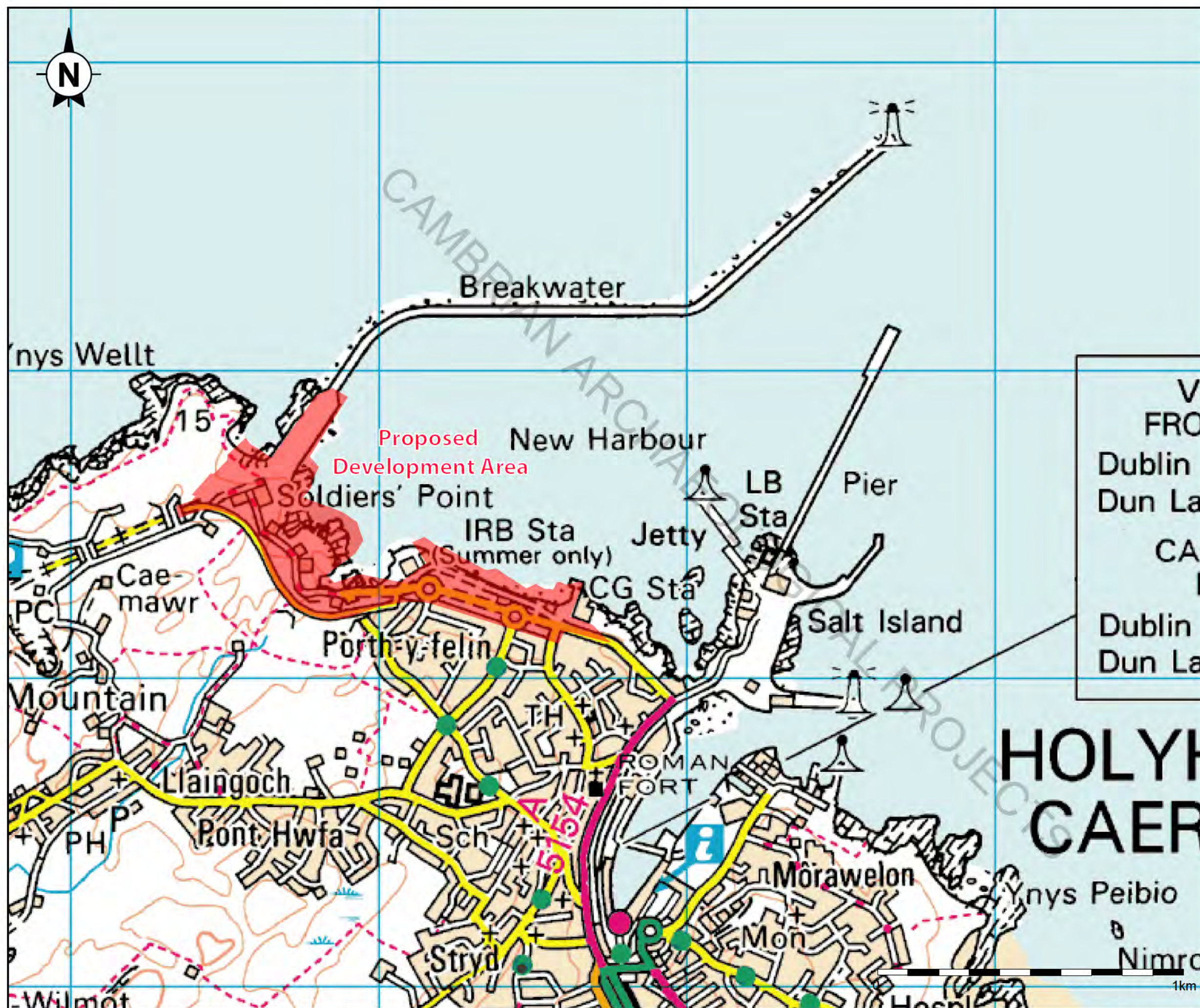
HOLYHEAD WATERFRONT

Figure 15-1


Proposed Development Area

Scale
1:50,000@ A3

Date
August 2010



Legend

 Proposed development area



Enabled by Ordnance Survey © Crown Copyright 2009. All rights reserved. Licence number 100020449. Plotted Scale - 1:9211.

© Crown Copyright, All rights reserved. 2010 Licence number 0100031673



Legend

— Proposed development area

CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

axis

HOLYHEAD WATERFRONT

Figure 15-3

Proposed Development Area

Approximate Scale
1:10,000@ A3

Date
August 2010



Legend

- APARTMENTS
 - 2 Storey
 - 3 Storey
 - 4 Storey
 - 5 Storey
- HOUSES
 - Small Townhouses
 - Large Townhouses
 - Detached Houses
- COMMERCIAL
 - Hotel
 - Retail (A1/A3)
- SOLDIERS POINT VISITOR CENTRE
 - Soldiers Point House
 - Museum
 - Cafe / Shop
 - Entrance
 - Boat Repair
- BEACH
 - New Youth Club House
 - Pavilion
- Promenade
- Redeemed Land

HOLYHEAD WATERFRONT

Figure 15-4

Proposed Development

Approximate Scale
1:6000@ A3

Date
August 2010



Christopher Caxton 1579



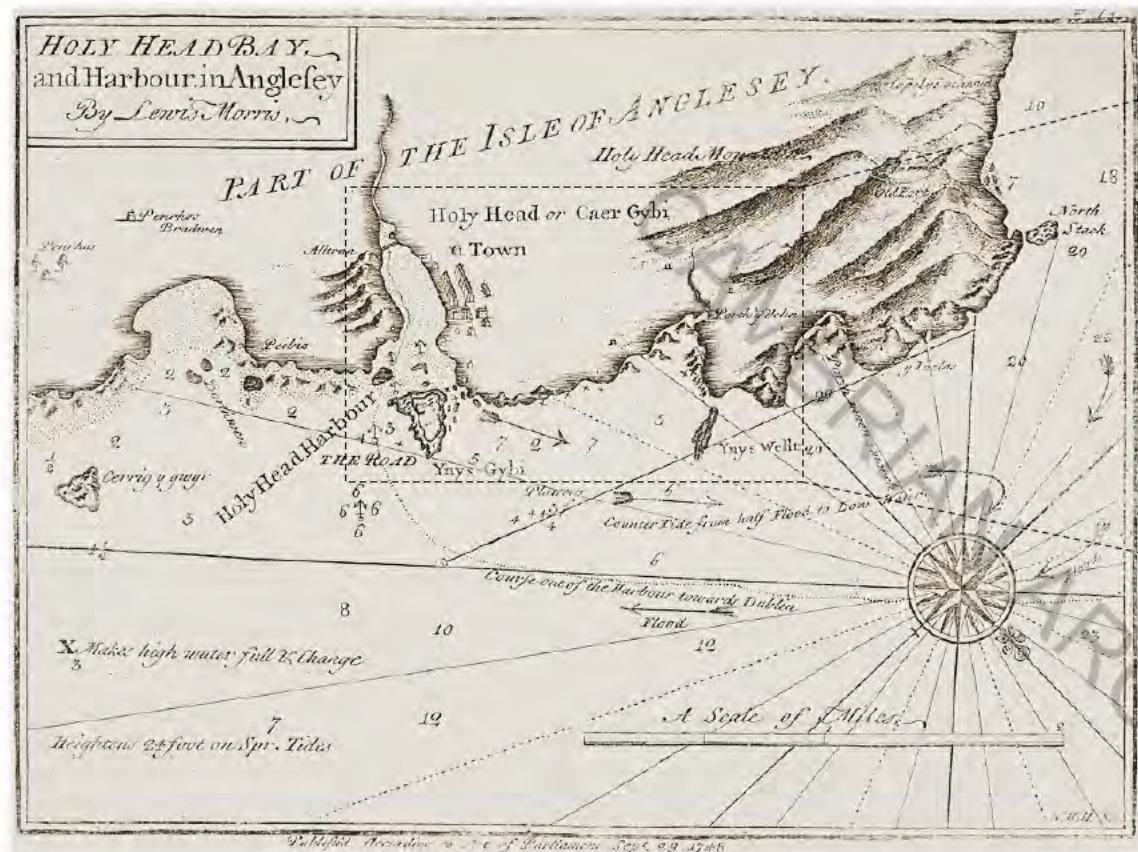
John Speed 1611



Mercator 1619



Date
August 2010



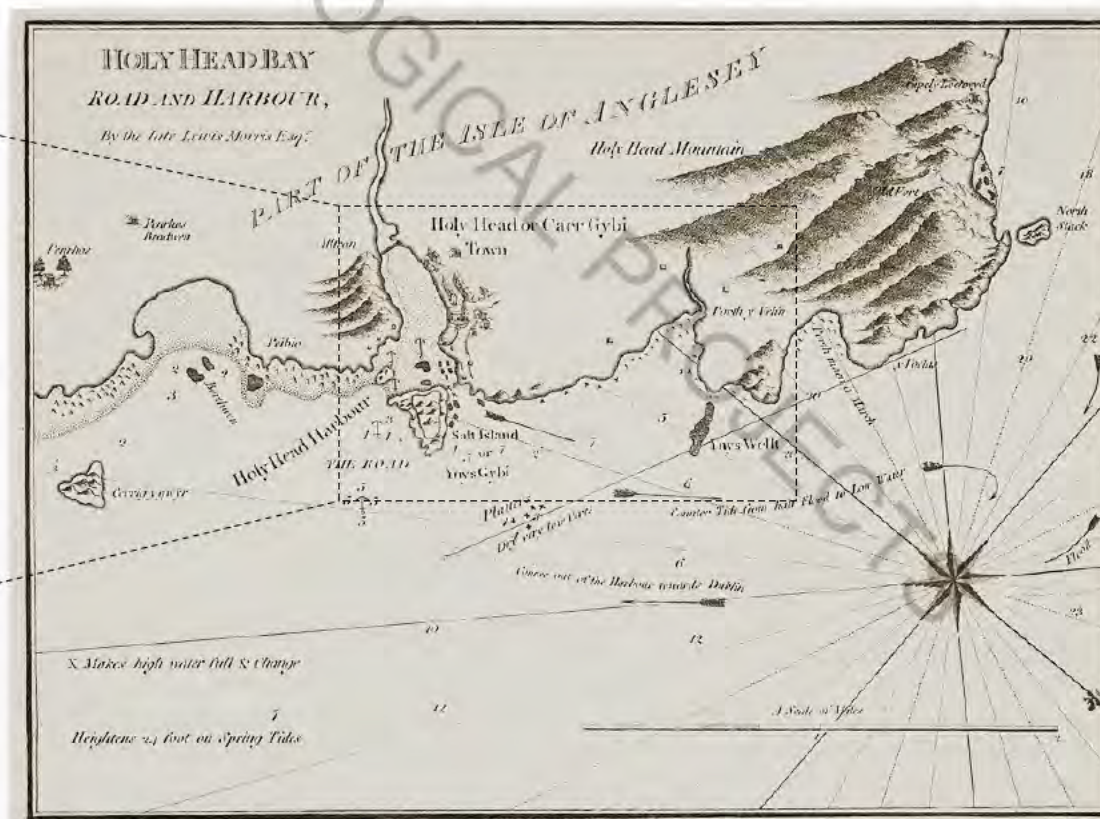
Lewis Morris 1748



Enlarged view of town and study area



Enlarged view of town and study area



William Morris 1801



Plan of Holyhead Harbour 1810



Plan of Holyhead Harbour 1827

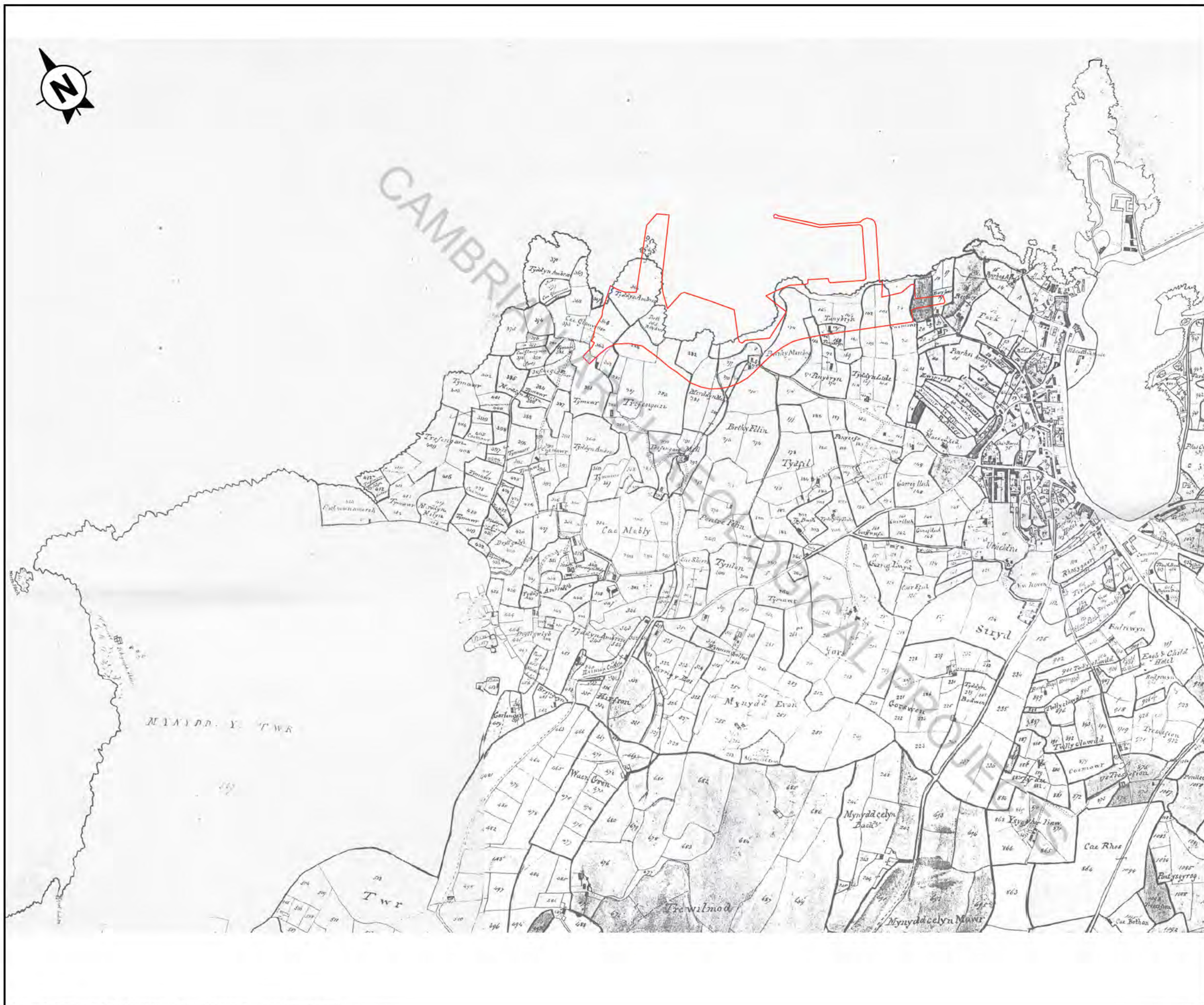
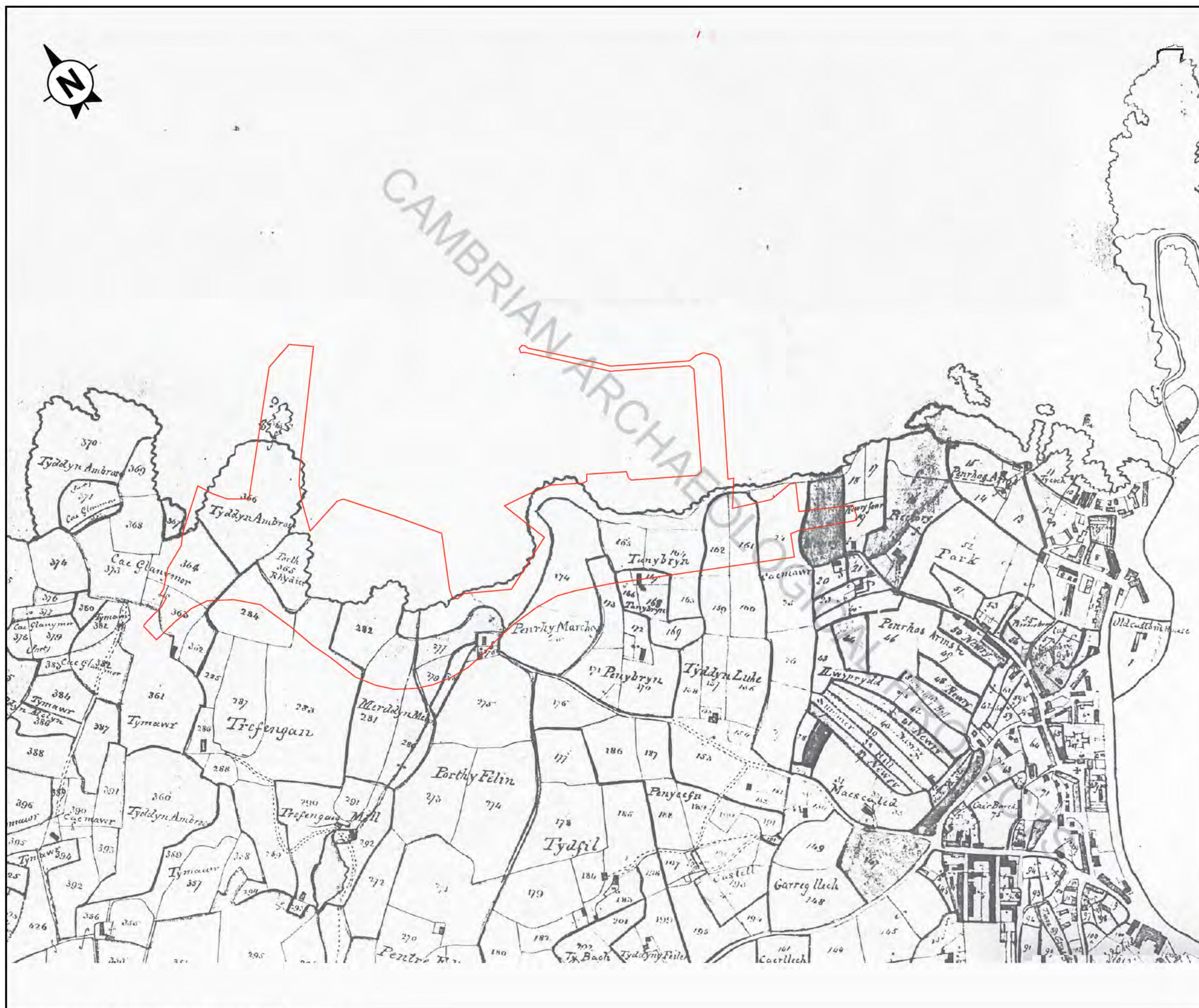


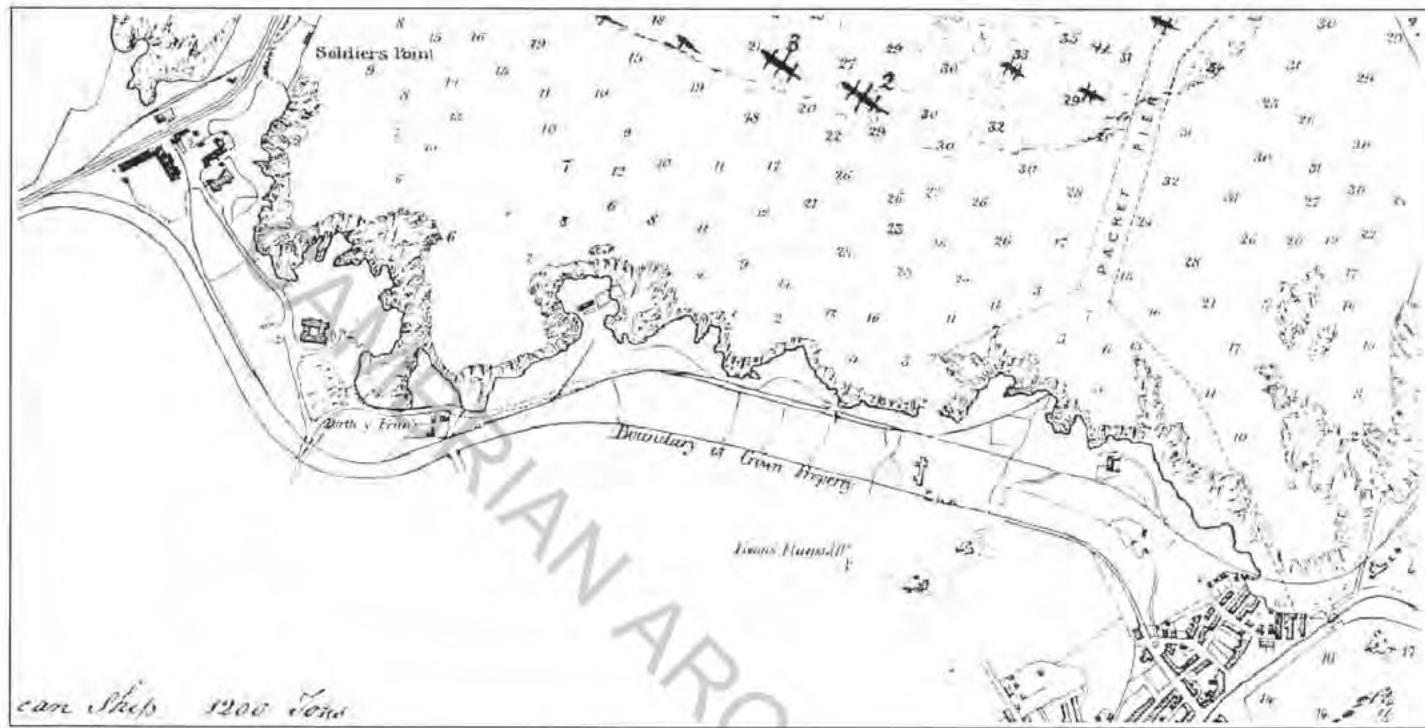
Figure 15-10

Approximate Scale 1:20,000@ A3	Date August 2010
-----------------------------------	---------------------

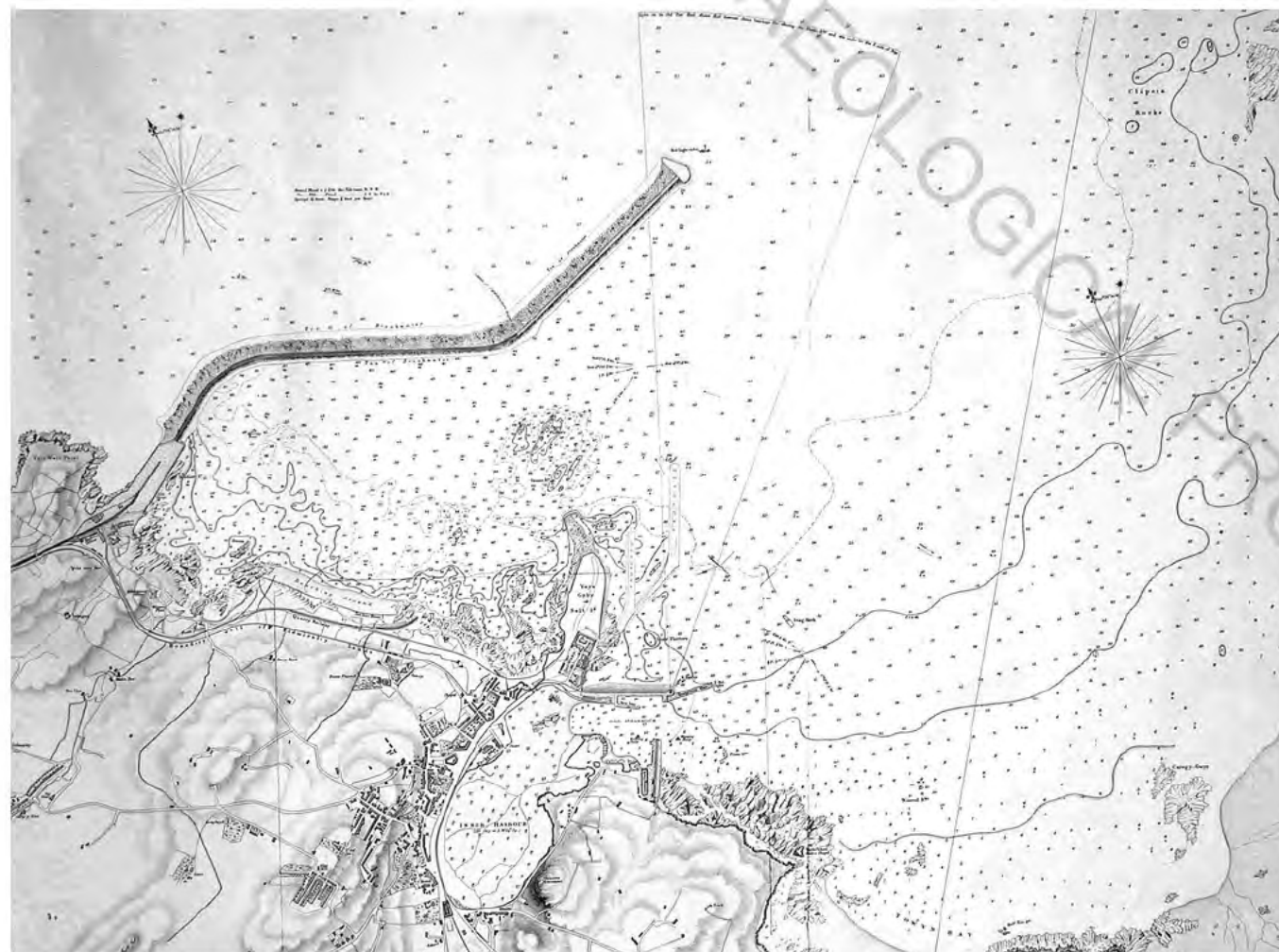


Legend

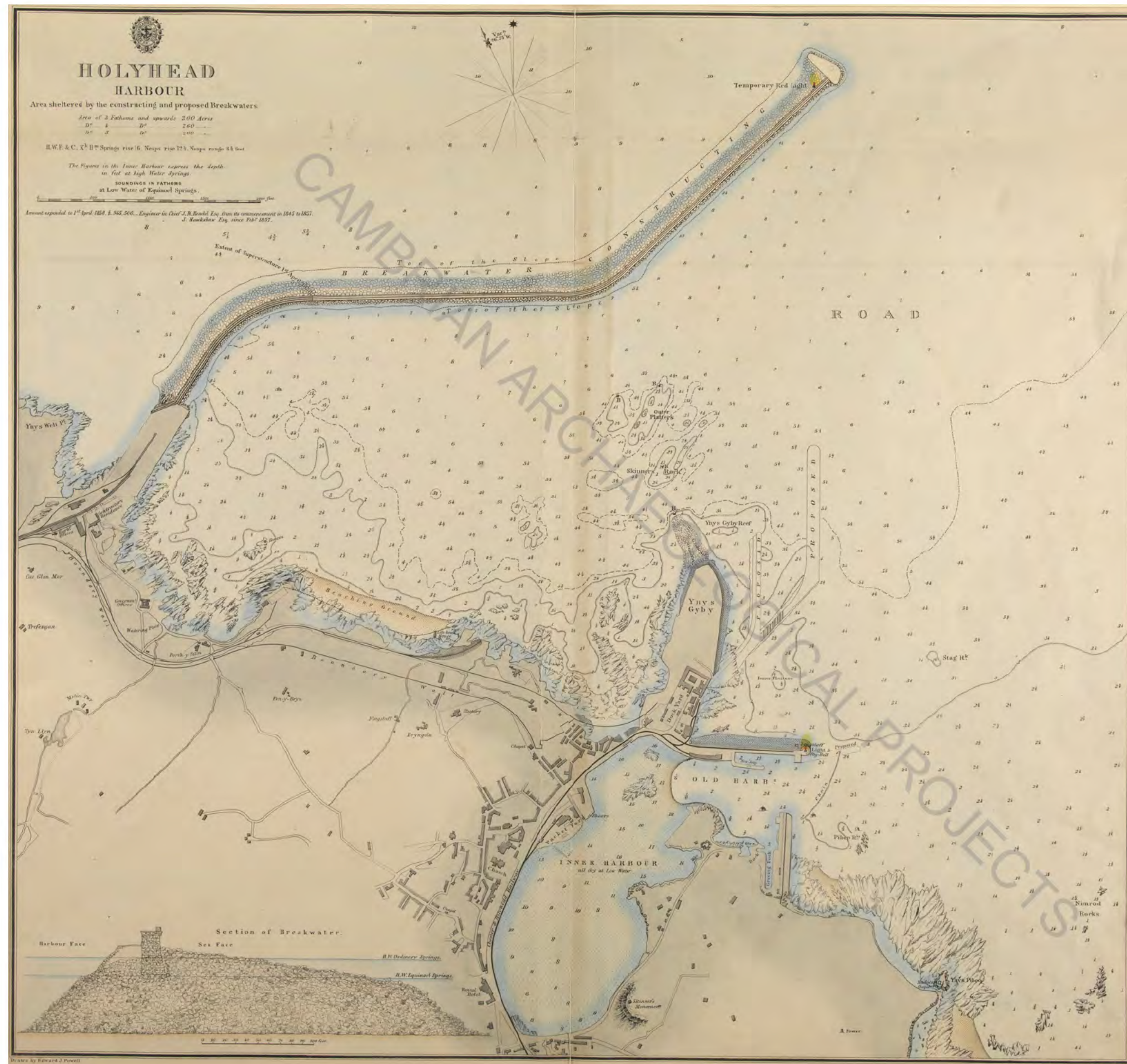
— Study Area Boundary



Admiralty Chart of 1852




Admiralty Chart of 1857

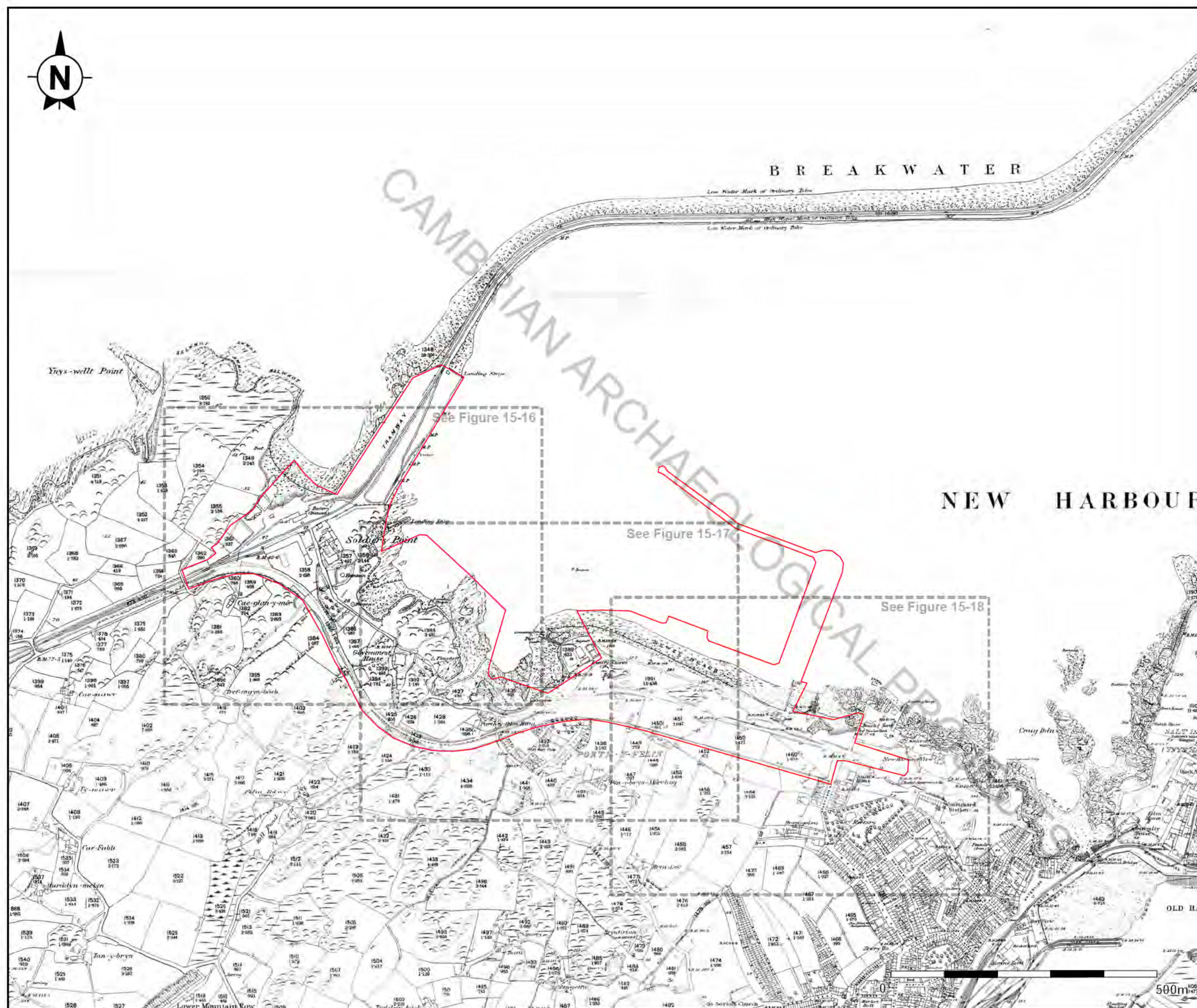





Legend

 Proposed development boundary





Legend

 Proposed development boundary

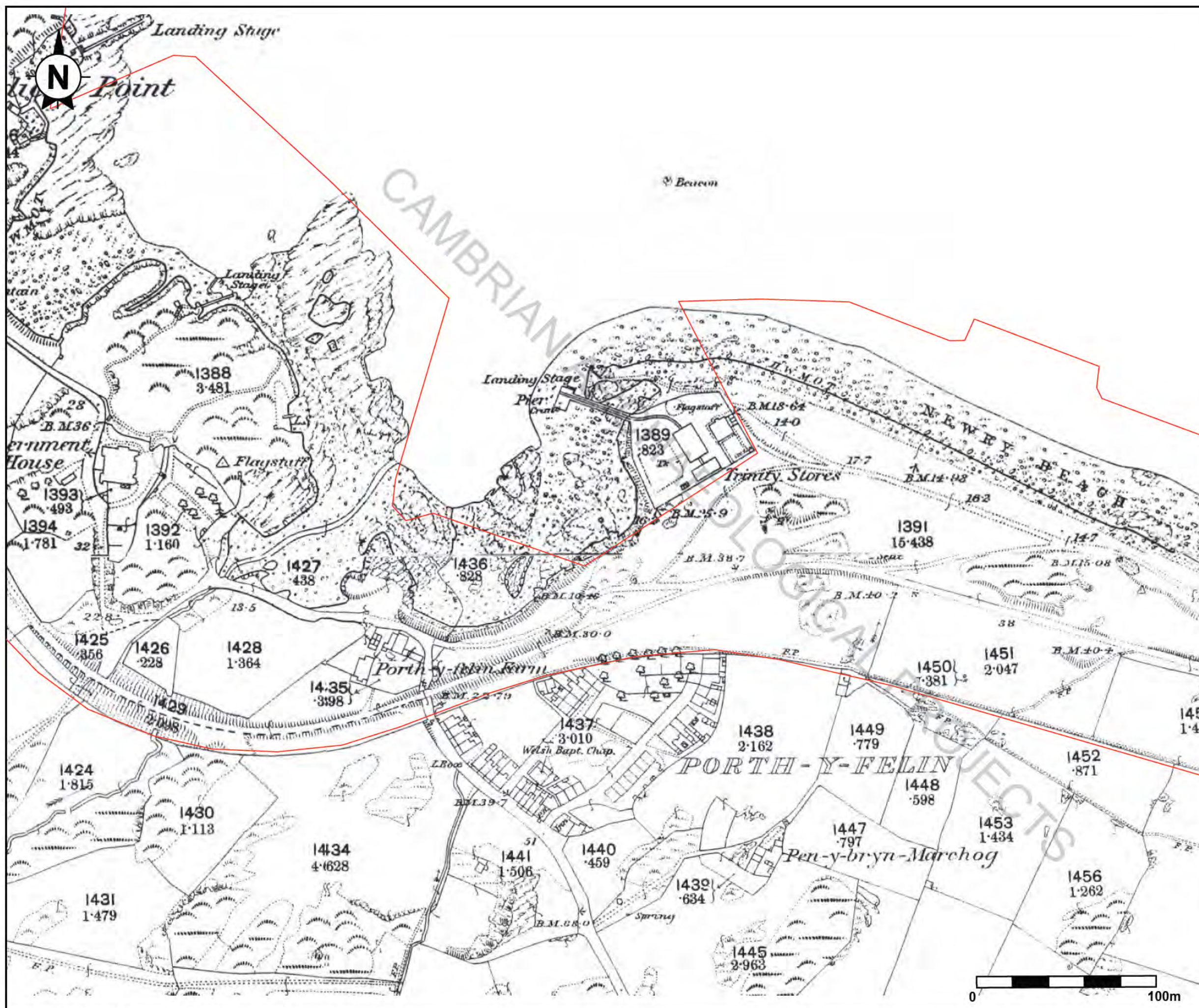
HOLYHEAD WATERFRONT

Figure 15

Ordnance Survey 1st edition map
1887-89 (1:2500)

Approximately
1:6000@ A3

Date
August 2010



Legend

— Proposed development boundary

CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

axis

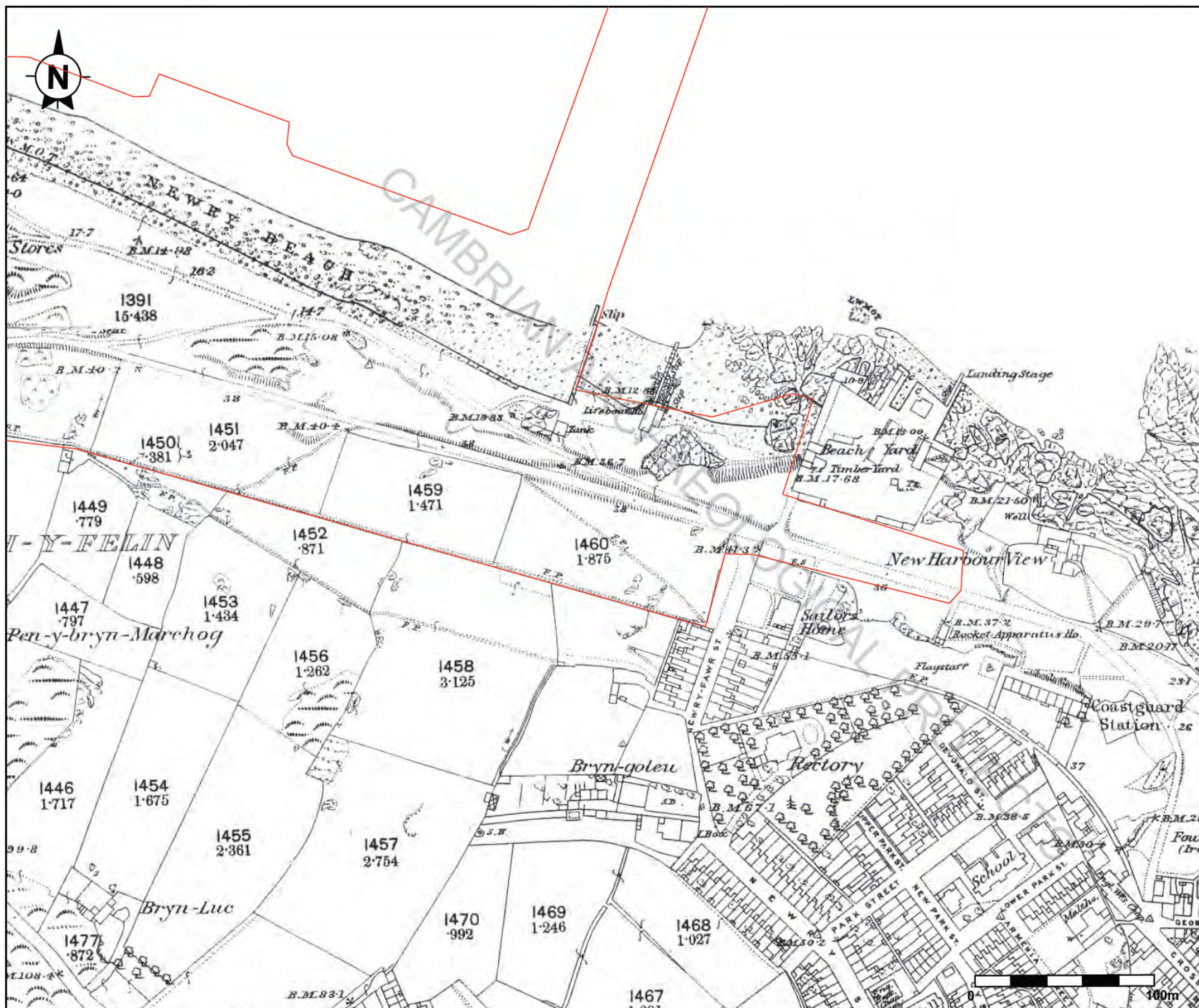
HOLYHEAD WATERFRONT

Figure 15-17

Ordnance Survey 1st edition map
1887-89 (1:2500) - Enlarged view

Approximately
1:6000@ A3

Date
August 2010



Legend

 Proposed development boundary

axis

HOLYHEAD WATERFRONT

Figure 15-18

Ordnance Survey 1st edition map
1887-89 (1:2500) - Enlarged view

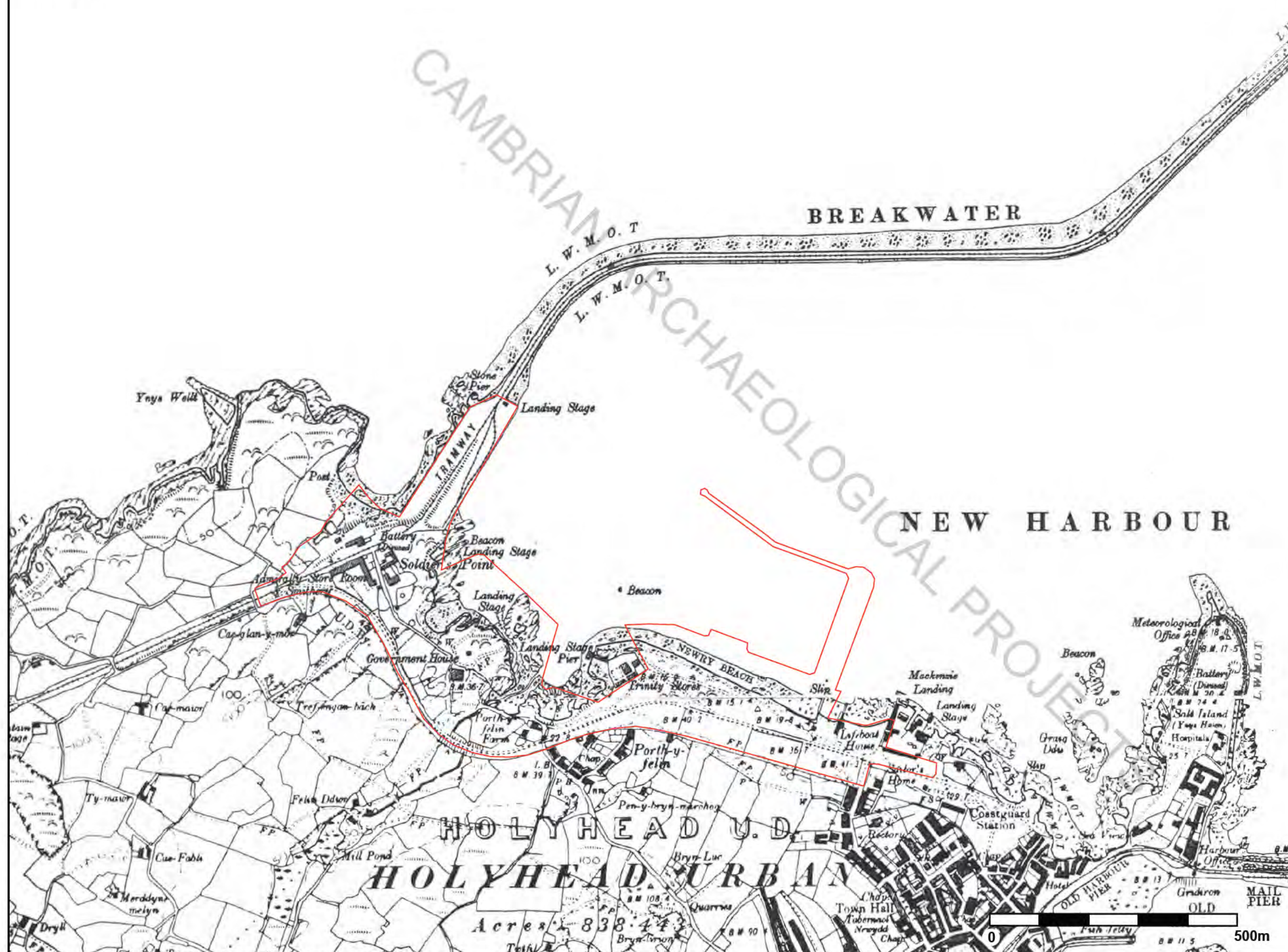
Approximately
1:6000@ A3

Date
August 2010



Legend

— Proposed development boundary



CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

axis

HOLYHEAD WATERFRONT

Figure 15-19


Ordnance Survey 2nd edition map
1901 (1:10560) - Enlarged view

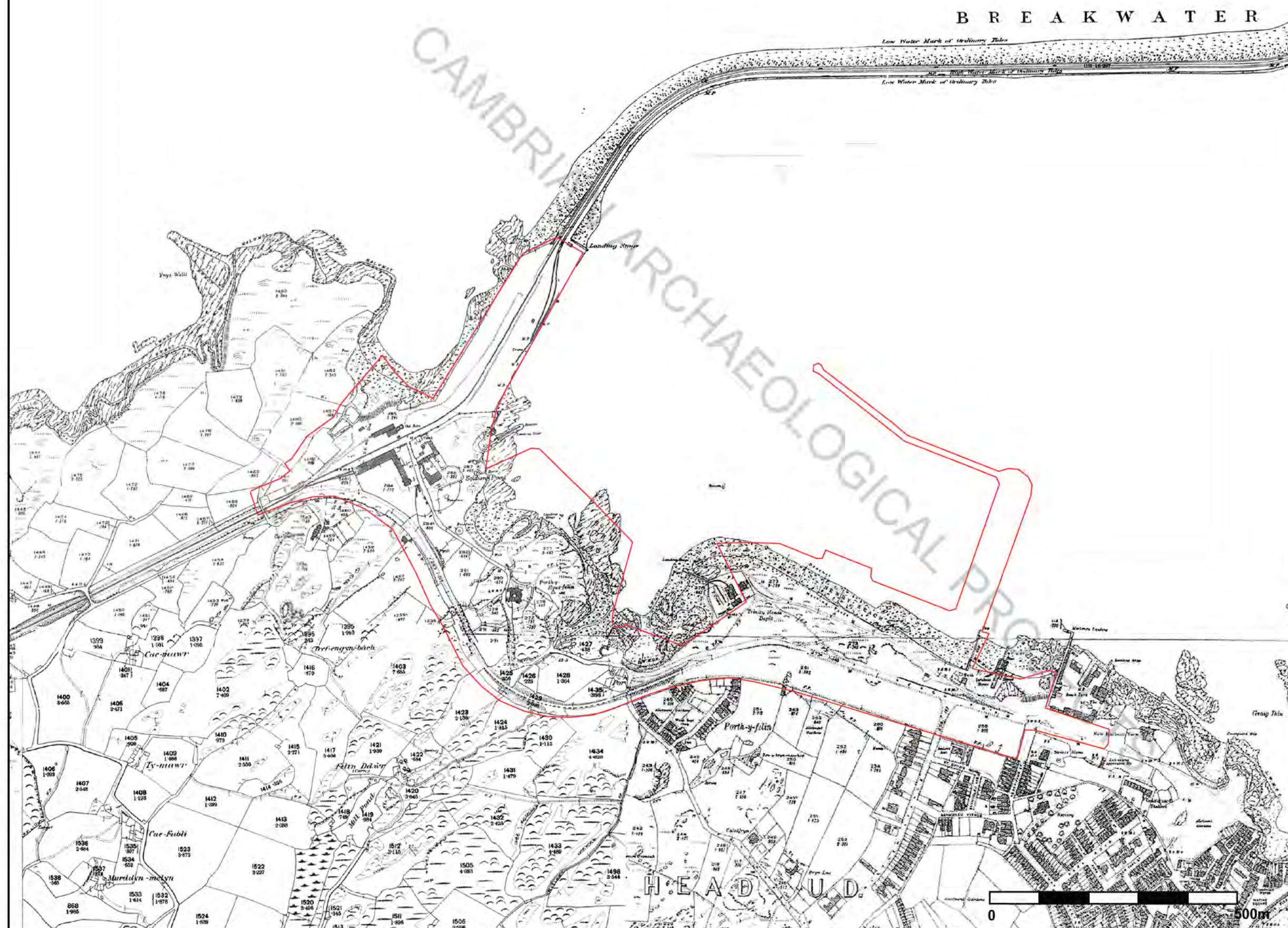
Approximately
1:10,000@ A3

Date
August 2010



Legend

 Proposed development boundary





County: ANGLESEY, Date(s): 1938-1953 Survey scale: 1:10,560 (c) Crown copyright and Landmark Information Group Limited 2010. All rights reserved.



Legend

— Proposed development boundary



axis

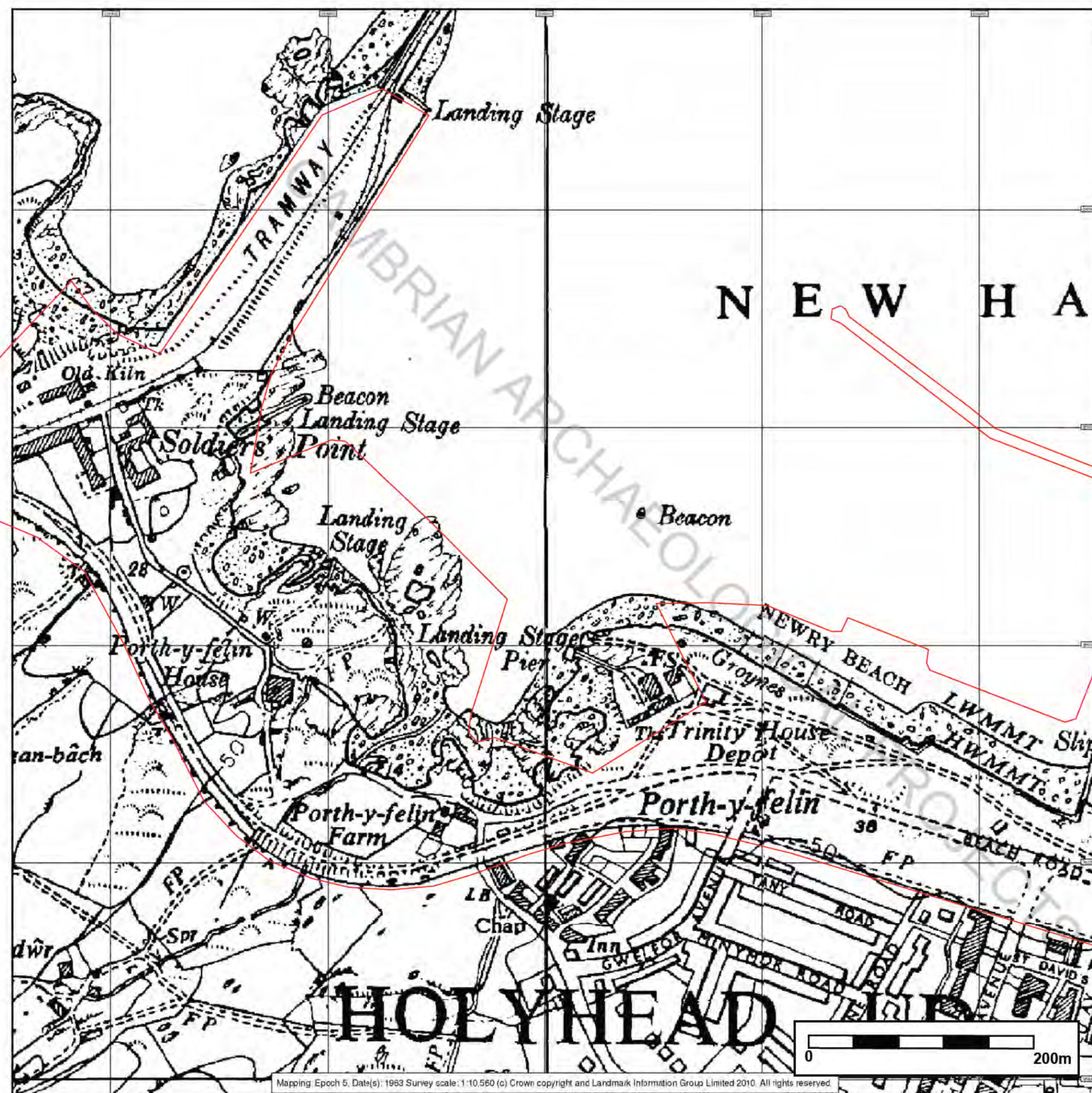
HOLYHEAD WATERFRONT

Figure 15-21

Ordnance Survey 4th edition map
1938-1953 (1:10560)

Approximately
1:10,000@ A3

Date
August 2010



Mapping: Epoch 5, Date(s): 1963 Survey scale: 1:10,560 (c) Crown copyright and Landmark Information Group Limited 2010. All rights reserved.



Legend

— Proposed development boundary



axis

HOLYHEAD WATERFRONT

Figure 15-22

Ordnance Survey 5th edition map
1963 (1:10560)

Approximately
1:10,000@ A3

Date
August 2010



RAF Aerial Photo (1945) of Breakwater and Newry Beach



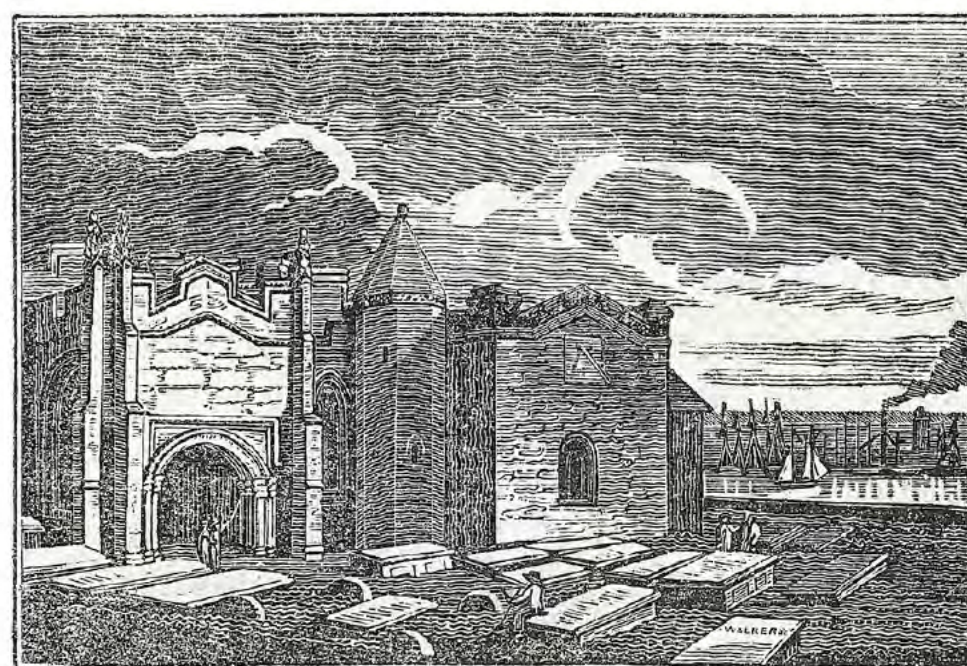
RAF Aerial Photo (1957) of Breakwater and Newry Beach



a) Engraving of Holyhead Collegiate Church by the Bute Brothers (1742)



b) Holyhead Harbour from Jackson's Hotel c. 1795



c) Holyhead Church and Harbour c. 1810 (from woodcut NLW).



d) Holyhead Harbour Lighthouse, c. 1815 (NLW)



e) View of the New Harbour of refuge from Salt Island. Soldiers Point House and Porth y Felin house in background (1858)



f) View of the the Great Breakwater from Holyhead Mountain. Soldiers Point House screen wall to left (1874).



a) Breakwater under construction, c. 1858. Soldiers Point House screen wal in foreground.

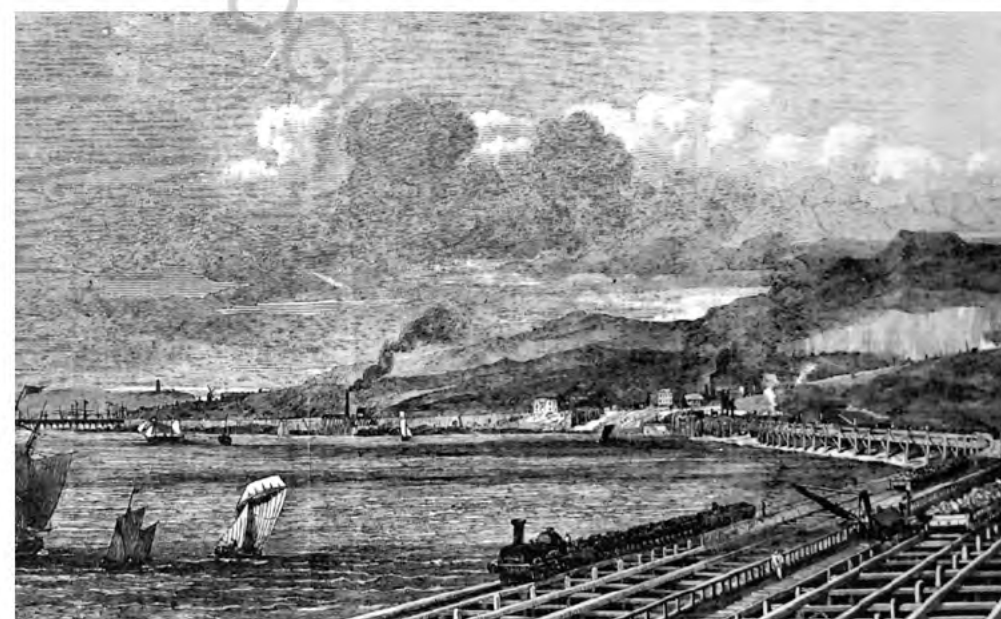


Her Majesty Queen Victoria, and Suite, visiting Holyhead Quarries, May 1853.

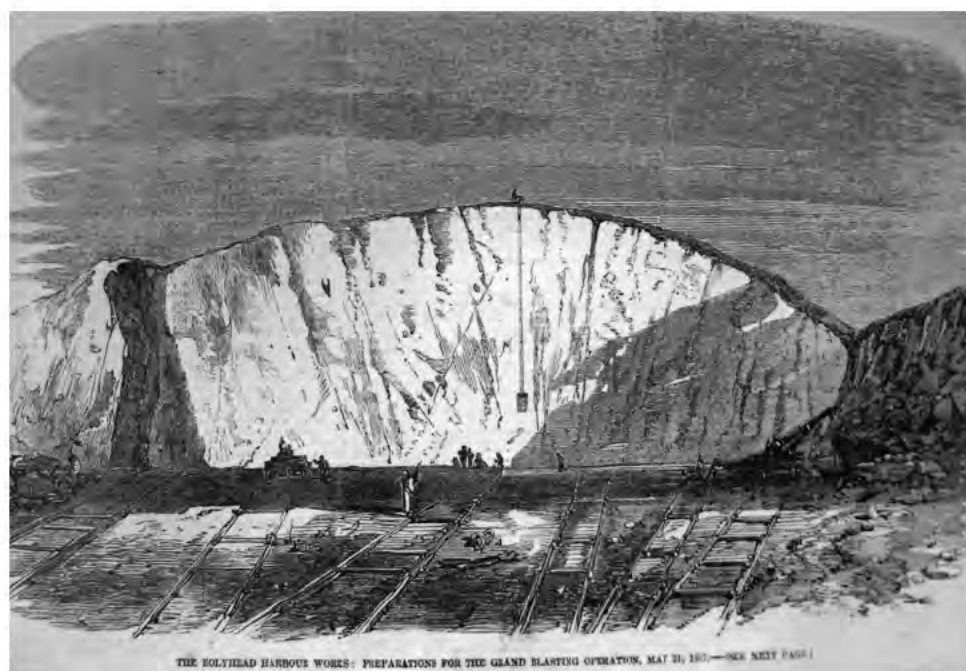
b) Queen Victoria's visit to Holyhead Quarries, c. 1853 (from Illustrated London News)



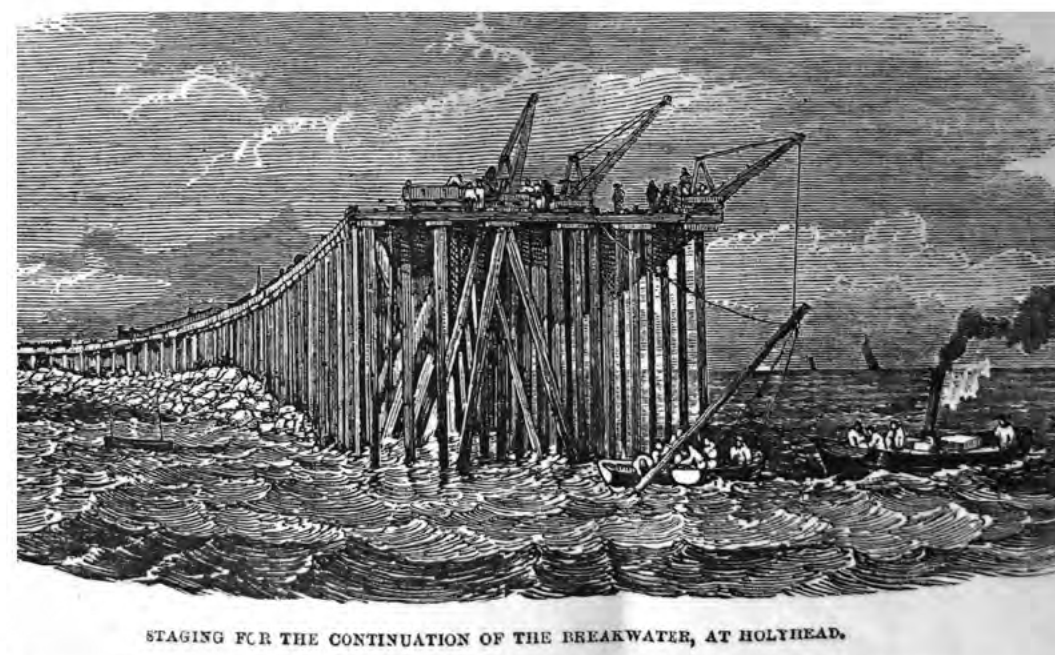
c) The Great Breakwater during construction. The Great Eastern in background. c. 1859



d) Breakwater under construction, Holyhead, c. 1850s

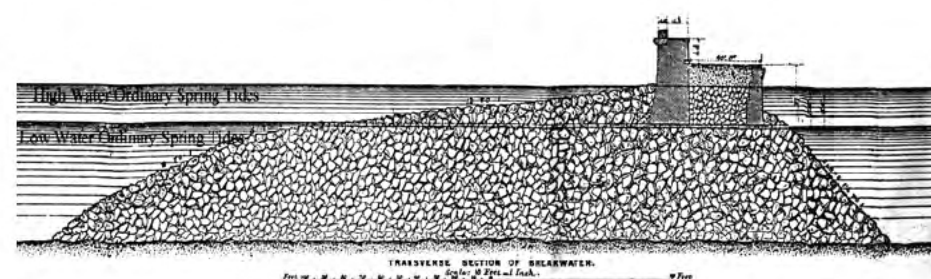


e) Breakwater Quarry at time of Royal visit 1853 (from Illustrated London News).

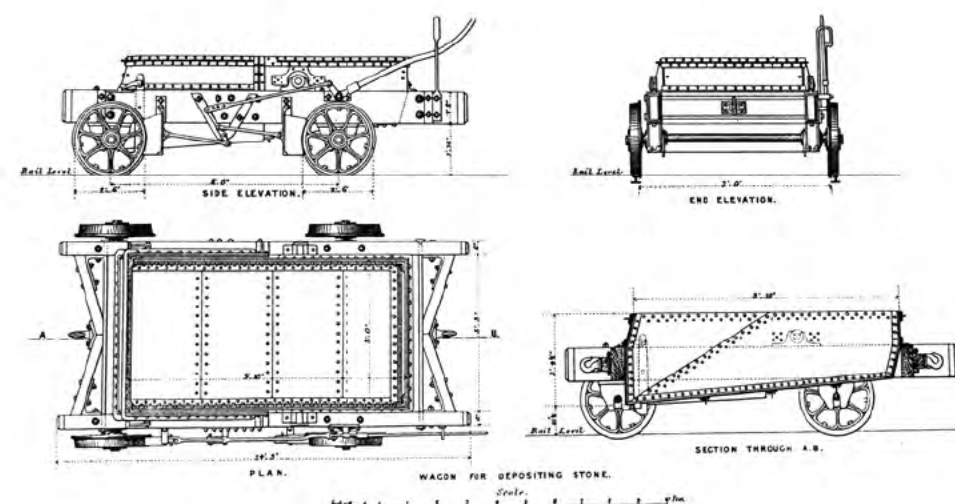


f) Timber staging for breakwater. c. 1853 (from Illustrated London News).

HOLYHEAD NEW HARBOUR



g) Cross section through breakwater construction (from Illustrated London News).



h) Purposely built rail wagons for transporting stone rubble from quarry to breakwater along railway line.



i) Royal visit by the Prince Of Wales in 1860s (from Illustrated London News)..



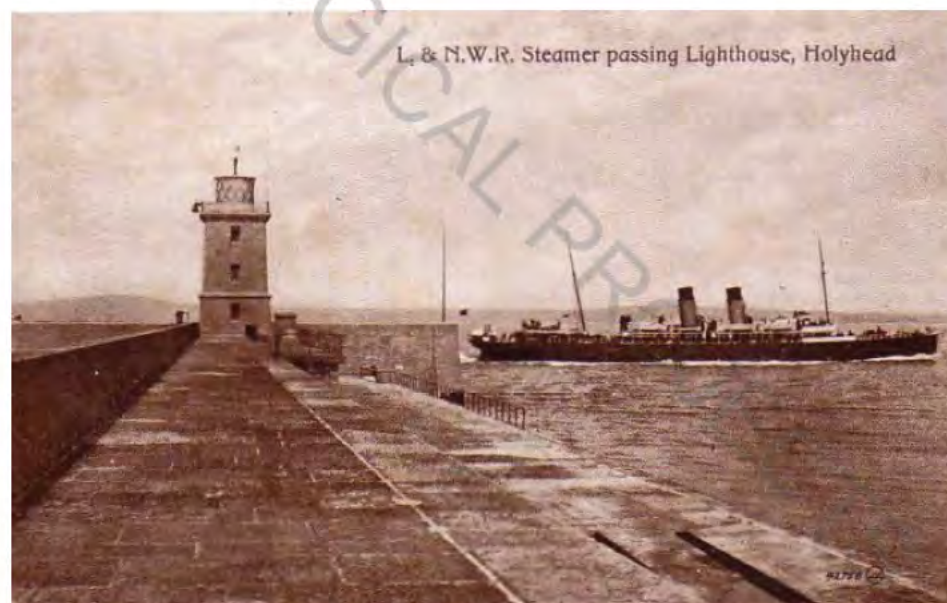
a) Holyhead Breakwater from Holyhead Mountain, c. 1930s



b) Holyhead Mountain from Porth Dinas, c 1933



c) Great Breakwater and Mailboat, Holyhead, c. 1930



d) Steamer passing Great Breakwater, Holyhead, c. 1930



a) View of Harbour from Soldiers Point c. 1930



b) Soldier's Point, Holyhead, c. 1900s



c) Soldier's Point, Holyhead, c. 1910



d) Soldier's Point, Holyhead, c. 1930



a) Postcard of Soldier's Point, Holyhead, c. 1910



b) Postcard of Holyhead Mountain with Porth y Felin House to left, Holyhead, c. 1900.



c) Photo of Porth y Felin House c. 1900.



d) Postcard of Newry Beach, c. 1930



e) Postcard of Newry Beach, c. 1930



f) Postcard of Newry Beach, c. 1930



g) Postcard of Newry Beach, with Lifeboat House to left c. 1930.



a) Early locomotive used on breakwater railway line. 7ft gauge Longridge 0-4-OWT at Holyhead on 5 March 1912.



b) Early locomotive used on breakwater railway line. Manning Wardle Manning Wardle 0-4-OST CROWHURST engine on Breakwater c. 1900



c) Early locomotive used on breakwater railway line. Class 01 Barclay diesel in engine shed 1979



d) Flatbed loco on breakwater quay 1979



e) Breakwater railway shed, 1979



f) Old crane on Breakwater pier, 1979.



g) Railway lines leading to old Railway shed on breakwater, 1979.



h) Remains of Wade Brickworks, 1979.

HOLYHEAD BREAKWATER RAILWAY

Locomotives listed in order of appearance
Makers abbreviated thus: AB - Andrew Barclay; BG - Baguley Cars; DC - Drewry Car Co; HC - Hudswell Clarke; JF - John Fowler; MW - Manning Wardle; N - Nelson & Co; P - Peckett & Sons; RBL - R. B. Longridge; WWM - D. Wickham & Co
Users of breakwater railway locos abbreviated thus: ADM - Admiralty; BoT - Board of Trade; BR - British Railways; JCR - J. & C. Rigby (contractors); MoT - Ministry of Transport; BP - B. Pearson & Son (contractors); VW - William Vild

a) 7ft Dn gauge

Name/No.	Type	Maker, WNo.	Cylinders	Wheel Diam.	Users	Built	To site	Disposal
PRINCE ALBERT	0-4-OWT	RBL 309	10 1/2" x 18" (0)	3' 2"	JCR, VW, BoT, MoT	1852	New	Out of use by 1913; Scrapped 1945
LONDON	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
HOLYHEAD	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
CAMBRIA	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
QUEEN	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
-	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To Punta Delgada 12.1872
-	0-4-OST	N 667	12" x 18" (0)	?	JCR, ADM	1862	New	Scrapped; date unknown
-	0-4-OST	N 976	12" x 18" (0)	4' 0"	JCR, ADM	1863	New	Scrapped; date unknown

b) standard gauge

Name/No.	Type	Maker, WNo.	Cyls/HP	Wheel Diam.	Users	Built	To site	Disposal
CROWHURST	0-4-OST	MV 1394	10" x 18" (0)	2' 10"	SP, BoT, MoT	1898	c.1911	Scrapped c.1938
-	0-6-OST	HC 853	12" x 18" (0)	3' 1"	SP, ADM, BoT	1910	c.1911	To Pearson's 1912
-	4w PMR	Bg 553	20hp	?	BoT, MoT, BR	1914	New	Scrapped After 7.1970
-	0-4-OST	P 1873	10" x 13" (0)	2' 8"	MoT, BR	1934	New	Scrapped 8.1967
-	4w PMR	DC 1818	?	?	MoT, BR	1935	New	To BR Bangor 3.1958
STAFFORD VERNON	0-4-OST	AB 1584	10" x 18" (0)	3' 0"	MoT, BR	1917	1938	Scrapped 1959
TR33	4w PMR	WWM 7882	?	?	BR	1957	?	Scrapped 4.1975
ED6	0-4-ODM	JF 420045	150hp	3' 3"	BR, VW	1949	6.1958	Out of use 1.1967; Scrapped 12.1968
D2954 (later 01001)	0-4-ODM	AB 396	153hp	3' 2"	BR, VW	1956	6.1967	Out of use 1971; Scrapped 2.1982
D2958 (later 01002)	0-4-ODM	AB 397	153hp	3' 2"	BR, VW	1956	6.1967	Out of use 6.1970; Scrapped by 3.1982
TR23	4w PMR	VW 7516	?	?	BR	1958	4.1975	To BR Bangor 10.1980

j) List of Engines used on Breakwater and Quarry Railway



a) Early locomotive used on breakwater railway line. 7ft gauge Longridge 0-4-OWT at Holyhead on 5 March 1912.



b) Early locomotive used on breakwater railway line. Manning Wardle Manning Wardle 0-4-OST CROWHURST engine on Breakwater c. 1900



c) Early locomotive used on breakwater railway line. Class 01 Barclay diesel in engine shed 1979



d) Flatbed loco on breakwater quay 1979



e) Breakwater railway shed, 1979



f) Old crane on Breakwater pier, 1979.



g) Railway lines leading to old Railway shed on breakwater, 1979.



h) Remains of Wade Brickworks, 1979.

HOLYHEAD BREAKWATER RAILWAY

Locomotives listed in order of appearance
Makers abbreviated thus: AB - Andrew Barclay; BG - Baguley Cars; DC - Drewry Car Co; HC - Hudswell Clarke; JF - John Fowler; MW - Manning Wardle; N - Nelson & Co; P - Peckett & Sons; RBL - R. B. Longridge; WWM - D. Wickham & Co
Users of breakwater railway locos abbreviated thus: ADM - Admiralty; BoT - Board of Trade; BR - British Railways; JCR - J. & C. Rigby (contractors); MoT - Ministry of Transport; BP - B. Pearson & Son (contractors); VW - William Vild

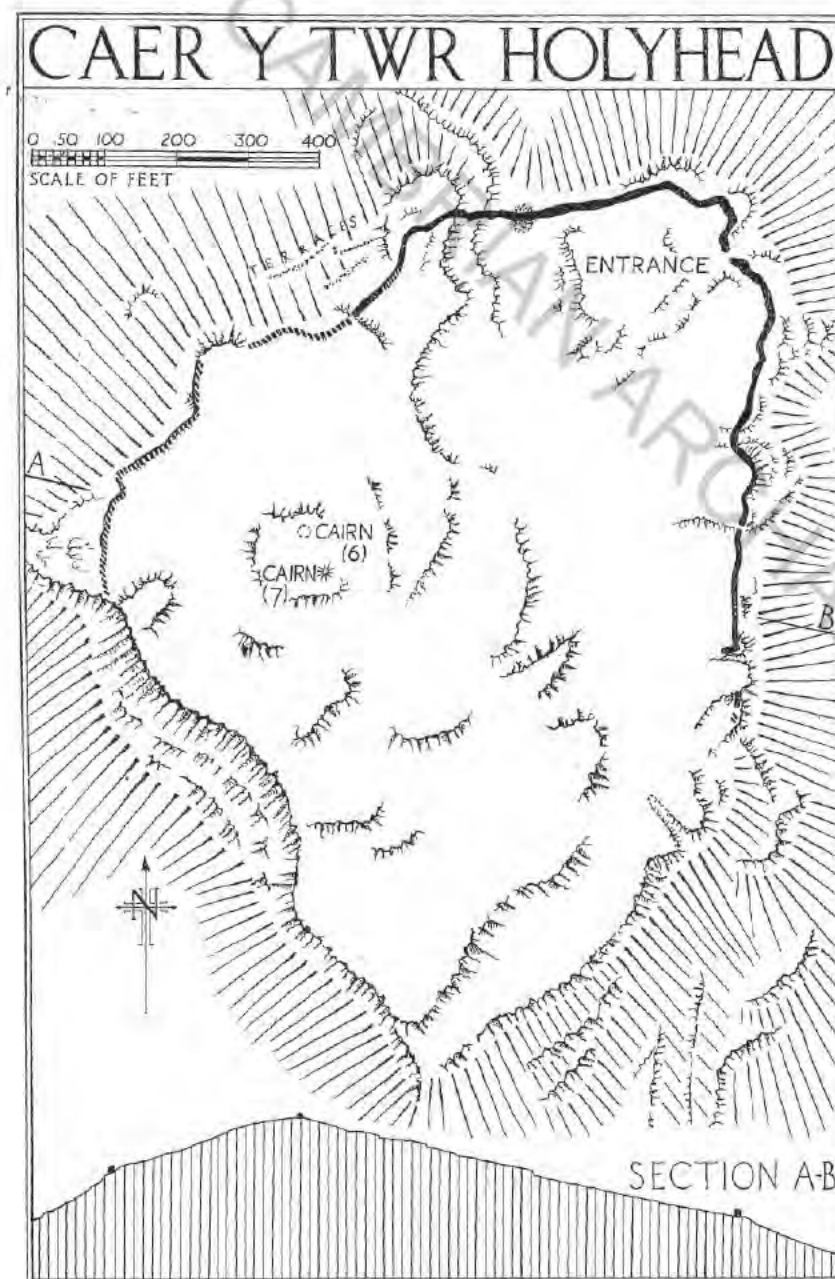
a) 7ft Dn gauge

Name/No.	Type	Maker, WNo.	Cylinders	Wheel Diam.	Users	Built	To site	Disposal
PRINCE ALBERT	0-4-OWT	RBL 309	10 1/2" x 18" (0)	3' 2"	JCR, VW, BoT, MoT	1852	New	Out of use by 1913; Scrapped 1945
LONDON	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
HOLYHEAD	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
CAMBRIA	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
QUEEN	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To I.W. Boulton 12.1872
-	0-4-OWT	RBL ?	10 1/2" x 18" (0)	3' 2"	JCR, ADM, BoT	1852	New	To Punta Delgada 12.1872
-	0-4-OST	N 667	12" x 18" (0)	?	JCR, ADM	1862	New	Scrapped; date unknown
-	0-4-OST	N 976	12" x 18" (0)	4' 0"	JCR, ADM	1863	New	Scrapped; date unknown

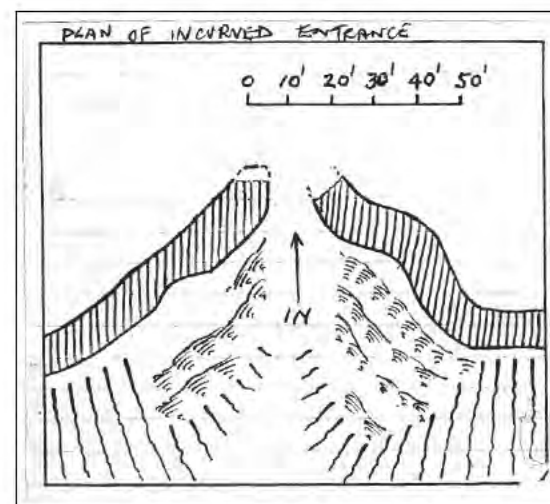
b) standard gauge

Name/No.	Type	Maker, WNo.	Cyls/HP	Wheel Diam.	Users	Built	To site	Disposal
CROWHURST	0-4-OST	MV 1394	10" x 18" (0)	2' 10"	SP, BoT, MoT	1898	c.1911	Scrapped c.1938
-	0-6-OST	HC 853	12" x 18" (0)	3' 1"	SP, ADM, BoT	1910	c.1911	To Pearson's 1912
-	4w PMR	Bg 553	20hp	?	BoT, MoT, BR	1914	New	Scrapped After 7.1970
-	0-4-OST	P 1873	10" x 13" (0)	2' 8"	MoT, BR	1934	New	Scrapped 8.1967
-	4w PMR	DC 1818	?	?	MoT, BR	1935	New	To BR Bangor 3.1958
STAFFORD VERNON	0-4-OST	AB 1584	10" x 18" (0)	3' 0"	MoT, BR	1917	1936	Scrapped 1959
TR33	4w PMR	Wm 7882	?	?	BR	1957	?	Scrapped 4.1975
ED6	0-4-ODM	JF 420045	150hp	3' 3"	BR, VW	1949	6.1956	Out of use 1.1967; Scrapped 12.1968
D2954 (later 01001)	0-4-ODM	AB 396	153hp	3' 2"	BR, VW	1956	6.1957	Out of use 1971; Scrapped 2.1982
D2958 (later 01002)	0-4-ODM	AB 397	153hp	3' 2"	BR, VW	1956	6.1957	Out of use 6.1970; Scrapped by 3.1982
TR23	4w PMR	Vlcr 7516	?	?	BR	1956	4.1975	To BR Bangor 10.1980

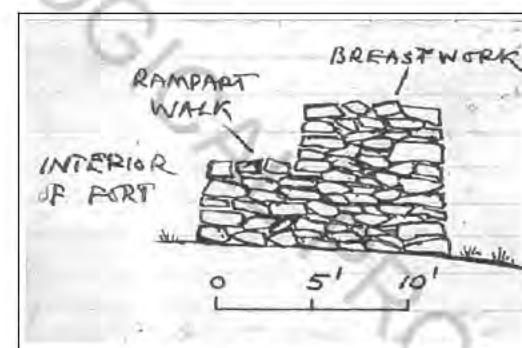
j) List of Engines used on Breakwater and Quarry Railway



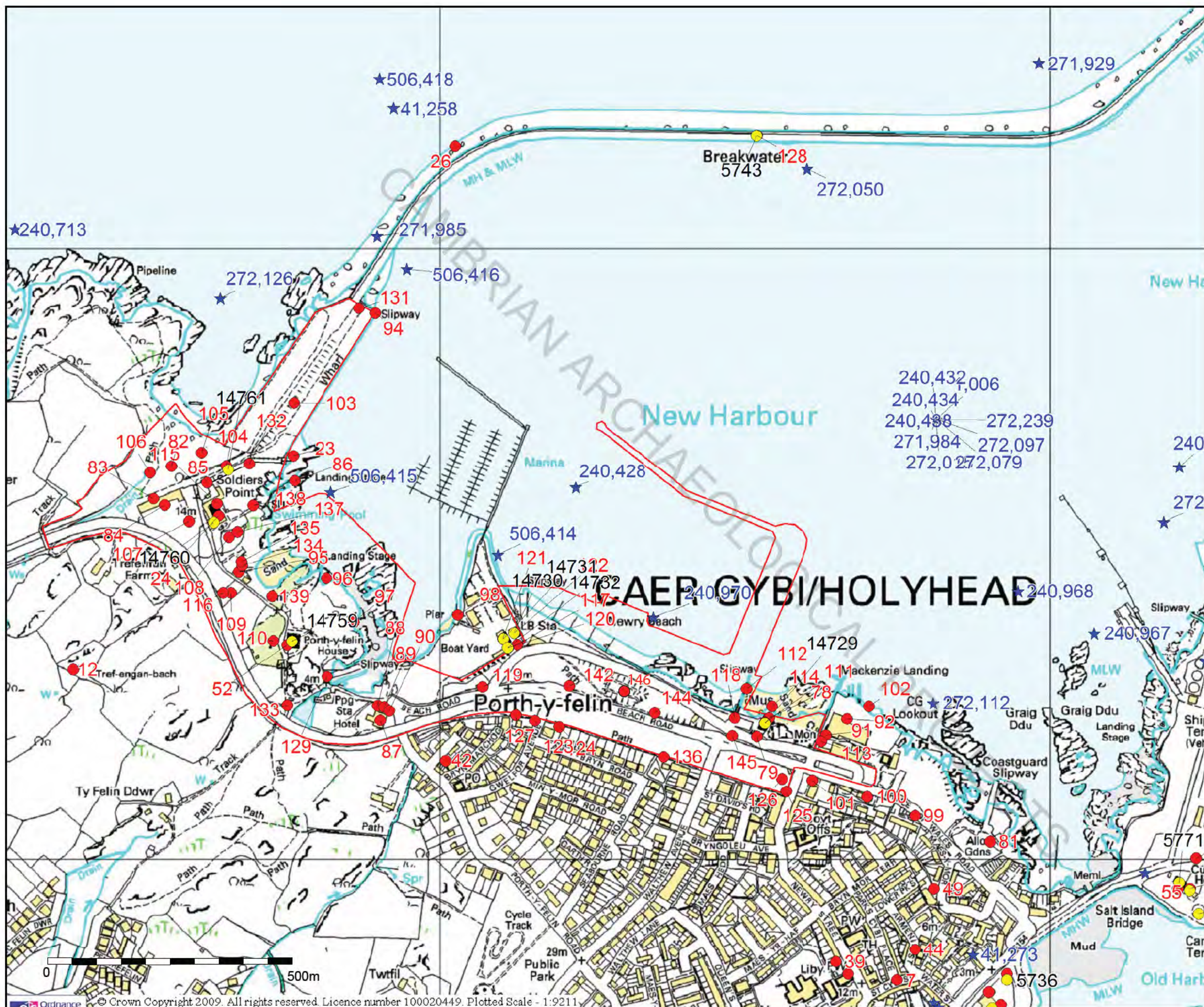
Vertical ground plan and section through Holyhead Mountain Iron Age Hillfort



Plan of incurved entrance at northeast end.

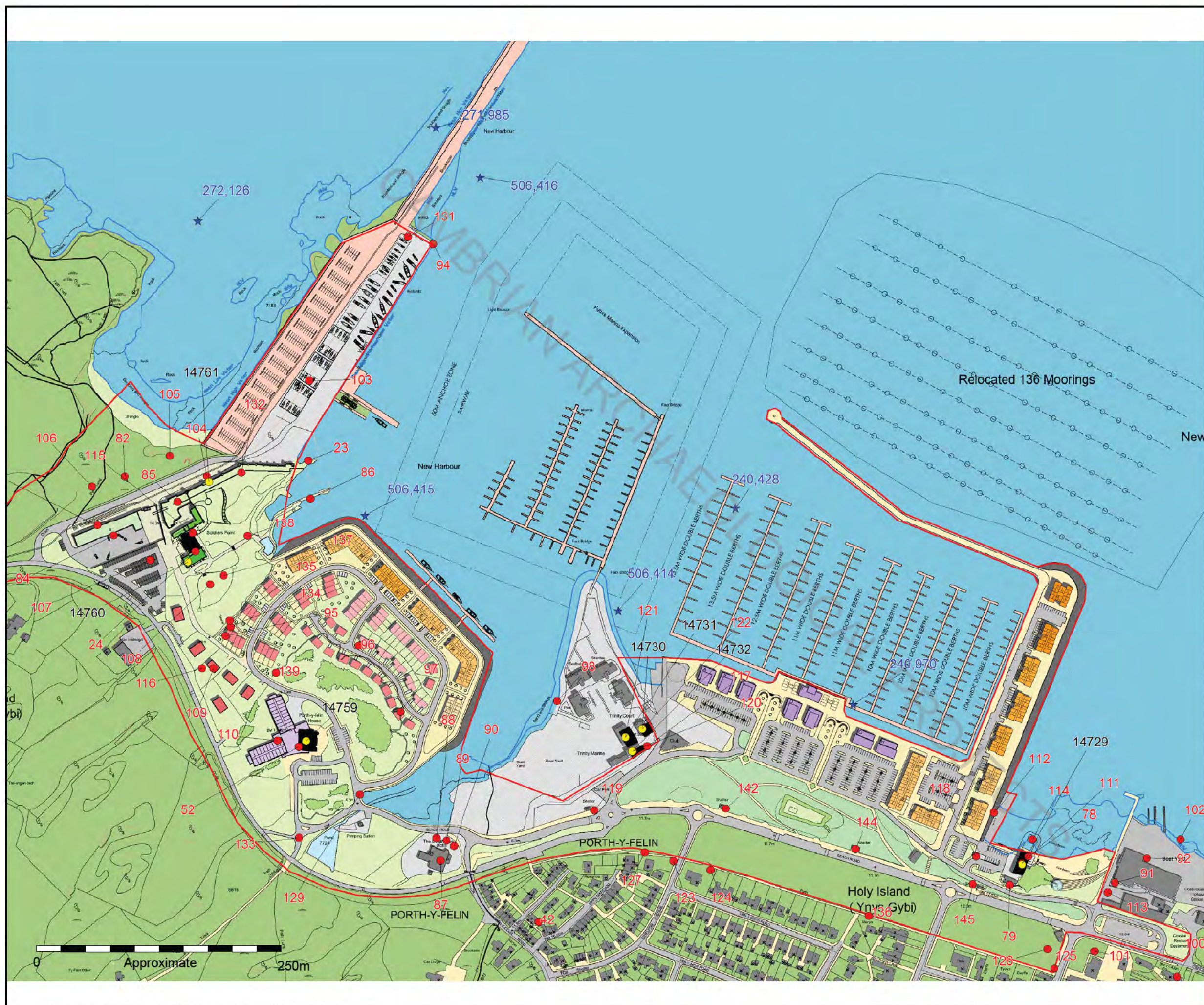


Section of wall on north side showing rampart walk



Legend

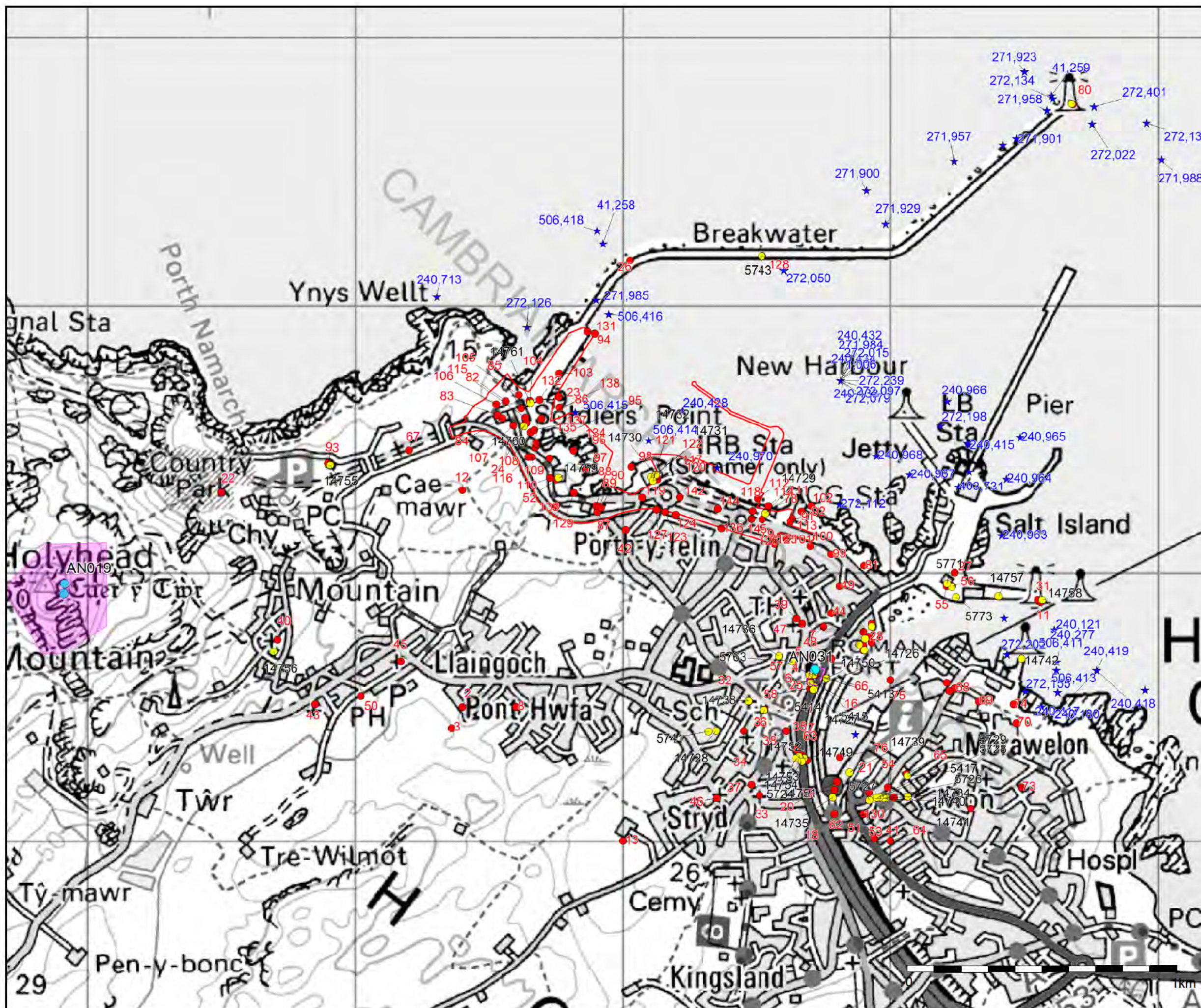
- Proposed development boundary
- Listed Building
- Archaeological record
- Maritime record



Legend

- Proposed development boundary
- Listed Building
- Archaeological record
- ★ Maritime record

- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- Small Townhouse
- Large Townhouse
- Coloured House
- Hotel
- Retail (A1/A2)
- Soldiers Point House
- Museum
- Café/Shop
- Bar/Club
- Boat Repair
- New Yacht Club House
- Pavilion
- Promenade
- Residential Land



Legend

- Proposed development boundary
- Listed Building (LB)
- Scheduled Ancient Monument (SAM)
- Scheduled Area
- Archaeological record
- Maritime record

CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

axis

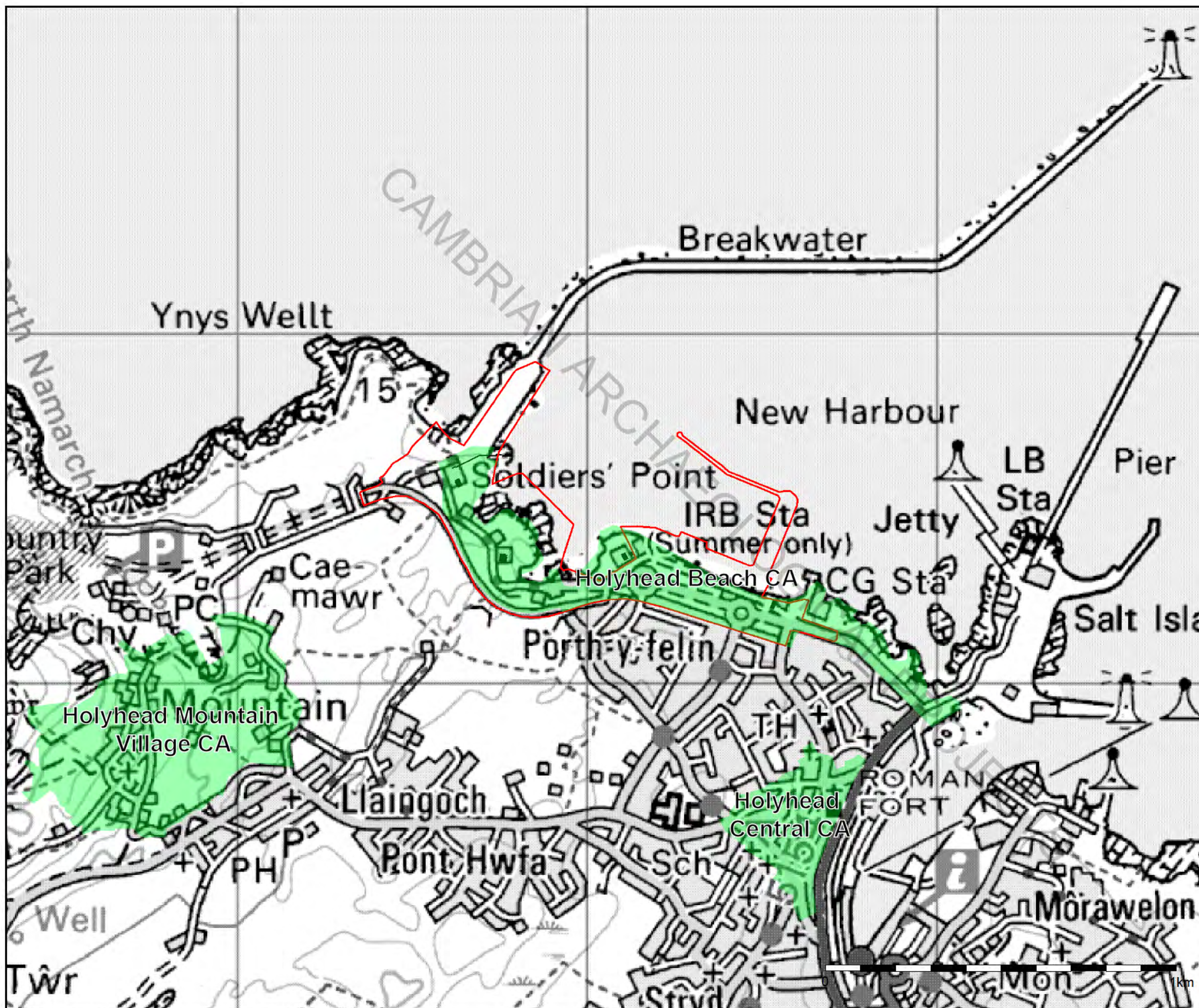
HOLYHEAD WATERFRONT

Figure 15-35



Heritage resource within 1.5km of
proposed development boundary

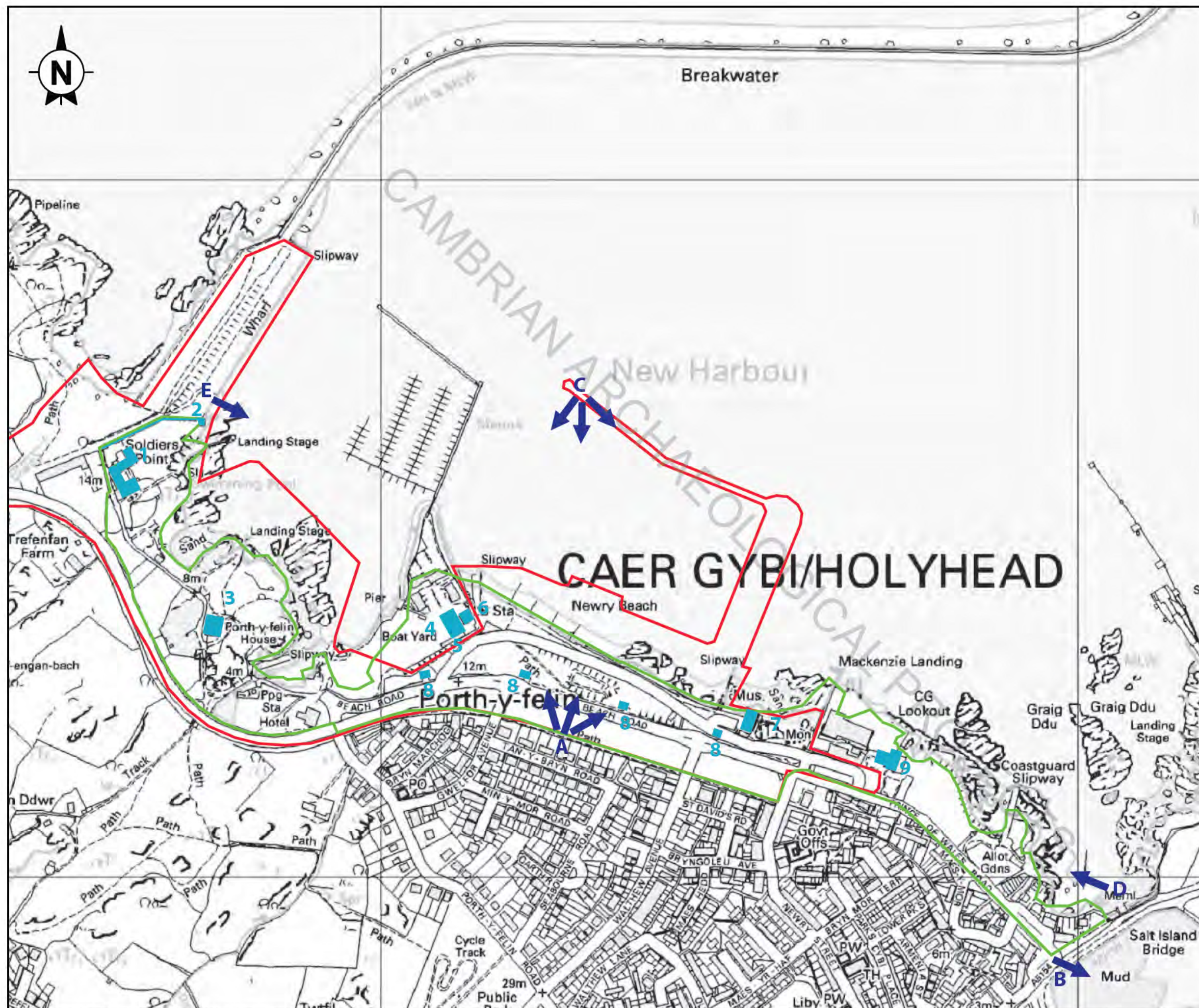
Approximate Scale
1:13,000@ A3

Date
August 2010



Legend




-  Proposed development boundary
-  Conservation Areas (CA)



- Proposed development boundary
- Conservation Area boundary
- Principal Buildings
- 1. Soldiers Point House
- 2. Soldiers Point House screen wall
- 3. Porth y Felin House
- 4. Trinity Marine
- 5. Trinity Marine
- 6. Trinity Marine
- 7. Lifeboat House
- 8. Shelters along Beach Road
- 9. Boat Yard
- ➔ Important Views



Legend

-  Conservation Area boundary
-  Principal Buildings
 - 1. No. 6 Cottage on corner of Pentre Pella
 - 2. Both rows of Pentre Pella cottages
 - 3. Capel Tabor
 - 4. Dryll and Dryll Gwylb Garm
 - 5. Inglennook
-  Important Views



axis

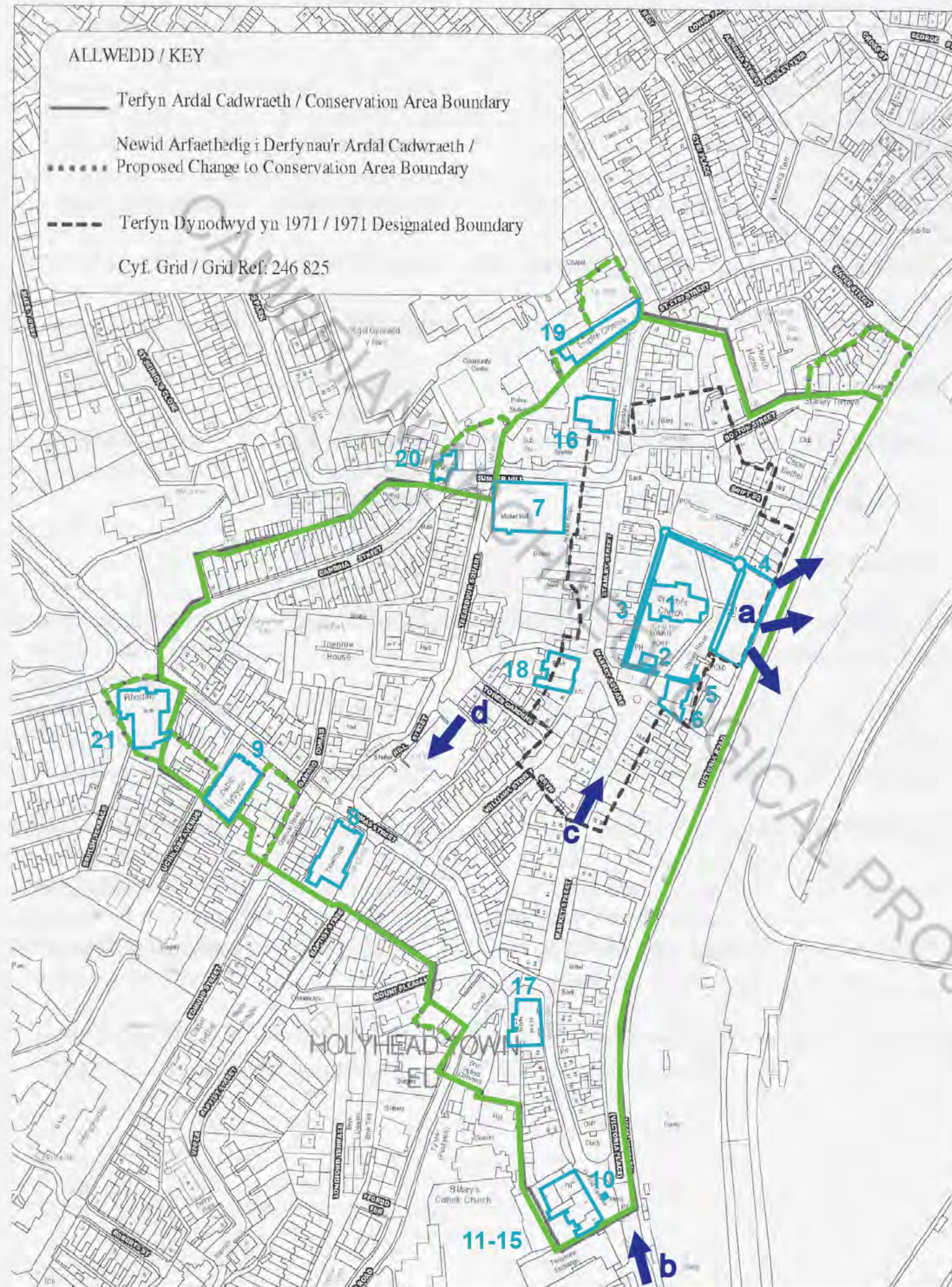
HOLYHEAD WATERFRONT

Figure 15-38

Holyhead Mountain Village Conservation Area

Approximately
1:10,000@A3

Date
August 2010



Legend

- Conservation Area boundary
 - - - Proposed change to Conservation Area boundary
 - Principal Buildings
1. St. Cybi's Church
 2. Capel y Bedd
 3. Walls of Upper Churchyard
 4. Lower Churchyard Walls and Gateway
 5. Stanley House/Magistrates Clerk's Office
 6. The Captains Tble.
 7. Market Hall
 8. Tabernacle Chapel
 9. Capel Hyfrydle
 10. Cenotaph
 11. No.2 Victoria Terrace
 12. No.3 Victoria Terrace
 13. No.4 Victoria Terrace
 14. No.5 Victoria Terrace
 15. No.6 Victoria Terrace
 16. Magistrates Court
 17. 68-72 Lower Market Street
 18. 35-72 Williams Street
 19. Empire Cinema
 20. Caernarfon Castle Public House
 21. Old British School.
- ↗ **a** Important Views



axis

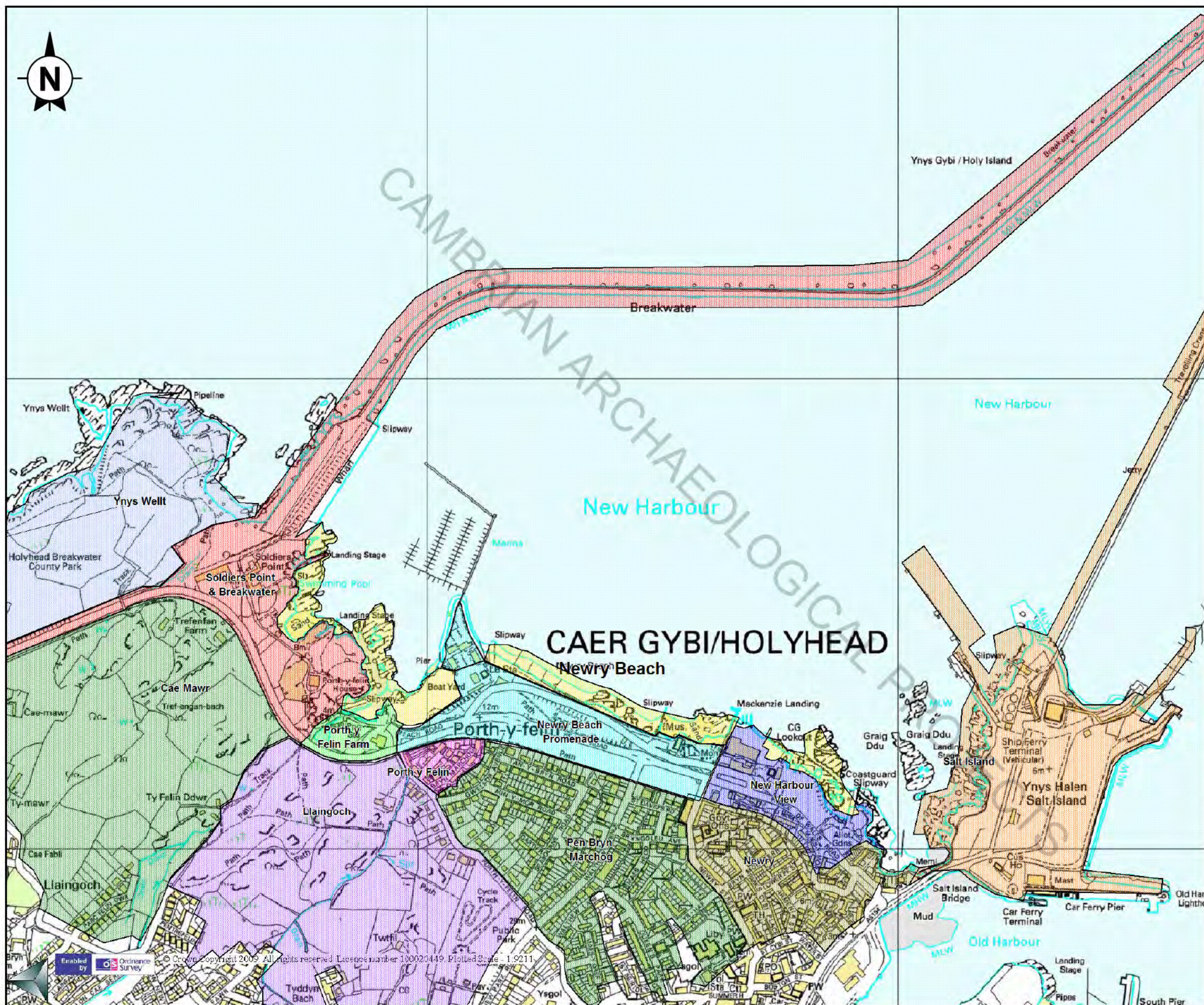
HOLYHEAD WATERFRONT

Figure 15-39

Holyhead Central Conservation Area

Approximately
1:10,000@A3

Date
August 2010



Legend

- Soldiers Point & Breakwater HCA
- Ynys Wellt HCA
- Cae Mawr HCA
- Llaningoch HCA
- Porth y Felin Farm HCA
- Porth y Felin HCA
- Newry Beach HCA
- Newry Beach Promenade HCA
- New Harbour View HCA
- Pen Bryn Marchog HCA
- Newry HCA
- Salt Island HCA



axis

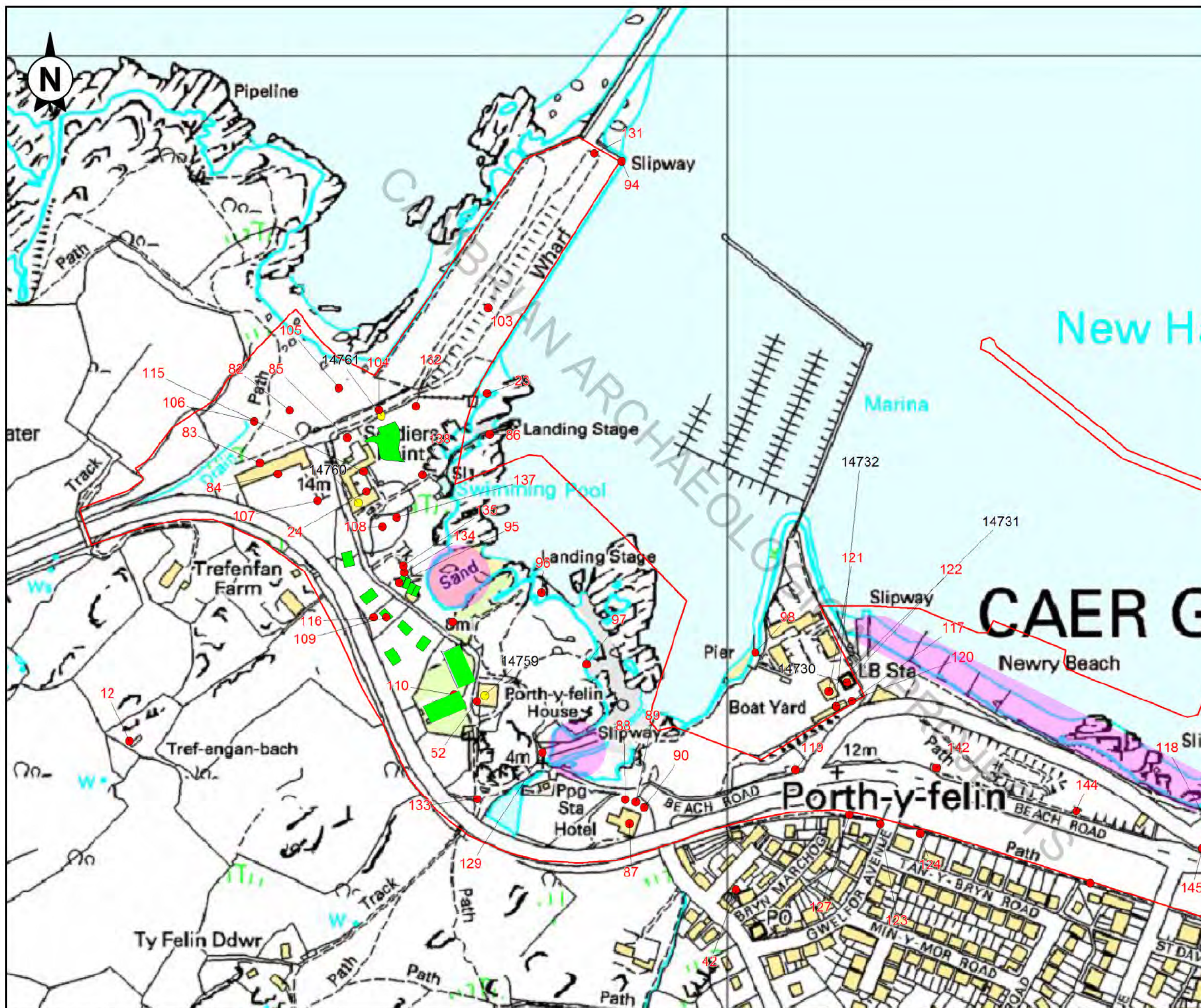
HOLYHEAD WATERFRONT

Figure 15-41

Historic Character Areas over
OS 1:10000 Base Map

Approximately
1:8,000@A3

Date
August 2010



- Legend
- Area for proposed evaluation trenching
 - Areas for potential palaeo-environmental sampling and analysis
 - Archaeological data point
 - Listed Building

Appendix B

Photo Plates (1-72)

CAMBRIAN ARCHAEOLOGICAL PROJECTS



Plate 1. View of New Harbour in area of proposed new development along Newry Beach.



Plate 2. View of green space and Trinity Yard from upper promenade. Looking west.



Plate 3. View of green space and Trinity Yard from upper promenade. Looking west.



Plate 4. Newry Beach. Looking west toward Trinity Yard.



Plate 13. Trinity Yard Workshop. Looking northwards.



Plate 14. Trinity Yard workshops and office. Looking westwards.



Plate 15. Traditional victorian style shelter along promenade. One of three. Looking northwest.



Plate 16. Stone bridge leading to Porth y Felin. Looking south.



Plate 17. Sailors Pool. Looking southeast.



Plate 18. The Boathouse Hotel, formerly Porth y Felin Farm. Looking west.



Plate 19. View along length of former route of the breakwater quarry railway line. Looking west.



Plate 20. View along length of former route of the breakwater quarry railway line. Shows cut made through bedrock. Looking west.



Plate 21. Stone bridge supporting former breakwater quarry railway, near Porth y Felin. Looking south.



Plate 22. Area of small allotment between breakwater quarry railway and old Admiralty boundary wall. Looking west.



Plate 23. View of Soldier's Point House from quarry railway. Looking northwards.



Plate 24. View of Soldier's Point House from quarry railway. Looking northwards.



Plate 25. Soldier's Point House from track leading to house. Looking west.



Plate 26. Soldier's Point House from track leading to house. Looking northwest.



Plate 27. Soldier's Point House from entrance track leading to house. Looking northwest.



Plate 28. View of Soldier's Point House Screen wall from breakwater quay. Note WWII defensive position at base of tower. Looking south.



Plate 29. Soldier's Point House Screen wall. Looking south.



Plate 30. Soldier's Point Screen Wall with remains of railway lines in foreground. Looking south.



Plate 31. Soldier's Point House private beach, with Soldier's Point House in background. Looking west.



Plate 32. Soldier's Point House private beach, with boat remains in foreground. Looking west.



Plate 33. Soldier's Point House and Screen wall. Looking west from area of Boat Yard.



Plate 34. Porth y Felin House and Soldier's Point House, from near Boathouse Hotel. Looking west.



Plate 35. Porth y Felin House, from Boathouse Hotel. Looking northwest.



Plate 36. Rear of Porth y Felin House. Looking east.



Plate 37. Rear of Port y Felin House. Looking east.



Plate 38. Front of Porth y Felin House. Looking southwest



Plate 39. Front of Porth y Felin House. Looking west



Plate 40. Side view of Porth y Felin House. Looking north.



Plate 41. Side view of Porth y Felin House. Looking west



Plate 42. Landing stage new Porth y Felin House. Looking northwest toward breakwater.

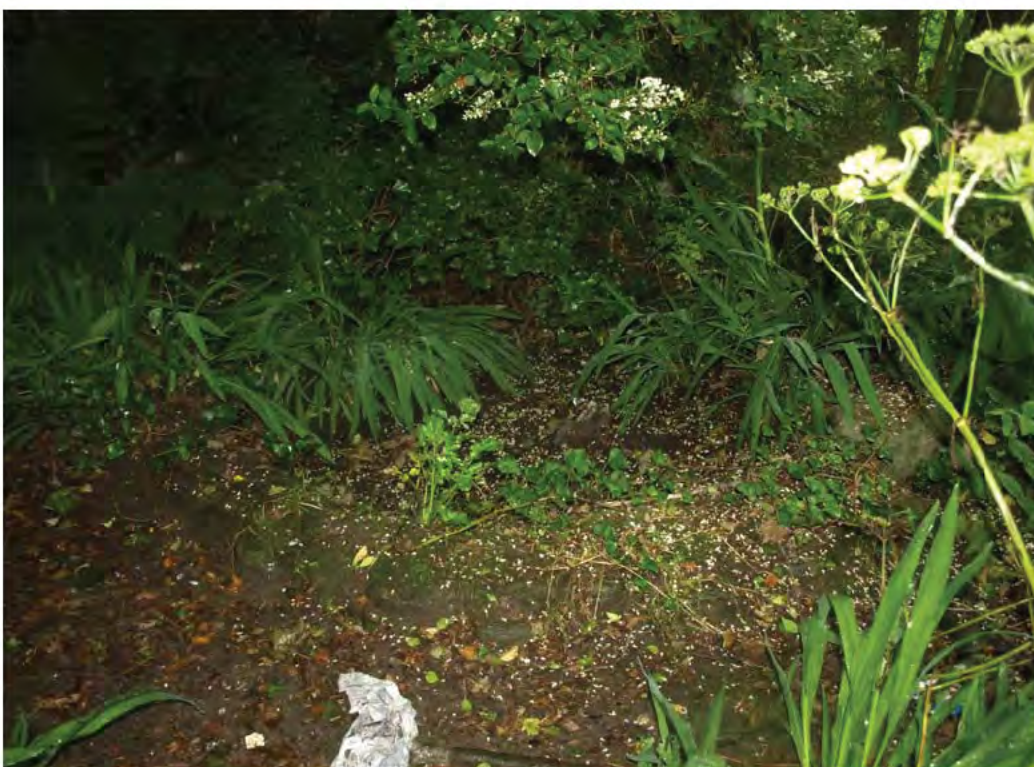


Plate 43. Remains of former stone walled water well in area of Porth y Felin House gardens.



Plate 44. View of former Railway Shed building. Note railway lines in foreground. Looking north.



Plate 45. Bridge over breakwater quarry railway. Looking north from road linking quarry to breakwater.



Plate 46. Former Railway Shed (Site No. 83). Looking northeast.



Plate 47. Former Railway Shed (Site No. 83). Looking south.



Plate 48. Former Napoleonic Battery (Site No. 105), later adapted into WWII Pillbox by breakwater. Looking west.



Plate 49. Part of the Wade Brickworks in area of former breakwater quarry. Looking south.



Plate 50. Former Gun Powder Magazine Hut and lime kiln (Site No. 93). Looking west.



Plate 51. WWII defensive position on Breakwater quay (Site No. 131). Looking northeast.



Plate 52. Section of old Admiralty stone boundary wall, showing 'cock and hen' stonework (Site No. 127). Looking west.



Plate 5. View of Beach Road and upper promenade from green area. Looking NW.



Plate 6. View of green space and Trinity Yard from MacKenzie Landing area.. Looking west.



Plate 7. View of green space and Trinity Yard. Looking north.



Plate 8. Newry Beach and Lifeboat House and slipway. Looking west.



Plate 53. The old Sailors Home along Beach Road (Site No.101). Looking south.



Plate 54. Former Rocket Apparatus House and Coastguard house. (Site No. 100). Looking southeast.



Plate 55. View from Porth y Felin cove. Looking eastwards towards Trinity Yard marina.



Plate 56. View along Beach Road and Prince of Wales Road. Looking west.



Plate 57. View of late 19th century housing in area of Porth y Felin residential area from Porth y Felin bridge. Looking south.



Plate 58. Rear of late 19th century houses in Porth y Felin HCA. Looking south.



Plate 59. Late 19th century houses along upper promenade in Port y Felin HCA.



Plate 60. View of 1920-1930s housing along Gwelfor Avenue in area of Pen Bryn Goch HCA.



Plate 61. View of 1920-1930s housing along Walthew Avenue in area of Pen Bryn Madoch HCA. Looking south



Plate 62. Late 19th century terraced houses in area of Newry HCA, along Newry Street. Looking north.



Plate 63. Later 19th century red brick houses along Newry Road in Newry HCA. Looking south..



Plate 64. View along Vicarage Lane alongside the old Rectory House, now the Government Offices (Newry HCA). Looking eastwards from Newry Road.



Plate 65. View of Boat Yard area from Beach Road. Looking northeast toward Salt Island.



Plate 66. View from area of Salt Island Bridge. Looking west.



Plate 67. View along Beach Road toward Salt Island. Looking east.



Plate 68. View of houses along Beach Road and Prince of Wales Road. Looking west.



Plate 69. View over area of Cae Mawr HCA from area of Llaingoch. Looking north toward breakwater.



Plate 70. View of Great Breakwater from Holyhead Mountain village. Looking north.



Plate 71. View of Holyhead Mountain and Soldier's Point House from Great Breakwater. Looking south.



Plate 72. View of Soldier's Point House from Breakwater quay. Looking south.



Plate 9. Newry Beach Lower Promenade. Looking west.



Plate 10. Lifeboat House. Looking north-east..



Plate 11. Lifeboat House. Looking north.



Plate 12. WWII Air Raid Shelter alongside Lifeboat House. Looking east.

Appendix C

Site Gazetteer

CAMBRIAN ARCHAEOLOGICAL PROJECTS

APPENDIX C

Archaeological Site Gazetteer of all sites up to 1.5km from red line boundary

Site No. 1 **PRN:** 1547 **Site Type:** FINDSPOT **Period:** Early-Medieval
Site Name: ANGLO-SAXON COIN - FINDSPOT, CAER GYBI
NGR: SH24708260

Description:

Mercian coin of c.790 AD supposedly found within Caer Gybi.

Site Status:

Site No. 2 **PRN:** 1750 **Site Type:** BURIAL CHAMBER **Period:** Prehistoric
Site Name: ?BURIAL CHAMBER, - SITE OF, NR FFYNNON GORLLAN
NGR: SH23408250

Description:

Supposed Neolithic burial chamber in a field adjacent to the farm of Fynnon Gorlas and Cae Serri Farm. Antiquarian account describes chamber. But no site seems to exist.

Site Status:

Site No. 3 **PRN:** 1761 **Site Type:** CAPEL **Period:** Medieval
Site Name: CAPEL GORLAS - SITE OF
NGR: SH23368242

Description:

Site of former chapel. Ruins described as fairly extensive in 1940 accounts with a path that led to the holy well.

Site Status:

Site No. 4 **PRN:** 1762 **Site Type:** FORT **Period:** Roman
Site Name: ROMAN WALL SURROUNDING ST. CYBI'S CHURCHYARD
NGR: SH24718262

Description:

All that remains of the Roman Fort at Holyhead is a Roman wall enclosing St Cybi's Church and churchyard. The enclosure is rectangular measuring c.76m x 50m, oriented north south and would have had a circular tower at each corner.

Site Status: SAM

Site No. 5 **PRN:** 1763 **Site Type:** CHURCH **Period:** Medieval
Site Name: ST. CYBI'S CHURCH
NGR: SH24728262

Description:

The church of St. Cybi, built in 13th century and altered and enlarged in 15th and 16th century is situated in the fort of Caer Gybi. Cybi, the son of Selyf, a Cornish King was given the roman fortification of Caer Gybi and there founded a Dark Age monastery.

Site Status:

Site No. 6 **PRN:** 1764 **Site Type:** BUILDING

Period: Medieval

Site Name: EGLWYS Y BEDD

NGR: SH24708259

Description:

Eglwys y Bedd, which is also known as Capel Llan y Gwyddel, is the second church located within the south-west corner of the churchyard at St. Cybi, Holyhead. It is a mortuary chapel of a type known as Capeli y bedd, which was built over the supposed resting place of Saint Gybi.

Site Status:

Site No. 7 **PRN:** 1767 **Site Type:** WELL - HOLY

Period: Unknown

Site Name: FFYNNON GYBI - SITE OF, HOLYHEAD

NGR: SH24758280A

Description:

St. Cybi's Well. A healing well at Caer Gybi was once covered by a building.

Site Status:

Site No. 8 **PRN:** 1768 **Site Type:** HUT CIRCLE
SETTLEMENT

Period: Unknown

Site Name: HUT GROUP, TRE HWFA

NGR: SH23608250A

Description:

Hutgroup at Tre Hwfa. Circular foundations visible in dry weather. Roman coin found on site. Housing estate now built on the site of the former Tre Hwfa Farm.

Site Status:

Site No. 9 **PRN:** 1769 **Site Type:** FINDSPOT

Period: Roman

Site Name: ROMAN COIN - FINDSPOT, TRE HWFA

NGR: SH23608250A

Description:

Findspot

Site Status:

Site No. 10 **PRN:** 2510 **Site Type:** BURIAL CHAMBER

Period: Prehistoric

Site Name: BURIAL CHAMBER - SITE OF, MORAWELLAN

NGR: SH25308212A

Description:

Recorded as Cromlech on OS map of 1926. Recorded as destroyed in 1868.

Site Status:

Site No. 11 **PRN:** 2513 **Site Type:**

LIGHTHOUSE

Period:

Post-Medieval

Site Name: LIGHTHOUSE, HOLYHEAD

NGR: SH25568289

Description:

Small lighthouse tower c. 1820. Instigated by John Rennie at Holyhead. Recorded as Old Harbour Lighthouse in 1969.

Site Status:

Site No. 12 **PRN:** 3795 **Site Type:** HUT CIRCLE SETTLEMENT **Period:** Prehistoric

Site Name: HUT GROUP - SITE OF, W. SIDE OF BREAKWATER QUARRY
NGR: SH23408331A

Description:

Hut group beside Namarch dyke, destroyed by victorian quarrying except for an enigmatic double walled avenue not far from Trefengan.

Site Status:

Site No. 13 **PRN:** 3799 **Site Type:** FINDSPOT **Period:** Roman

Site Name: ROMAN COIN - FINDSPOT, HOLYHEAD
NGR: SH24008200A

Description:

Findspot

Site Status:

Site No. 14 **PRN:** 5667 **Site Type:** FINDSPOT **Period:** Prehistoric

Site Name: STONE AXE HOARD - FINDSPOT, CWM HOLYHEAD
NGR: SH24008200A

Description:

Findspot

Site Status:

Site No. 15 **PRN:** 5668 **Site Type:** FINDSPOT **Period:** Prehistoric

Site Name: STONE AXE - FINDSPOT, TY DU, HOLYHEAD
NGR: SH24008200A

Description:

Findspot

Site Status:

Site No. 16 **PRN:** 1828 **Site Type:** MONASTERY **Period:** Early-Medieval

Site Name: MONASTERY - SITE OF, CAER GYBI
NGR: SH24708260A

Description:

A dark age monastery existed at Holyhead founded by St. Cybi (c.540) who is said to have been given the Roman fort later known as Caer Gybi. In 961 it was plundered by the Vikings. By 1291 it had become a college of 3 prebends.

Site Status:

Site No. 17 **PRN:** 21162 **Site Type:** HOUSE **Period:** Post-Medieval

Site Name: NOS.2-6, VICTORIA TERRACE, HOLYHEAD
NGR: SH24698230

Description:

Row of cottages along Victoria Terrace.

Site Status: LB

Site No. 18 **PRN:** 21163 **Site Type:** ARCH **Period:** Modern

Site Name: ARCHES, LONDON ROAD BRIDGE, HOLYHEAD

NGR: SH24798210

Description:

Site Status:

Site No. 19 PRN: 21164 Site Type: TOWER
Site Name: CLOCK TOWER, HOLYHEAD STATION
NGR: SH24798219

Period: Modern

Description: Clock Tower at Holyhead Railway Station

Site Status: LBII

Site No. 20 PRN: 21165 Site Type: BUILDING
Site Name: STATION BUILDING, HOLYHEAD
NGR: SH24808222

Period: Modern

Description:

Site Status:

Site No. 21 PRN: 21166 Site Type: HOUSE
Site Name: PLAS ALLTRAN COTTAGES, HOLYHEAD
NGR: SH24928218

Period: Modern

Description:

Site Status: LB

Site No. 22 PRN: 7165 Site Type: QUARRY, BRICKWORKS **Period:** Post-Medieval
Site Name: BREAKWATER QUARRIES AND BRICK WORKS, HOLYHEAD
NGR: SH22508330A

Description:

Breakwater quarry initially used to supply stone for the great Breakwater construction from 1846-1873. Later used by the Wild Brickworks company.

Site Status:

Site No. 23 PRN: 7166 Site Type: FOLLY
Site Name: FOLLY, SOLDIER'S POINT HOLYHEAD
NGR: SH23768366

Period: Post-Medieval

Description:

A stone folly with castellated roof, arched windows and a tiled floor. The N corner is eroding onto the beach below.

Site Status:

Site No. 24 PRN: 7167 Site Type: BUILDING
Site Name: SOLDIER'S POINT HOUSE, HOLYHEAD
NGR: SH23638359

Period: Post-Medieval

Description:

Two storey castellated house; circa 1849, built for own use by Mr Rigby, the contractor of

Holyhead breakwater. House has extensive grounds which include garden walls and ornaments in similar style to grand screen wall to N of house.

Site Status: LB

Site No. 25 **PRN:** 6894 **Site Type:** BURIAL **Period:** Early-Medieval

Site Name: EARLY CHRISTIAN BURIALS BENEATH EGLWYS Y BEDD

NGR: SH24708260

Description:

No further details

Site Status:

Site No. 26 **PRN:** 11821 **Site Type:** BANK

Period: Post-Medieval

Site Name: HOLYHEAD BREAKWATER

NGR: SH24008420

Description:

The Great Breakwater is a grade II* listed building and was built from 1846-1873 to form a new harbour of refuge at Holyhead.

Site Status: LB

Site No. 27 **PRN:** 11823 **Site Type:** GATEWAY

Period: Post-Medieval

Site Name: ADMIRALTY ARCH; GEORGE IV ARCH, HOLYHEAD HARBOUR

NGR: SH25248300

Description:

In August of 1821 King George IV visited Holyhead on his way to Ireland. In commemoration of his visit a monumental arch was built in his name.

Site Status: LB

Site No. 28 **PRN:** 11824 **Site Type:** SMITHY

Period: Post-Medieval

Site Name: HOLYHEAD HARBOUR MARINE WORKSHOPS: BOILER SHOP

NGR: SH24928276

Description:

Site Status: LB

Site No. 29 **PRN:** 11825 **Site Type:** WORKS

Period: Post-Medieval

Site Name: HOLYHEAD HARBOUR MARINE WORKSHOPS: FITTING SHOP

NGR: SH24908273

Description:

Site Status: LB

Site No. 30 **PRN:** 11826 **Site Type:** STORE

Period: Post-Medieval

Site Name: HOLYHEAD HARBOUR MARINE WORKSHOPS: STORES & OFFICE

NGR: SH24908271

Description:

Site Status: LB

Site No. 31 **PRN:** 11831 **Site Type:** PIER **Period:** Post-Medieval
Site Name: ADMIRALTY PIER, HOLYHEAD HARBOUR
NGR: SH25558290

Description:

Site Status: LB

Site No. 32 **PRN:** 8147 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: CALVINISTIC METHODIST
NGR: SH24478252

Description:

No further details

Site Status:

Site No. 33 **PRN:** 8148 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: CHAPEL
NGR: SH24518217

Description:

No further details

Site Status:

Site No. 34 **PRN:** 8149 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: BAPTIST CHAPEL
NGR: SH24458241

Description:

No further details

Site Status:

Site No. 35 **PRN:** 8150 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: ST MARY'S RC CHURCH
NGR: SH24658234

Description:

No further details

Site Status:

Site No. 36 **PRN:** 8151 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: CHAPEL
NGR: SH24538249

Description:

No further details

Site Status:

Site No. 37 **PRN:** 8152 **Site Type:** NONCONFORMIST **Period:** Post-Medieval

CHAPEL

Site Name: CHAPEL
NGR: SH24488221

Description:
No further details
Site Status:

Site No. 38 **PRN:** 8154 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: CHAPEL
NGR: SH24618241

Description:
No further details
Site Status:

Site No. 39 **PRN:** 7658 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: TABERNACLE NEWYDD
NGR: SH24658283

Description:
No further details
Site Status:

Site No. 40 **PRN:** 7659 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: TABOR
NGR: SH22718275

Description:
No further details
Site Status:

Site No. 41 **PRN:** 7662 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: BLACK BRIDGE
NGR: SH24948201

Description:
No further details
Site Status:

Site No. 42 **PRN:** 7665 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: PORTH-Y-FELIN HAMLET
NGR: SH24018316

Description:
No further details
Site Status:

Site No. 43 **PRN:** 7666 **Site Type:** NONCONFORMIST **Period:** Post-Medieval

CHAPEL

Site Name: SILOH
NGR: SH22858251

Description:
No further details

Site Status:

Site No. 44 **PRN:** 7667 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: ARMENIA
NGR: SH24788285

Description:
No further details

Site Status:

Site No. 45 **PRN:** 7668 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: BETHPHAGE
NGR: SH23178267

Description:
No further details

Site Status:

Site No. 46 **PRN:** 7672 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: MILLBANK
NGR: SH24358216

Description:
No further details

Site Status:

Site No. 47 **PRN:** 7674 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: ENGLISH PRESBYTERIAN
NGR: SH24678281

Description:
No further details

Site Status:

Site No. 48 **PRN:** 7678 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: BETHEL
NGR: SH24788268

Description:
No further details

Site Status:

Site No. 49 **PRN:** 7679 **Site Type:** NONCONFORMIST **Period:** Post-Medieval

CHAPEL

Site Name: CROSS STREET
NGR: SH24818295

Description:
No further details

Site Status:

Site No. 50 **PRN:** 7681 **Site Type:** NONCONFORMIST CHAPEL **Period:** Post-Medieval

Site Name: LLAIN-GOCH
NGR: SH23028254

Description:
No further details

Site Status:

Site No. 51 **PRN:** 11151 **Site Type:** BUILDING **Period:** Post-Medieval

Site Name: PLAS ALLTRAN;PLAS TANALLTRAN
NGR: SH24908210

Description:
No further details
Site Status: LB

Site No. 52 **PRN:** 11179 **Site Type:** BUILDING **Period:** Post-Medieval

Site Name: PORTH-Y-FELIN HOUSE
NGR: SH23758335

Description:
House of circa 1849, built by Mr Rigby, contractor of Holyhead breakwater for use of Mr Dobson, resident engineer of Holyhead breakwater. Originally known as _Government House_, used for some years as the harbourmaster's residence.
Site Status: LB

Site No. 53 **PRN:** 11205 **Site Type:** BUILDING **Period:** Post-Medieval

Site Name: TANALLTRAN COTTAGES, 1 & 2;LLANFAWR RD., 1 & 2
NGR: SH24908210

Description:
Built circa Circa 1891.
Site Status: LB

Site No. 54 **PRN:** 11229 **Site Type:** BUILDING **Period:** Post-Medieval

Site Name: TURKEY SHORE RD., 1 & 2
NGR: SH24998220

Description:
Circa. 1891. Semi detached pair. 3 bays each
Site Status: LB

Site No. 55 **PRN:** 11610 **Site Type:** BUILDING **Period:** Post-Medieval

Site Name: CUSTOMS HOUSE, OLD HARBOUR

NGR: SH25218295

Description:

Position of Customs House engineered and designed by John Rennie in 1822, by Rennie. Marble. 2 storey. 3 windows divided by plain pilasters (Crown property).

Site Status: LB

Site No. 56 PRN: 11612 Site Type: BUILDING

Period: Post-Medieval

Site Name: HARBOUR OFFICE, OLD HARBOUR

NGR: SH25238295

Description:

Position of Harbour master's Office engineered and designed by John Rennie in 1822 (Crown property).

Site Status: LB

Site No. 57 PRN: 11613 Site Type: BUILDING

Period: Post-Medieval

Site Name: HOLYHEAD [NEW] MARKET HALL

NGR: SH24648267

Description:

Built circa 1855

Site Status: LB

Site No. 58 PRN: 11614 Site Type: BUILDING

Period: Post-Medieval

Site Name: MAGISTRATES' CLERKS' OFFICE; JONES' SHOP, OLD MARKET

NGR: SH24708257

Description:

19th century. Roughcast. 3 storey. moulded wood cornice hood doorcase.

Site Status: LB

Site No. 59 PRN: 11827 Site Type: SAW MILL

Period: Post-Medieval

Site Name: MARINE WORKSHOPS SAWMILL

NGR: SH24908278

Description:

Site Status: LB

Site No. 60 PRN: 11828 Site Type: SMITHY

Period: Post-Medieval

Site Name: MARINE WORKSHOPS SMITHY

NGR: SH24938274

Description:

Site Status: LB

Site No. 61 PRN: 11829 Site Type: WORKSHOP

Period: Post-Medieval

Site Name: MARINE WORKSHOPS, UPHOLSTERERS

NGR: SH24938281

Description:

Site Status: LB

Site No. 62 **PRN:** 12528 **Site Type:** BUILDING **Period:** Post-Medieval
Site Name: PLAS ALLTRIAN, STABLE BLOCK;PLAS TAIVALLTRIAN, STA
NGR: SH24908210

Description:

Site Status: LB

Site No. 63 **PRN:** 12542 **Site Type:** BUILDING **Period:** Post-Medieval
Site Name: VICTORIAN CHAMBERS
NGR: SH24678232

Description:

Site Status: LB

Site No. 64 **PRN:** 12652 **Site Type:** HARBOUR **Period:** Post-Medieval
Site Name: GEORGE IV ARCH OLD HARBOUR
NGR: SH25008200

Description:

Site Status: LB

Site No. 65 **PRN:** 12656 **Site Type:** MONUMENT **Period:** Post-Medieval
Site Name: SKINNER MONUMENT, THE
NGR: SH25068225

Description:

Site Status: LB

Site No. 66 **PRN:** 6915 **Site Type:** CHURCH **Period:** Medieval;Post-Medieval
Site Name: CAERGYBI PARISH CHURCH
NGR: SH24728262

Description:

Holyhead parish church is dedicated to St. Cybi and is located within the diocese of Bangor. Early church site sited within Caer Cybi Roman Fort, itself donated to St. Cybi by Maelgwyn Gwynedd in 6th century.

Site Status:

Site No. 67 **PRN:** 16076 **Site Type:** RAILWAY **Period:** Post-Medieval
Site Name: BREAKWATER TRAMWAY, HOLYHEAD
NGR: SH23208346

Description:

Site Status:

Site No. 68 **PRN:** 16078 **Site Type:** ROAD **Period:** Post-Medieval
Site Name: TURKEYSHORE ROAD, HOLYHEAD

NGR: SH25248257

Description:

Site Status:

Site No. 69 PRN: 16079 Site Type: BUILDING
Site Name: TYDDYN LANTERN, HOLYHEAD
NGR: SH25338252

Period: Post-Medieval

Description:

Site Status:

Site No. 70 PRN: 16080 Site Type: BUILDING
Site Name: LLAIN GARREGOES, HOLYHEAD
NGR: SH25478244

Period: Post-Medieval

Description:

Site Status:

Site No. 71 PRN: 16083 Site Type: PORT
Site Name: LNWR GRAVING DOCK, HOLYHEAD
NGR: SH25218259

Period: Post-Medieval

Description:

Site Status:

Site No. 72 PRN: 16082 Site Type: ENGINE HOUSE
Site Name: ACCUMULATOR HOUSE, HOLYHEAD
NGR: SH25228256

Period: Post-Medieval

Description:

Site Status:

Site No. 73 PRN: 16084 Site Type: PORT
Site Name: TELFORD GRAVING DOCK, HOLYHEAD
NGR: SH25498220

Period: Post-Medieval

Description:

Site Status:

Site No. 74 PRN: 16085 Site Type: ENGINE HOUSE
Site Name: ENGINE HOUSE, TELFORD GRAVING DOCK, HOLYHEAD
NGR: SH25468251

Period: Post-Medieval

Description:

Site Status:

Site No. 75 **PRN:** 16579 **Site Type:** FINDSPOT **Period:** Prehistoric?
Site Name: ANTLER DREDGED FROM HOLYHEAD HARBOUR
NGR: SH25008260A

Description:

Antler dredged from Holyhead Harbour. No further details

Site Status:

Site No. 76 **PRN:** 17116 **Site Type:** LANDSCAPE **Period:** Multi-period
Site Name: HOLYHEAD CHARACTER AREA
NGR: SH24818231

Description:

Site Status:

Site No. 77 **PRN:** 17176 **Site Type:** CHAPEL **Period:** Modern
Site Name: TABERNACLE CONGREGATIONAL CHURCH AND ASSOCIATED BUILDINGS,
NGR: SH24538249

Description:

Early 20th century church with associated buildings now demolished and chapel altered and extended.

Site Status: LB

Site No. 78 **PRN:** 19165 **Site Type:** LIFEBOAT STATION **Period:** Post-Medieval
Site Name: HOLYHEAD MARITIME MUSEUM (FORMER LIFEBOAT STATION), HOLYHEAD
NGR: SH24538332

Description:

The building which houses the Maritime Museum is grade II Listed. Formerly the lifeboat house, dating to the mid 19th century. Believed to be the oldest surviving example in Wales.

Site Status: LB

Site No. 79 **PRN:** 19171 **Site Type:** AIR RAID SHELTER **Period:** Modern
Site Name: AIR RAID SHELTER, HOLYHEAD MARITIME MUSEUM, HOLYHEAD
NGR: SH24528320

Description:

Red brick built WWII Air Raid shelter. Now converted into WWII museum opposite Maritime Museum.

Site Status:

Site No. 80 **PRN:** 11822 **Site Type:** LIGHTHOUSE **Period:** Post-Medieval
Site Name: HOLYHEAD BREAKWATER LIGHTHOUSE
NGR: SH25688475

Description:

Set on ovoid platform at outer end of Holyhead Breakwater. Precise date of lighthouse unknown, though 1871 publication suggests built in 1850. If so, it may have been designed by J.M.Rendel in 1845. However also attributed to J. Hawkshaw, superintendent engineer.

Site Status: LB

Site No. 81 **PRN:** 19677 **Site Type:** RAILWAY **Period:** Post-Medieval

Site Name: QUARRY RAILWAY, SITE OF, HOLYHEAD
NGR: SH24908302

Description:

Breakwater Quarry Railway, established c. 1846

Site Status:

Site No. 82 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING AND LIMEKILN, BREAKWATER QUARRY TRAMWAY, HOLYHEAD
NGR: SH23568364

Description:

Roofed building at edge of former Breakwater Quarry tramway, near Soldiers Point, Holyhead, as marked OS First edition map of 1887. An old limekiln is also marked in this position on the early OS map of 1923.

Site Status:

Site No. 83 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: RAILWAY SHED, SOLDIERS POINT, HOLYHEAD
NGR: SH23538359

Description:

Former railway building as marked on OS 1st edition map of 1887. Linked to tramway. Likely Engine Shed.

Site Status:

Site No. 84 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING, SOLDIERS POINT, HOLYHEAD
NGR: SH23548357

Description:

Roofed building at edge of former Breakwater Quarry tramway, near Soldiers Point, Holyhead, as marked OS First edition map of 1887. Labelled as Admiralty Store Room and Smithery on OS 2nd edition map of 1901.

Site Status:

Site No. 85 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING, SOLDIERS POINT, HOLYHEAD
NGR: SH23618361

Description:

Roofed building at edge of former Breakwater Quarry tramway, near Soldiers Point, Holyhead, as marked OS First edition map of 1887

Site Status:

Site No. 86 **PRN:** 0 **Site Type:** LANDING STAGE **Period:** Post Medieval
Site Name: LANDING STAGE, SOLDIERS POINT, HOLYHEAD
NGR: SH23768362

Description:

Former Landing stage east of Soldiers Point as marked on OS First Edition Map of 1887

Site Status:

Site No. 87 **PRN:** 0 **Site Type:** SETTLEMENT **Period:** Post Medieval

Site Name: PORTH FELIN FARM, HOLYHEAD
NGR: SH23908322

Description:

Porth Felin Farm with associated farm buildings as marked on OS Surveyors drawing 1823. Building now much enlarged and known as the Boat House Hotel. The name Porth Felin House was later adopted by the former Government House further northwards.

Site Status:

Site No. 88 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: PORTH FELIN FARM BUILDING, HOLYHEAD
NGR: SH23898325

Description:

Porth Felin Farm building as marked on OS First edition map of 1887

Site Status:

Site No. 89 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: PORTH FELIN FARM BUILDING, HOLYHEAD
NGR: SH23908324

Description:

Porth Felin Farm building as marked on OS First edition map of 1887

Site Status:

Site No. 90 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: PORTH FELIN FARM BUILDING, HOLYHEAD
NGR: SH23918324

Description:

Porth Felin Farm building as marked on OS First edition map of 1887

Site Status:

Site No. 91 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BEACH YARD, TIMBER YARD, HOLYHEAD
NGR: SH24638320

Description:

Position of former Timber Yard building as marked on OS 1st edition map of 1887.

Site Status:

Site No. 92 **PRN:** 0 **Site Type:** BOAT YARD **Period:** Post Medieval
Site Name: BEACH YARD, TIMBER YARD, HOLYHEAD
NGR: SH24668322

Description:

Former Boat Yard as marked on OS 1st edition map of 1887. Now coastguard station.

Site Status:

Site No. 93 **PRN:** 0 **Site Type:** LIMEKILN **Period:** Post Medieval
Site Name: OLD LIMEKILN AND GUN POWDER MAGAZINE, HOLYHEAD
NGR: SH22908341

Description:

Location of former limekiln as marked on OS map of 1887. Likely part of former Breakwater Quarry and Brickworks. Structure also listed as a former Gun Powder Magazine hut.

Site Status: GII

Site No. 94 PRN: 0 Site Type: LANDING STAGE **Period:** Post Medieval

Site Name: LANDING STAGE, BREAKWATER, HOLYHEAD

NGR: SH23888391

Description:

Position of former landing stage as marked on OS First edition map of 1887

Site Status:

Site No. 95 PRN: 0 Site Type: FOUNTAIN **Period:** Post Medieval

Site Name: SOLDIERS POINT FOUNTAIN II, HOLYHEAD

NGR: SH23663834

Description:

Position of former Soldiers Point fountain. One of two. As marked on OS First edition map of 1887.

Site Status:

Site No. 96 PRN: 0 Site Type: LANDING STAGE **Period:** Post Medieval

Site Name: LANDING STAGE, SOLDIERS POINT, HOLYHEAD

NGR: SH23808346

Description:

Position of former landing stage as marked on OS First Edition map of 1887.

Site Status:

Site No. 97 PRN: 0 Site Type: LANDING STAGE **Period:** Post Medieval

Site Name: LANDING STAGE, SOLDIERS POINT, HOLYHEAD

NGR: SH23858338

Description:

Former Landing stage east of Soldiers Point as marked on OS First Edition Map of 1887

Site Status:

Site No. 98 PRN: 0 Site Type: LANDING STAGE **Period:** Post Medieval

Site Name: LANDING STAGE, TRINITY STORES, HOLYHEAD

NGR: SH24028340

Description:

Position of landing stage associated with the former Trinity Stores, as marked on OS map of 1887.

Site Status:

Site No. 99 PRN: 0 Site Type: COASTGUARD STATION **Period:** Post Medieval

Site Name: COASTGUARD STATION, HOLYHEAD

NGR: SH24788307

Description:

Former Coastguard Station as marked on OS 1st edition map of 1887.

Site Status:

Site No. 100 PRN: 0 Site Type: BUILDING Period: Post Medieval
Site Name: ROCKET APPARATUS HOUSE, HOLYHEAD
NGR: SH24708310

Description:

Rocket apparatus structure as marked on OS 1st edition map of 1887. Still standing and associated with the Coastguard Station.

Site Status:

Site No. 101 PRN: 0 Site Type: SAILORS HOME Period: Post Medieval
Site Name: SAILORS HOME, HOLYHEAD
NGR: SH24618313

Description:

Former Sailors Home as marked on OS 1st edition map of 1887.

Site Status:

Site No. 102 PRN: 0 Site Type: LANDING STAGE Period: Post Medieval
Site Name: LANDING STAGE, TIMBER YARD, HOLYHEAD
NGR: SH24708324

Description:

Position of former landing stage as marked on OS 1st edition map of 1887.

Site Status:

Site No. 103 PRN: 0 Site Type: TRAMWAY Period: 19th Century
Site Name: GREAT BREAKWATER TRAMWAY
NGR: SH23768374

Description:

Position of former tramway running over the Great Breakwater that took stone to and from the Breakwater quarry as well as unloading and loading cargo onto transport ships in the 19th and early 20th centuries.

Site Status:

Site No. 104 PRN: 0 Site Type: HOUSE Period: Post Medieval
Site Name: SCREEN WALL TO SOLDIER'S POINT HOUSE, SOLDIER'S POINT
NGR: SH23653863

Description:

Positioned N and NW of Soldier's Point House. Elaborate castellated screen wall, circa 1849, house built for own use by Mr Rigby, contractor of Holyhead breakwater. Dark local rubble with quartz banding and dressings to arrow loops; rustic, garden architecture.

Site Status: GII

Site No. 105 PRN: 0 Site Type: BATTERY Period: WWII
Site Name: BREAKWATER BATTERY
NGR: SH23618367

Description:

Position of former 19th century battery, marked as disused on OS 1st edition map of 1887. Reused in WWII as pillbox, accompanies surviving pillbox inset into Soldiers Point House curtain wall.

Site Status:

Site No. 106 PRN: 0 Site Type: BUILDING
Site Name: BREAKWATER TRAMWAY BUILDING
NGR: SH23538363

Period: Post Medieval

Description:

Position of former small building as marked on OS 1st edition map of 1887. Building measured approx. 6m x 4m with an entrance porch on S end.

Site Status:

Site No. 107 PRN: 0 Site Type: BUILDING
Site Name: SOLDIER'S POINT BUILDING, HOLYHEAD
NGR: SH23608355

Period: Post Medieval

Description:

Position of former building as marked on OS 1st edition map of 1887 now absent presumed demolished. Likely formed part of Soldier's Point House and may have been Breakwater construction related.

Site Status:

Site No. 108 PRN: 0 Site Type: FOUNTAIN
Site Name: SOLDIER'S POINT FOUNTAIN, HOLYHEAD
NGR: SH23668352

Period: Post Medieval

Description:

Position of former ornamental fountain in gardens of Soldier's Point House and Gardens. As marked on OS 1st edition map of 1887. Now absent.

Site Status:

Site No. 109 PRN: 0 Site Type: HOUSE
Site Name: SOLDIER'S POINT GARDEN, HOLYHEAD
NGR: SH23668344

Period: Post Medieval

Description:

Area of former Soldier's Point House gardens with orchard as marked on OS 1st edition map of 1887. Positioned on South-western side from house across the road.

Site Status:

Site No. 110 PRN: 0 Site Type: BUILDING
Site Name: GOVERNMENT HOUSE BUILDING, HOLYHEAD
NGR: SH23738334

Period: Post Medieval

Description:

Position of former roofed structure associated with the former Government House, later known as Porth Felin House. As marked on OS 1st edition map of 1887. Now absent.

Site Status:

Site No. 111 PRN: 0 Site Type: RESTAURANT
Site Name: ZODIAC RESTAURANT, BEACH ROAD (N SIDE)
NGR: SH24538322

Period: Post Medieval

Description:

On rocks below Beach Road NE of junction with Walthew Avenue. Attached to lifeboat station, circa 1850s, now converted to restaurant.

Site Status: GII

Site No. 112 PRN: 0 Site Type: SLIPWAY
Site Name: SLIPWAY, HOLYHEAD
NGR: SH24508327

Period: Post Medieval

Description:

Position of slipway, unchanged since 1887 as marked on OS 1st edition map.

Site Status:

Site No. 113 PRN: 0 Site Type: BUILDING
Site Name: BEACH YARD, TIMBER YARD, HOLYHEAD
NGR: SH24628319

Period: Post Medieval

Description:

Position of former Timber Yard building as marked on OS 1st edition map of 1887.

Site Status:

Site No. 114 PRN: 0 Site Type: SLIPWAY
Site Name: LIFEBOAT STATION SLIPWAY, HOLYHEAD
NGR: SH24548324

Period: Post Medieval

Description:

Position of former slipway as marked on OS 1st edition map of 1887.

Site Status:

Site No. 115 PRN: 0 Site Type: BUILDING
Site Name: SOLDIER'S POINT HOUSE, BUILDING
NGR: SH23638358

Period: Post Medieval

Description:

Length of outbuildings associated with Soldier's Point House. As marked on OS 1st edition map of 1887.

Site Status:

Site No. 116 PRN: 0 Site Type: WATER WELL
Site Name: WATER WELL, SOLDIER'S POINT, HOLYHEAD
NGR: SH23648343

Period: Post Medieval

Description:

Position of former water well as marked on OS 2nd edition map of 1901.

Site Status:

Site No. 117 PRN: 0 Site Type: DEPOT
Site Name: TRINITY STORES, HOLYHEAD
NGR: SH24128335

Period: Post Medieval

Description:

Below Beach Road near sailing club; in walled enclosure. Depot built by Trinity House circa 1870 for maintenance of coastal lights. Consists of three listed buildings, main office, and two workshops.

Site Status: GII

Site No. 118 PRN: 0 Site Type: TANK

Period: Post Medieval

Site Name: TANK, LIFEBOAT STATION, HOLYHEAD
NGR: SH24488323

Description:

Position of former 'tank', presumably oil or water tank as marked on OS 1st edition map of 1887. Now absent.

Site Status:

Site No. 119 PRN: 0 Site Type: BUILDING **Period:** Post Medieval
Site Name: BUILDING, TRINITY MARINE, HOLYHEAD
NGR: SH24078328

Description:

Location of former roofed structure as marked on map of Great Breakwater in 1858. Site now occupied by a traditional style shelter, a building structure regarded as important and a landmark building in the area.

Site Status:

Site No. 120 PRN: 0 Site Type: BUILDING **Period:** Post Medieval
Site Name: TRINITY YARD SMALL WORKSHOP, BEACH ROAD (N SIDE)
NGR: SH24118334

Description:

Below Beach road near sailing club; in walled enclosure. Aligned SW-NE, to rear of large workshop, at right angles. Part of depot built by Trinity House circa 1870 for maintenance of coastal lights. Building shown on map of 1858.

Site Status: GII

Site No. 121 PRN: 0 Site Type: BUILDING **Period:** Post Medieval
Site Name: TRINITY YARD LARGE WORKSHOP, BEACH ROAD (N SIDE)
NGR: SH24108336

Description:

Below Beach Road near sailing club; in walled enclosure. Part of depot built by Trinity House circa 1870 for maintenance of coastal lights.

Site Status: GII

Site No. 122 PRN: 0 Site Type: BUILDING **Period:** Post Medieval
Site Name: TRINITY HOUSE OFFICE, BEACH ROAD (N SIDE)
NGR: SH24128336

Description:

Below Beach Road near sailing club; in walled enclosure. Part of depot built by Trinity House circa 1870 for maintenance of coastal lights. Rendered walls, pyramidal slate roof, 2 large chimneys. 2 storey, 3 windows to front and rear 2 windows to sides.

Site Status:

Site No. 123 PRN: 0 Site Type: BUILDING **Period:** Post Medieval
Site Name: BUILDING, HOLYHEAD WATERFRONT, HOLYHEAD
NGR: SH24158322

Description:

Roofed structure as marked on map of Great Breakwater of 1858. Now absent.

Site Status:

Site No. 124 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING, HOLYHEAD WATERFRONT, HOLYHEAD
NGR: SH24198321

Description:

Roofed building as marked on map of Great Breakwater in 1858. Either now absent or else incorporated into buildingslightly south.

Site Status:

Site No. 125 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING, HOLYHEAD WATERFRONT, HOLYHEAD
NGR: SH24568310

Description:

Small roofed building along line of boundary wall and south of lifeboat station as shown on map of Great Breakwater dated 1858. Now absent.

Site Status:

Site No. 126 **PRN:** 0 **Site Type:** BUILDING **Period:** Post Medieval
Site Name: BUILDING, HOLYHEAD WATERFRONT, HOLYHEAD
NGR: SH24568313

Description:

Large roofed building between boundary wall and old lifeboat station as shown on map of Geat Breakwater dated 1858. Now absent.

Site Status:

Site No. 127 **PRN:** 0 **Site Type:** WALL **Period:** Post Medieval
Site Name: BOUNDARY WALL, HOLYHEAD WATERFRONT, HOLYHEAD
NGR: SH24128323

Description:

Old Admiralty boundary wall. Line of old waterfront boundary wall. Runs east to west across waterfront following route of breakwater quarry railway.

Site Status:

Site No. 128 **PRN:** 0 **Site Type:** BREAKWATER **Period:** Post Medieval
Site Name: HOLYHEAD BREAKWATER, SOLDIER'S POINT
NGR: SH24528419

Description:

Z-plan breakwater (2.4km long). stretches into Holyhead bay from Soldier_s Point, NW of town centre. Work began 1848, completed 1873 at cost of £1,285,000. Local quartz rubble from Holyhead mountain (over 7,000,000 tonnes) brought down by purpose-built wagons.

Site Status: GII

Site No. 129 **PRN:** 0 **Site Type:** WATERING HOLE. **Period:** Medieval?
Site Name: SAILORS POOL
NGR: SN23818331

Description:

Naturally sheltered dressed stone watering point at Porth y Felin Creek, known as Pwll Llongwrs (Sailors Pool). Dates pre 1678. Linked to the nearby Melin y Twr. Used for replenishing saling

vessels drinking water and later for watering the works horses.

Site Status:

Site No. 130 PRN: 0 Site Type: PILLBOX Period: WWII
Site Name: PILL BOX, MORAWELON, HOLYHEAD
NGR: SN25068216

Description:

WWII Pillbox. Round brick shuttered, faced with local stone. Contains brackets for rifle shelf. Has embrasures just above ground. One of a group around Holyhead known as 'Welsh Mini castles.

Site Status:

Site No. 131 PRN: 0 Site Type: PILLBOX Period: Late 20th century/WWII
Site Name: WWII PILLBOX, HOLYHEAD
NGR: SH23878388

Description:

Position of former WWI Pillbox still surviving in place at foot of Great Breakwater. Structure also marked in this location on OS 1st edition map of 1887/89.

Site Status:

Site No. 132 PRN: 0 Site Type: PILLBOX Period: WWII
Site Name: Pillbox, Soldiers Point Screen wall
NGR: SH23698365

Description:

Pillbox within base of tower of Soldiers Point Screen wall. Firing loops visible in the bricked up windows of the rectangular stone built tower.

Site Status: LBII

Site No. 133 PRN: 0 Site Type: BUILDING Period: Post Medieval
Site Name: Building near Soldiers Point House
NGR: SH23758325

Description:

Small roofed structure as marked on Engineers map of 1858 associated with the Great Breakwater construction. Function unknown, but may have railway association as it is marked along side a network of rails.

Site Status:

Site No. 134 PRN: 0 Site Type: BUILDING Period: Post Medieval
Site Name: Position of building as marked on engineers map of 1858.
NGR: SH23678347

Description:

Position of building as marked on engineers map of 1858.

Site Status:

Site No. 135 PRN: 0 Site Type: BUILDING Period: Post Medieval
Site Name: Building near Soldiers Point House
NGR: SH23678348

Description:

Position of building as marked on engineers map of 1858.

Site Status:

Site No. 136 **PRN:** 0 **Site Type:** WALL
Site Name: Boundary Wall
NGR: SH24368316

Period: Post Medieval

Description:

Line of boundary wall running SE-NW parallel to coast and former railway line that linked the breakwater quarry and breakwater to Holyhead area.

Site Status:

Site No. 137 **PRN:** 0 **Site Type:** GARDENS
Site Name: SOLDIER'S POINT, FORMAL GARDENS
NGR: SH23668353

Period: Post Medieval

Description:

Area of Soldier's Point former formal gardens. Consisted of planted beds, ornate fountains and paths.

Site Status:

Site No. 138 **PRN:** 0 **Site Type:** BUILDING
Site Name: Building, Soldiers Point House
NGR: SH23698356

Period: Post Medieval

Description:

Position of former roofed structure in grounds of Soldiers Point House. Marked on OS 1st edition map of 1887/89.

Site Status:

Site No. 139 **PRN:** 0 **Site Type:** Structure
Site Name: Structure, Soldiers Point House gardens
NGR: SH23728342

Period: Post Medieval

Description:

Position of former water well at southern end of Soldiers Point House gardens. Feature still present on site. Delineated by a low stone wall, approx. 0.20m high. Marked on OS 1st and 2nd edition map of 1887/89 and 1901

Site Status:

Site No. 142 **PRN:** 0 **Site Type:** SHELTER
Site Name: NEWRY BEACH SHELTER III
NGR: SH24218329

Period: Post Medieval

Description:

Location of traditional style shelter, a building structure regarded as important and a landmark building in the area.

Site Status:

Site No. 144 **PRN:** 0 **Site Type:** SHELTER
Site Name: NEWRY BEACH SHELTER I
NGR: SH24358324

Period: Post Medieval

Description:

Location of traditional style shelter, a building structure regarded as important and a landmark

building in the area.

Site Status:

Site No. 145 PRN: 0 Site Type: SHELTER

Period: Post Medieval

Site Name: NEWRY BEACH SHELTER II

NGR: SH24488320

Description:

Location of traditional style shelter, a building structure regarded as important and a landmark building in the area.

Site Status:

Site No. 146 PRN: 0 Site Type: FORMAL GARDENS

Period: Post Medieval

Site Name: FORMAL GARDENS ALONG PROMENADE

NGR: SH24298328

Description:

Position of Victorian formal gardens in area of green space along Newry Beach promenade. Features visible as earthworks and grassed over banks and enclosures.

Site Status:

Appendix D

Side Scan Sonar Survey Results

CAMBRIAN ARCHAEOLOGICAL PROJECTS

SHORELINE SURVEYS LIMITED

HYDROGRAPHIC — GEOPHYSICAL — TOPOGRAPHIC

PO Box 4179, Wareham, Dorset BH20 5PR

Tel: 01929 405783 - Fax: 01929 405502

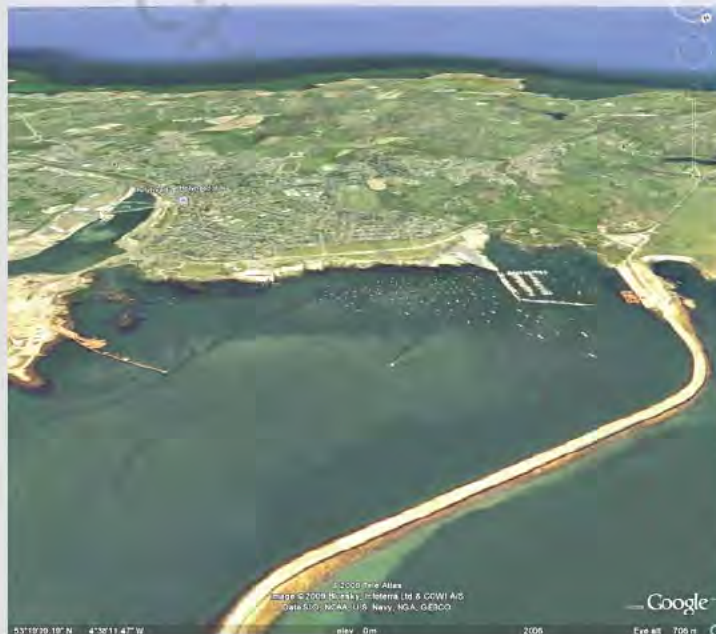
echo@shorelinesurveys.com

www.shorelinesurveys.com

SURVEY REPORT

HOLYHEAD HARBOUR INVESTIGATIONS

SIDE SCAN SONAR SURVEY



PREPARED FOR:

AXIS

MARCH 2010

Reference: J500_SSS_REPORT

Compiled by: E M J Foote BSc
Version 1.0

INDEX

			Page No
1. INTRODUCTION	-	-	3
2. SCOPE OF WORK	-	-	3
2. 1. General	-	-	3
2. 2. Navigation system	-	-	3
2. 3. Side Scan Sonar Survey	-	-	3
2. 4. Deliverables	-	-	4
3 METHOD	-	-	4
3. 1. Positioning	-	-	4
3. 2. Side Scan Sonar	-	-	4
4. EQUIPMENT SPECIFICATIONS	-	-	5
4. 1. Navigation System	-	-	5
4. 2. Side Scan Sonar	-	-	5
4. 3. Survey Vessel	-	-	5
5. GEODESY	-	-	6
5. 1. Datum Parameters	-	-	6
5. 2. Projection Parameters	-	-	6
6. EQUIPMENT PERFORMANCE	-	-	6
6. 1. Navigation system	-	-	6
6. 2. Side Scan Sonar	-	-	6
7. PROCESSING & PRESENTATION	-	-	6
7. 1. Navigation	-	-	6
7. 2. Side Scan Sonar	-	-	6
8. SIDE SCAN SONAR	-	-	7
8. 1. General	-	-	7
8. 2. Comment	-	-	7
9. QUALITY CONTROL	-	-	8
10. DATA ACCURACY	-	-	8
APPENDIX – UKHO Wreck Data	-	-	9

1. **INTRODUCTION**

Axis (in conjunction with Black & Veatch Limited acting as consultants for the survey) contracted Shoreline Surveys Limited to execute bathymetric and sub-bottom profiling surveys within Holyhead Harbour, Anglesey. Although not contracted to do so Shoreline Surveys Limited executed a side scan sonar survey within the defined survey area. Shoreline did this for two reasons. Firstly to assist the geophysicist in his interpretation of sea seabed conditions and secondly to speculatively collect the data in the event that it would subsequently be required.

The survey took place on Wednesday 13th January in sea conditions ideal for the survey.

This report describes the survey methods employed and presents the results obtained.

2. **SCOPE OF WORK**

2. 1. **General**

Side scan sonar area coverage is illustrated within the drawing J500_01.

2. 2. **Navigation System**

- Minimum absolute horizontal accuracy of hydrographic positioning equipment: +/-0.5 metre.
- Minimum relative horizontal accuracy of hydrographic positioning equipment: +/- 0.05 metre.

2. 3. **Side Scan Sonar Survey**

- A towed side scan sonar system was used to execute the survey.
- Survey lines were ran at 40 and 60 metre intervals (50 and 75 metre range respectively).
- The side scan sonar frequency was 325 kHz.

2. 4. Deliverables

- This additional survey report.
- Three paper copies of one survey drawing.
- A digital copy of one AutoCad drawing.
- A digital copy of one AutoCad drawing in PDF format.
- Target list (contained within this report).
- All digital data has been emailed to the client.

3. METHOD

3. 1. Positioning

A Trimble RTK Global Positioning System (RTK DGPS) enabling sub-decimetre accuracy in the horizontal and vertical planes was used for positioning all surveys. Differential corrections were received via the Leica SmartNet real-time RTK service.

Positional data was collected at five time per second. Positional data was electronically interfaced (RS232 via serial connections) into all other survey systems ensuring the achievement of an identical time base.

3. 2. Side Scan Sonar

The layback distance to the towfish was accounted for within the data collection survey program.

Further details of equipment specifications are given in Section 4.

4. EQUIPMENT SPECIFICATIONS

4.1. Navigation System

Manufacturer:	Trimble
Product name:	SPS751 MAX (base and rover)
Differential corrections:	Leica SmartNet
Absolute horizontal accuracy:	+/- 0.05 metre
Relative horizontal accuracy:	+/- 0.05 metres
Relative vertical accuracy:	+/- 0.05 metres
Channels:	12

4.2. Side Scan Sonar

Manufacturer:	CEEMAX
Product name:	Deep tow system
Frequency:	325 kHz
Record type:	Digital
Relative accuracy:	2% range

4.3. Survey Vessel *Shoreline*



Survey vessel *Shoreline* is towed to and launched from location

The survey was executed onboard survey vessel *Shoreline*, a 6.5m purpose built stable, manoeuvrable and shallow draft survey vessel, ideal for all coastal and harbour operations.

Make:	Leeward 18
Size:	6.5m x 2.2m
Draft:	30cm
Speed:	30 knots
Engines	Main: 100 HP Mariner outboard
	Auxiliary: 5 HP Mariner outboard

Class 3 MECAL certified (20 miles day and night)

Fully insured as survey vessel with full crew and third party cover

5. **GEODESY**

5.1. **Datum Parameters**

Projection:	Transverse Mercator, OSTN02
Central Meridian (W) (Lng):	2°
Grid Origin: (N) (Lat):	49°
False Northing:	-100000.000 m
False Easting:	400000.000 m
Scale Factor:	0.999601272

5.2. **Projection Parameters (OSTN02)**

Raw data was collected in WGS 84 (no projection) and converted to OSTN02 within the navigation software using point to point modelling parameters.

6. **EQUIPMENT PERFORMANCE**

6.1. **Navigation System**

The system performed without fault. A position check proved that the system was providing positional accuracy within the specified tolerance.

6.2. **Side Scan Sonar**

The system performed without fault. Contact positioning closure was observed to be within the expected tolerance.

7. **PROCESSING & PRESENTATION**

Industry standard DXF and ASCII text data formats have been used to present and archive the survey results. Data was processed and presented in house.

7.1. **Navigation**

All survey data was processed off-line. No smoothing algorithm was applied. Positional data was recorded and post processed using Hypack Software.

7.2. **Side Scan Sonar**

All survey data was processed off-line using Hypack Software. Interpretation was made from the digital records. Further details can be found within Section 8 (Side Scan Sonar Survey). Results are presented on sheet J500_04.

8. SIDE SCAN SONAR SURVEY

8.1. General

The purpose of the survey was to identify any significant archaeological features within the survey area. A towed side scan sonar system was used to achieve this.

The client, together with Cambrian Archaeological Projects Ltd, supplied detailed wreck information (via the UKHO) for a specified area within Holyhead Harbour.

The locations of each wreck (with listed coordinates) were superimposed onto the side scan sonar data. The entire side scan sonar data was searched for significant man-made features that could possibly be of archaeological interest. In those areas where UKHO wreck information existed additional closer inspection was made in an attempt to validate the listed feature.

Results have been presented on sheet J500_04.

8.2. Comment

The data quality was good with sea conditions being ideal. Complete coverage within the area defined was achieved.

Two UKHO listed wrecks were plotted within the defined survey area (7476 & 50615). No evidence of wreckage or associated debris was interpreted as being present in either location. No contacts were interpreted within the side scan sonar records that were deemed to be of archaeological significance.

9. QUALITY CONTROL

Shoreline Surveys Limited strives to collect as good quality data as possible. The performance characteristics and operating constraints of the equipment are fully understood and on that basis survey work is undertaken only when the conditions permit. It is our objective to become fully accredited with the ISO 9002 Quality Standard and the groundwork for such accreditation has been implemented from the onset of our operations.

10. DATA ACCURACY

Although the survey data is of good quality the only way by which seabed/ sub-seabed type/ levels can be accurately identified is through the implementation of an extensive sampling/ boring program. All seabed/ sub-seabed interpretation is based on acoustic reflectivity and should be treated accordingly.

Although extreme care has been taken during the planning, acquisition, processing and charting of the project, it is important to recognise the limitations of data acquisition with a single beam echo sounder and the employed geophysical survey instruments. Unless extremely tight line spacing is adopted, it is possible that the location and extents of troughs or peaks within the survey area could remain undetected. Shoreline Surveys Limited cannot be held responsible for any loss, consequential or otherwise, as a result of the use of this data.

This project has been undertaken on the understanding that the client accepts the above.

Appendix – UKHO Wreck Data

Latitude = 53 19'.300 N Longitude = 004 38'.683 W [OGB] Square Number = 92
 State = DEAD
 223944E, 383787N

Wreck Number	7476	Classification	= Unclassified
Symbol	STP	Largest Scale Chart	= 2011
Charting Comments	LENGTH 36MTRS		
Old Number	009203710		
Category	Wreck showing any portion of hull/superstructure		
WGS84 Position	Latitude = 53 19'.315 N	Longitude = 004 38'.752 W	
WGS84 Origin	3-D Cartesian Shift (BW)		
Horizontal Datum	OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)		
Position Method			
Position Quality	Precisely known		
Position Accuracy			
Area at Largest Scale	YES		
Depth			
Drying Height			
Height			
General Depth	-1 metres		
Vertical Datum	Lowest astronomical tide		
Depth Method			
Depth Quality	Depth unknown		
Depth Accuracy			
Conspic Visual	NO	Conspic Radar	NO
Historic	NO	Military	NO
Non Sub Contact	NO	Existence Doubtful	NO
Last Amended	18/01/2002		
Position Last Amended			
Position Last	Latitude =	Longitude =	
Name			
Type	CONCRETE TANK BARGE		
Flag			
Dimensions	Length =	Beam =	Draught =
Tonnage			
Cargo			
Date Sunk			
Sonar Dimensions	Length = 36.0 metres	Width =	Shadow Height =
Orientation	030/210		
Magnetic Anomaly			
Debris Field			
Scour	Depth =	Length =	Orientation =
Markers			
General Comments			
Circumstances of Loss			
Surveying Details			
**HH212/420/01 29.8.95 DAMAGED CONCRETE TANK BARGE WHICH COVERS AT HIGH WATER LIES 70MTRS FROM NE END OF SOLDIERS POINT WHARF IN 531918N, 043841W. (AUTHORITY NOT STATED). CHART AS STP, 36MTRS LONG, LYING 030/210 DEGS. BR STD.			
POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE			
**HH212/420/08 18.1.02 DELETED. (HOLYHEAD LOCAL NM 2/02). BR STD.			

NPRN 506415

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3197

CHECK_LONG -4.64531

Site Description

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

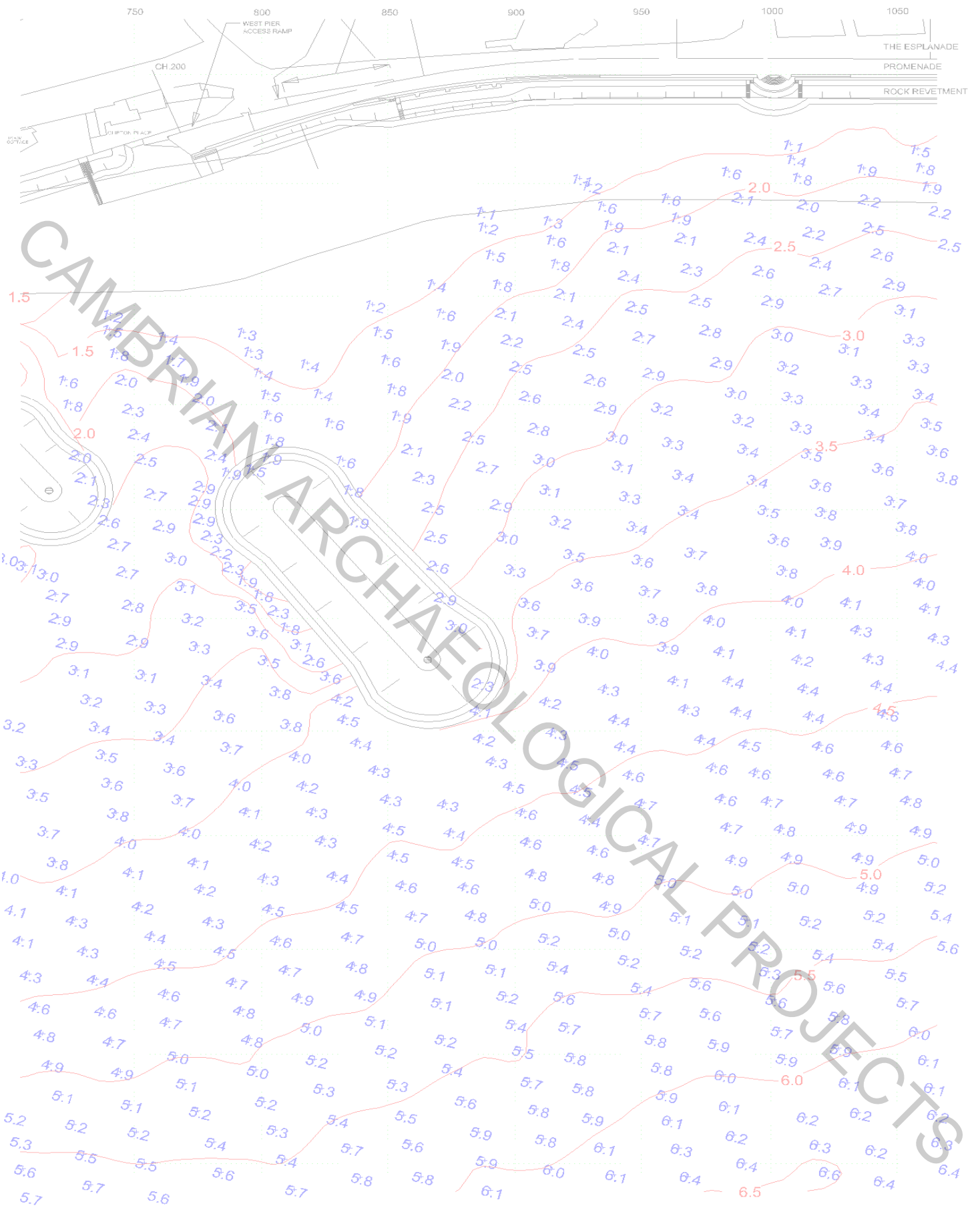
Event and Historical Information:

A wreck was reported at this location by local sports divers in 1976.

Sources include:

UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.



 **SHORELINE SURVEYS LIMITED**

N 384000

E 224000

E 224500

N 384000

SHORELINE SURVEYS LTD

Hydrographic — Geophysical — Topographic

Ordnance Survey, Hydrographic Department, DTG 7411
Telephone: 44 1305 844821 or 44 7590 03817
email@shorelinesurveys.com — www.shorelinesurveys.com

TITLE:

Side Scan Sonar Survey Within Holyhead Harbour

CLIENT:

AMIS

NOTES/REVISIONS:

Notations are only included if needed
Survey data is to be used as a guide
and should be treated as such
DO NOT SCALE

PROJECT:

Harbour Development Surveys

Project No:

4500

Scale:

1:1500

Date:

13/01/10

Surveyed by:

EFN

Drawn by:

EFN

Checked by:

EFN

NOTES

Completed in 05/10/02
Contours are shown levels below Chart Datum (CD)
Tide data recorded by RYA DGPS
Line sounding 20 metres
Positioning system RTCPDS
Corrections received via Jaco SmartNET System
CD/ODM value adopted: -3.05 metres

BIDE BOAR SONAR SURVEY

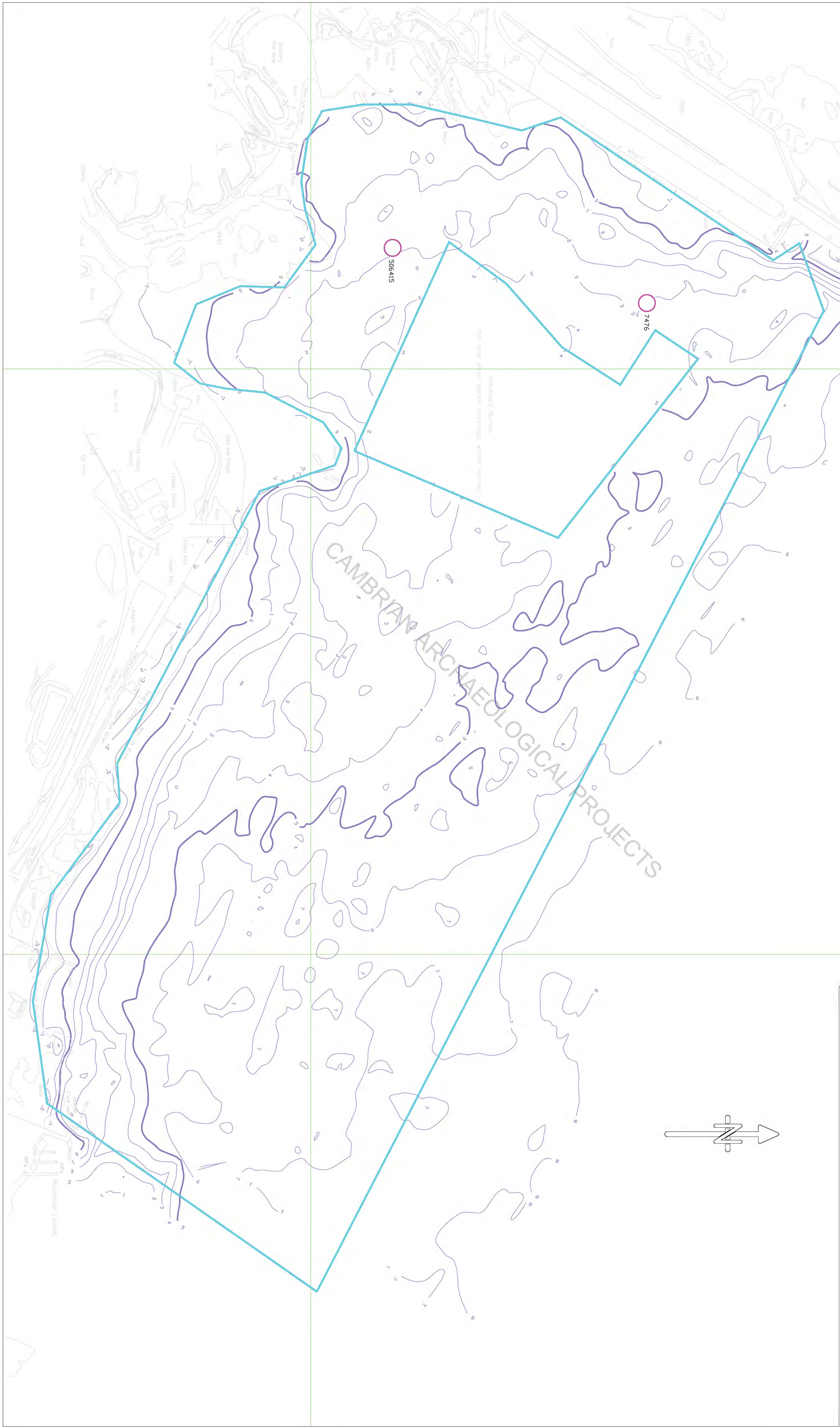
Sub surface obstructions not detected
Side scan sonar survey line sounding: Vertical
Side scan sonar depth: 450 metres
Side scan sonar range: 20 & 17 metres (100% coverage)
CD/ODM value adopted: -3.05 metres
For report see 4500_SSS_Report_Detailed

N 383500

N 383500

E 224000

E 224500



SHORELINE SURVEYS LIMITED - SIDE SCAN SONAR EXTRACT

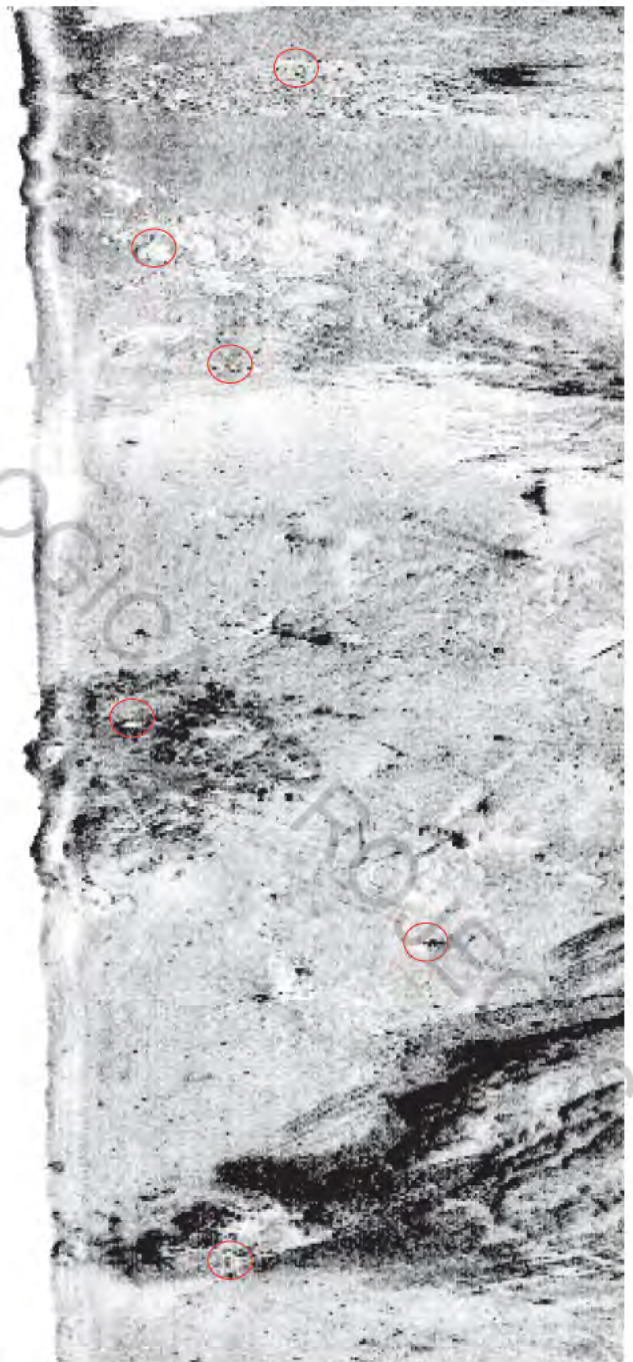
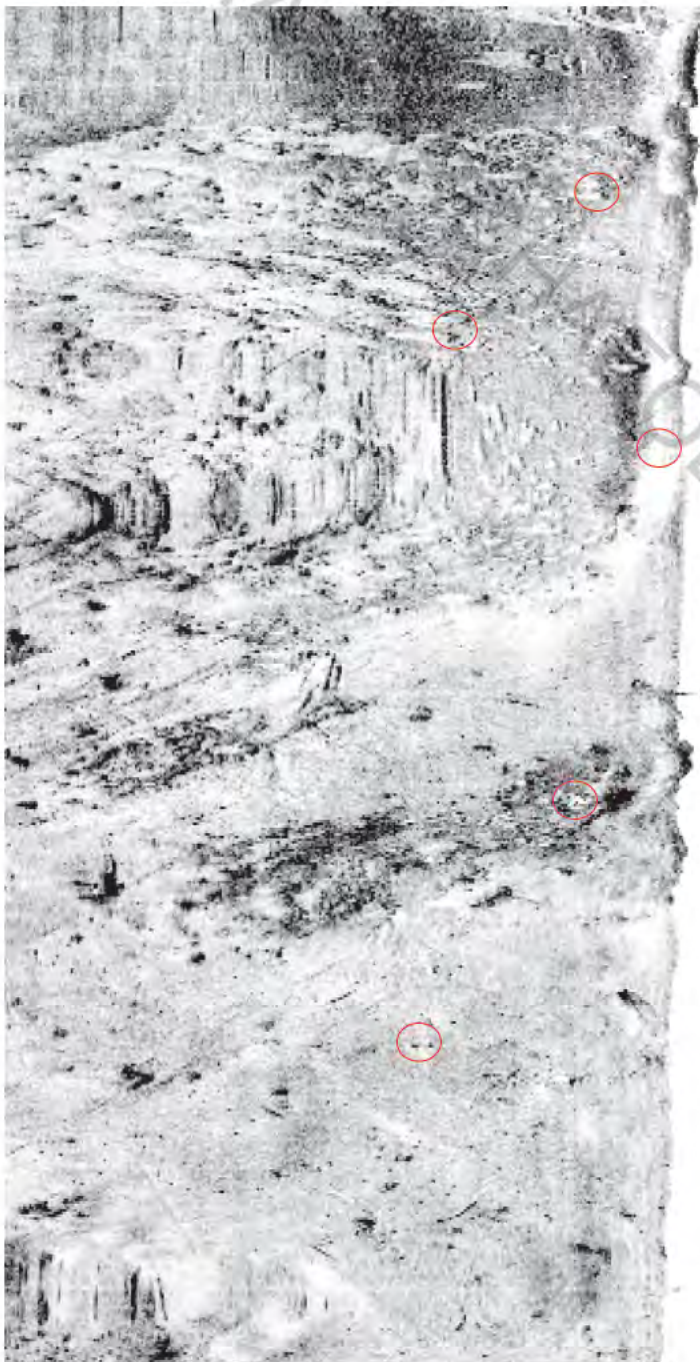
Operator: Emile Foote
Client: AXIS
Location: Holyhead Harbour

Date: 15.07.10

Job #: J500

Name: Extract 01
Record details: 325 kHz, 25m range, 3.0m tow-fish altitude, 1.5 km/h
Date: 13.01.10

Notes: It is possible to see that the seabed is littered with small fragments of rock/ natural features. Ten of these have been highlighted below (within red circles). There are many more (over one hundred) present even within this 30 second data extract (50 metres of data collection).



Appendix E

UKHO and RCAHMW Maritime Data

CAMBRIAN ARCHAEOLOGICAL PROJECTS

APPENDIX E

UKHO & RCAHMW Marine data

UKHO Data

Latitude = 53 20'.032 N **Longitude** = 004 37'.652 W [EUT] **Square Number** = 92
State = LIVE

Wreck Number 7261 **Classification** = Unclassified
Symbol WK USC 14.0 **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201300
Category Dangerous wreck

WGS84 Position **Latitude** = 53 20'.032 N **Longitude** = 004 37'.652 W
WGS84 Origin Block Shift
Horizontal Datum EUT ETRS 1989

Position Method DECCA navigator
Position Quality Precisely known
Position Accuracy
Area at Largest Scale No

Depth 14.0 metres
Drying Height
Height
General Depth 16 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method Found by diver
Depth Quality Least depth unknown, safe clearance at value shown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended 06/08/2005
Position Last **Latitude** = 53 20'.017 N **Longitude** = 004 37'.583 W

Name ORIA
Type SS
Flag SPANISH
Dimensions **Length** = **Beam** = **Draught** =
Tonnage 629 Gross
Cargo GENERAL
Date Sunk 08/01/1905

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments HULL INTACT, BOILER IS THE HIGHEST PART

Circumstances of Loss

**BUILT 1862 OF IRON. ONE BOILER, TRIPLE EXPANSION ENGINE, SINGLE SHAFT. PASSAGE LIVERPOOL FOR BILBAO. IN COLLISION WITH BRITISH SS STELLA MARIS 2M W OF THE SKERRIES. ORIA WAS BADLY HOLED & TRIED TO REACH HOLYHEAD BUT FOUNDERED ABOUT 500YDS FROM THE BREAKWATER. CREW RESCUED. (SIBI, WRECK & RESCUE ON THE COAST OF WALES VOL.1, & SHIPWRECKS OF N WALES).

Surveying Details

**H1280/77/24 11.10.77 LOCATED IN 532000N, 043740.9W, WITH 55FT OVER THE BOILER, AT LW, IN GEN DEPTH 65FT. INTACT FROM STEM TO STERN EXCEPT ALL SUPERSTRUCTURE HAS BEEN REMOVED. (M. SMITH, DTD 13.1.77). NCA.

**H1310/81/35 11.12.81 FAIRLY INTACT, BUT WITH SUPERSTRUCTURE BLASTED OFF. ALMOST THREEQUARTERS SUNK INTO SEABED. STANDING APPROX 10FT HIGH IN GEN DEPTH 65FT AT LW. (N ISHERWOOD). INS AS WK PA 16.5MTRS IN 532000N, 043704W. BR STD.

**HH100/351/01 5.5.89 WELL BROKEN UP. BOILER IS HIGHEST PART. (K. HURLEY, DTD 10.4.89).

**HH100/351/01 8.9.89 WK BELIEVED TO BE 'ORIA'. STANDS 5-6MTRS HIGH. (R S BUFTON, DTD 21.8.89). AMEND TO WK USC 14MTRS. - NM BLOCK 3454/89.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**25.8.05 EUT POSN: 5320.032N, 0437.652W. NE 2011.

Latitude = 53 19'.750 N **Longitude** = 004 37'.200 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7253 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201221
Category Undefined

WGS84 Position **Latitude** = 53 19'.765 N **Longitude** = 004 37'.269 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005
Position Last Amended 05/05/1989
Position Last **Latitude** = 53 19'.667 N **Longitude** = 004 37'.500 W

Name KIRKMICHAEL
Type STEEL SV
Flag BRITISH
Dimensions **Length** = 61.6 metres **Beam** = 10.1 metres **Draught** = 6.1 metres
Tonnage 933 Gross
Cargo GENERAL
Date Sunk 22/12/1894

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments WRECKAGE LIES FLAT ON SEABED

Circumstances of Loss

**STEEL BARQUE, BUILT 1882 BY W DOXFORD & SONS, SUNDERLAND. OWNED AT TIME OF LOSS BY A J STEEL & SON, LIVERPOOL. ON PASSAGE LIVERPOOL TO MELBOURNE, AUS. DRIVEN AGAINST OUTER WALL OF HOLYHEAD BREAKWATER WHEN SEEKING SHELTER IN A GALE. 7 OF 18 CREW LOST. (SIBI & SHIPWRECKS OF N WALES [PHOTO])

Surveying Details

**H1282/76/50 1.9.76 WKGE, TIMBER, REPD IN 531940N, 043730W. (A. NEWTON). NCA.

**HH100/351/01 5.5.89 SV 'KIRKMICHAEL' IS ONE OF TWO WKS LYING IN 531945N, 043712W [OGB], APPROX 300MTRS FROM B'WATER LTHO, ON SEAWARD SIDE. WKGE OF BOTH LIE FLAT ON SEABED AND IT IS IMPOSSIBLE TO DISTINGUISH ONE FROM THE OTHER. [SEE WK NO. 7453]. (K. HURLEY, DTD 10.4.89). NCA, POSN FOR FILING ONLY.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.750 N **Longitude** = 004 37'.200 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7453 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009203448
Category Undefined

WGS84 Position **Latitude** = 53 19'.765 N **Longitude** = 004 37'.269 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name OSSEO
Type IRON BARQUE
Flag BRITISH
Dimensions **Length** = 74.7 metres **Beam** = 11.3 metres **Draught** = 6.7 metres
Tonnage 1463 Gross
Cargo NITRATES
Date Sunk 30/12/1894

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments LIES FLAT ON THE SEABED

Circumstances of Loss

**VESSEL, BUILT 1889 BY C. J. BIGGER, LONDONDERRY. OWNED AT TIME OF LOSS BY B. H. MC'CORKELL, LONDONDERRY. PASSAGE TALTAL, CHILE FOR ARDROSSAN STRANDED & LOST AGAINST HOLYHEAD BREAKWATER IN FORCE 9 WINDS. ALL 26 CREW LOST. (K. HURLEY, DODS & SIBI).

Surveying Details

**HH100/351/01 5.5.89 ONE OF TWO WKS LOCATED IN APPROX 531945N, 043712W [OGB], 300MTRS FROM B'WATER LTHO ON SEAWARD SIDE. THEY LIE FLAT ON THE SEABED AND IT IS IMPOSSIBLE TO DISTINGUISH ONE FROM THE OTHER. [SEE WK NO.7253]. (K. HURLEY, DTD 10.4.89). NCA, POSN FOR FILING ONLY.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.533 N **Longitude** = 004 38'.600 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7250 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201178
Category Undefined

WGS84 Position **Latitude** = 53 19'.548 N **Longitude** = 004 38'.669 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531932N, 043836W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.167 N **Longitude** = 004 38'.650 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7240 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201075
Category Undefined

WGS84 Position **Latitude** = 53 19'.182 N **Longitude** = 004 38'.719 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 2 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531910N, 043839W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.117 N **Longitude** = 004 38'.400 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7238 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201051
Category Undefined

WGS84 Position **Latitude** = 53 19'.132 N **Longitude** = 004 38'.469 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531907N, 043824W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.067 N **Longitude** = 004 38'.167 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7236 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201026
Category Undefined

WGS84 Position **Latitude** = 53 19'.082 N **Longitude** = 004 38'.235 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 4 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 1.9.76 WK REPD IN 531904N, 043810W [OGB]. (A. NEWTON, SUB AQUA CLUB, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.067 N **Longitude** = 004 37'.517 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7235 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201014
Category Undefined

WGS84 Position **Latitude** = 53 19'.082 N **Longitude** = 004 37'.585 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 4 metres
Vertical Datum Approximate lowest astronomical tide

Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details
H1282/76/50 24.8.76 WK REPD IN 531904N, 043731W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.000 N **Longitude** = 004 37'.750 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7230 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009200952
Category Undefined

WGS84 Position **Latitude** = 53 19'.015 N **Longitude** = 004 37'.819 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO
Historic NO
Non Sub Contact NO

Conspic Radar NO
Military NO **Existence Doubtful** NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531900N, 043745W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.833 N **Longitude** = 004 37'.083 W [OGB] **Square Number** = 92
State = LIFT

Wreck Number 7256 **Classification** = Unclassified
Symbol DW **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201257
Category Dangerous wreck

WGS84 Position **Latitude** = 53 19'.848 N **Longitude** = 004 37'.152 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 0 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name BIDSIE AND BELL
Type SV (SCHOONER)
Flag BRITISH
Dimensions **Length** = 42.0 metres **Beam** = 8.7 metres **Draught** = 4.6 metres
Tonnage 371 Gross
Cargo COAL
Date Sunk 14/01/1925

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

**BUILT IN 1873 BY GOWEN, BERWICK-UPON-TWEED. OWNED AT TIME OF LOSS BY J FISHER & SONS. PASSAGE GARSTON FOR BIDEFORD. STRANDED, TOTAL LOSS. (SIBI).

Surveying Details

**H1499/25 3.3.25 DW (1925) IN 531950N, 043005W, MARKED BY G CONL BUOY.
(HOLYHEAD TELECON, 3.3.25). INS AS DW. - NM 389/25.

**H6270/25 21.9.25 WK & BUOY REMOVED. (MINISTRY OF TRANSPORT, 8.9.25).
DELETED. - NM 1518/25.
**9.9.98 DATA RE-ASSESSED. AMENDED TO LIFT. NFA.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.367 N **Longitude** = 004 38'.550 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7247 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201142
Category Undefined

WGS84 Position **Latitude** = 53 19'.382 N **Longitude** = 004 38'.619 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 6 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method

Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531922N, 043833W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.300 N **Longitude** = 004 38'.683 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7476 **Classification** = Unclassified
Symbol STP **Largest Scale Chart** = 2011
Charting Comments LENGTH 36MTRS

Old Number 009203710
Category Wreck showing any portion of hull/superstructure

WGS84 Position **Latitude** = 53 19'.315 N **Longitude** = 004 38'.752 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Precisely known
Position Accuracy
Area at Largest Scale YES

Depth
Drying Height
Height
General Depth -1 metres
Vertical Datum Lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 18/01/2002
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type CONCRETE TANK BARGE
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = 36.0 metres **Width** = **Shadow Height** =
Orientation 030/210

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**HH212/420/01 29.8.95 DAMAGED CONCRETE TANK BARGE WHICH COVERS AT HIGH WATER LIES 70MTRS FROM NE END OF SOLDIERS POINT WHARF IN 531918N, 043841W. (AUTHORITY NOT STATED). CHART AS STP, 36MTRS LONG, LYING 030/210 DEGS. BR STD.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**HH212/420/08 18.1.02 DELETED. (HOLYHEAD LOCAL NM 2/02). BR STD.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.217 N **Longitude** = 004 37'.400 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7241 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201087
Category Undefined

WGS84 Position **Latitude** = 53 19'.232 N **Longitude** = 004 37'.469 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 5 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 11/09/2007
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage

Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 24.8.76 WK REPD IN 531918N, 043724W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA
SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.150 N **Longitude** = 004 37'.150 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7239 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY, PLOTS IN DREDGED AREA

Old Number 009201063
Category Undefined

WGS84 Position **Latitude** = 53 19'.165 N **Longitude** = 004 37'.219 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 7 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531909N, 043709W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**10.9.07 DATA RE-ASSESSED. PLOTS IN DREDGED AREA (2003), SOURCE DATA
DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.117 N **Longitude** = 004 37'.700 W [UND] **Square Number** = 92
State = DEAD

Wreck Number 7237 **Classification** = Unclassified
Symbol WK 7.9 **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201038
Category Dangerous wreck

WGS84 Position **Latitude** = 53 19'.117 N **Longitude** = 004 37'.700 W
WGS84 Origin Undefined
Horizontal Datum UND UNDETERMINED

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth 7.9 metres
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth known
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type COAL HULK
Flag BRITISH
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk
Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss
**SANK AT MOORINGS. (HOLYHEAD HARBOUR MASTER).

Surveying Details
**H8405/22 & H263/22 12.1.22 COAL HULK SUNK 052DEGS, 2C FROM R LT ON END OF MACKENZIE PIER. (HOLYHEAD HARBOUR MASTER & MINISTRY OF TRANSPORT). GIVES POSN 531907N, 043742W. - TNM 9/22 ISSUED.

**H8405/22 22.12.22 DISPERSAL OF WK OF COAL HULK IN NEW HARBOUR, HOLYHEAD COMPLETED, AND WK BUOY REMOVED 14.12.22. LEAST DEPTH OVER WK 26FT [7.9MTRS]. (AUTHORITY NOT STATED) TNM 9/22 CANCELLED. - NM 95/23.
**H1581/57 24.6.57 NOT FOUND BELIEVED SUNK IN MUD. (HMS COOK 1956). AMENDED TO DEAD. DELETE. NE 2011.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 19'.050 N **Longitude** = 004 37'.200 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7233 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY, PLOTS ON FERRY TERM. WALL

Old Number 009200988
Category Undefined

WGS84 Position **Latitude** = 53 19'.065 N **Longitude** = 004 37'.269 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 2 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531903N, 043712W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**10.9.07 DATA RE-ASSESSED. PLOTS ON FERRY TERMINAL WALL. SOURCE DATA
DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Latitude = 53 18'.950 N **Longitude** = 004 37'.200 W [OGB] **Square Number** = 92
State = DEAD

Wreck Number 7227 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009200927
Category Undefined

WGS84 Position **Latitude** = 53 18'.965 N **Longitude** = 004 37'.269 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy

Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007

Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type
Flag
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531857N, 043712W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE
**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA SURVEYED 2001. AMENDED TO DEAD. NCA.

Holyhead Maritime RCAHMW Wreck Data

NPRN 1006

NAME SICCARDI

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.3211

CHECK_LONG -4.6305

Site Description The remains of this vessel are not confirmed as present at this location, rather this record has been assigned to the general maritime Named Location HOLYHEAD NEW HARBOUR pending more information becoming available.

Event and Historical Information:
The SICCARDI was run down by the FINGAL, a 460ton schooner-rigged steamship, on 14 October 1861. The FINGAL had just been purchased by James Bulloch, a former US Navy Officer, who had arrived at Liverpool in June to buy ships and armaments for the Confederate Army. The FINGAL had on board 15000 rifles, 500 revolvers, 3000 sabres, two 4.5in guns, two 2.5in guns and million of rounds of ammunition. The ship came into Holyhead around midnight on the 13-14 October and rammed the SICCARDI. The SICCARDI sank with all hands. The FINGAL collected James Bulloch and a Texan doctor for shore and steamed out of Holyhead at daybreak not waiting for the enquiry into incident.

Sources include:
Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg62

Maritime Officer, June 2008.

NPRN 23137

NAME HARBOUR OFFICE, OLD HARBOUR

TYPE OFFICE

NGR_DESC Grid reference taken at centre of site

CHECK_LAT 53.31453

CHECK_LONG -4.62494

Site Description Built in 1821 to design by John Rennie. 2-storey building of local Mona marble with hipped slate roof, in similar style to the Customs House (NPRN 23135). 3-bay front with prominent pilasters. Square clock tower to central bay, with octagonal belfry. Horned sash windows; central entrance.
(Source: Site File AN/Domestic/SH28)
J Hill 07.11.2003

CAMBRIAN ARCHAEOLOGICAL PROJECTS

NPRN 41258

NAME HOLYHEAD BREAKWATER

TYPE BANK

NGR_DESC Grid reference taken at point along linear site

CHECK_LAT 53.32539

CHECK_LONG -4.64411

Site Description Begun in 1848 and completed in 1873. Starts with an extended and consolidated rocky headland of rubble fill with massive squared blocks to outer revetments. Masonry landing stage. Narrower pier running NW.
(Source: Cadw listing description)
J Hill 19/02/2004

NPRN 41259

NAME HOLYHEAD BREAKWATER LIGHTHOUSE

TYPE LIGHTHOUSE

NGR_DESC Grid reference taken at centre of site

CHECK_LAT 53.33091

CHECK_LONG -4.61928

Site Description The lighthouse stands 19.2m (63ft) high with a roll-moulded string-course projecting above first floor level, and is unusual in being (6.78m - 22ft 3in) square in plan. A moulded cornice supports a walkway around the circular lantern and the domed apex is surmounted by a weathervane and finial. This three-storeyed lighthouse is painted black and white with chamfered angles and a stepped plinth set on an oval platform on the breakwater.

Event and Historical Information:
This lighthouse is important for being part of the ambitious engineering works of the harbour of refuge. It was erected at the end of the long breakwater protecting the harbour of refuge. The lighthouse was built between 1845 and 1873 and probably designed by John Hawkshaw, the superintendent engineer of the harbour works from 1857 to 1873. Like most other lights in Gwynedd, this is now operated from the Holyhead Control Centre of Trinity House.

Sources include:
Cadw Listing Documentation
Hague, D, 1994, Lighthouses of Wales: Their Architecture and Archaeology, pg55

Maritime Officer, December 2008.

NPRN 41260
NAME HOLYHEAD HARBOUR
TYPE HARBOUR
NGR_DESC Grid reference taken at a central point within extensive site or complex
CHECK_LAT 53.31332
CHECK_LONG -4.62084
Site Description Early 19th century harbour installations including lighthouse. RCAHMW AP955161/69-70

NPRN 41265
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31232
CHECK_LONG -4.62975
Site Description

NPRN 41269
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: ERECTING SHOP
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31251
CHECK_LONG -4.63001
Site Description

NPRN 41270
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: FITTING SHOP
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31244
CHECK_LONG -4.62989
Site Description

NPRN 41273

NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: JOINERS AND CARPENTERS SHOPS

TYPE WORKSHOP

NGR_DESC Grid reference taken at centre of site

CHECK_LAT 53.31323

CHECK_LONG -4.6291

Site Description (Joiners and Carpenters shops).

NPRN 41283

NAME ADMIRALTY PIER AND LIGHTHOUSE, HOLYHEAD HARBOUR

TYPE PIER

NGR_DESC Grid reference taken at centre of site

CHECK_LAT 53.31422

CHECK_LONG -4.61991

Site Description

1. 1822, by Rennie. Illustrated Regency principles applied to a commercial scheme. Crown property.
2. Rennie's scheme to create a harbour enclosing six acres with the Admiralty Pier to the north and a smaller pier to the south was completed in 1824.
B.A.Malaws, 03 November 1998.

NPRN 41286
NAME SALT ISLAND LIGHTHOUSE, HOLYHEAD
TYPE LIGHTHOUSE
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31433
CHECK_LONG -4.62

Site Description

The ashlar tower is 14.6m (48ft) high and was designed by the civil engineer John Rennie in 1821. The tower has survived intact, preserving its lantern, probably the second oldest in Wales. It is surrounded by beautiful curved gallery railings.

Event and Historical Information:

It replaced an earlier tower illustrated by Daniel, the successor of a thatched structure of which unfortunately no more is known. Rennie also designed a matching tower at Howth in Ireland for the other terminal for the Irish packet. It was no longer used after the pier was extended. The end of the lengthened pier is marked by a light on a pole.

Sources include:

Hague, D, 1994, Lighthouses of Wales: Their Architecture and Archaeology, pg524

Maritime Officer, December 2008.

NPRN 240121
NAME UNKNOWN GALLIOT
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

A report printed in Lloyds List on 26 January 1802 noted that a Prussian galliot carrying a cargo of gin had been wrecked near Holyhead.

Sources include:

Larn and Larn Shipwreck Database 2002
 Lloyds List, 26 January 1802, issue number 4224

Maritime Officer, June 2009.

NPRN 240180

NAME UNKNOWN

TYPE Findspot

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3109

CHECK_LONG -4.6177

Site Description Findspot for brass stern tube; brass propellor measuring 18in x 16in pitch marked 1331235; and a anchor with 20 fathoms (36m) of 1/4in chain cable.

Event and Historical Information:
The items were recovered in July 1948 and presumed to belong to the Admiralty. They were sold on 11 December 1848.

Sources include:
Receiver of Wreck Driot Book ref 402/1948-9, Anglesey Archives Service Wm2025/2

Maritime Officer, November 2009

NPRN 240277

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The Calendar of Close Rolls notes the receiving of a petition from the wife of Simon de Faversham of Dublin, Juliana, with regard to a ship belonging to her husband which 'took a great treasure of the fifteenth of Ireland pertaining to the King'. The ship was wrecked at a place called St Helen's Bay (Ynys Halen/Salt Island?) in Anglesey on the 1 November 1295 (All Saint's Day in the 23rd year of his reign). Simon de Faversham and his three sons were lost in the wrecking incident. On 15 July 1298, John Havering, Justice of North Wales, was ordered to make an inquisition as to what happened to the treasure, the goods, chattels and the remains of vessel so that that goods might be returned to the King and to Juliana de Faversham.

Sources include:
Calendar of Close Rolls, 1296-1302, pp117-8

Maritime Officer, March 2008.

NPRN 240415
NAME CLERMONT
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3191
CHECK_LONG -4.6232

Site Description

NPRN 240417
NAME UNKNOWN FULL-RIGGED SHIP
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31169
CHECK_LONG -4.61556

Site Description

NPRN 240418
NAME UNKNOWN BRIG
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31167
CHECK_LONG -4.61556

Site Description

NPRN 240419
NAME UNKNOWN BRIG
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31168
CHECK_LONG -4.61556

Site Description

NPRN 240425
NAME HARLEQUIN
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The HARLEQUIN was a wooden sailing vessel whose crew was rescued by the Holyhead Lifeboat and shore-based lifesaving apparatus on 28 April 1829.

Sources include:

Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg61

Maritime Officer, October 2009.

NPRN 240426
NAME HOLYHEAD HARBOUR Maritime Named Location
TYPE SEASCAPE
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

The function of this record is solely for information retrieval purposes only. It has been generated to represent the centre of a diffuse geographical area which has the potential to include a great many wrecks and downed aircraft as suggested by repeated references to the area within documentary sources.

Introducing Maritime Named Locations:

This inclusion of documentary references to shipping and aircraft losses enhances the usefulness of the National Monuments Record of Wales by providing an indication of the archaeological potential of any area. It also provides opportunities to seek matches between sites whose existence is proven on the seabed or in intertidal areas, but for which there is as yet no confirmed identity. Unfortunately, the location information provided for individual losses in documentary sources is often very poor. The bringing together of references to a loss from a variety of sources sometimes enables more precise locations to be established. However, in the interim, a recorded loss will be assigned to a spatial coordinate defined to represent the centre of the generalised area or topographic feature mentioned in the source as the loss location. Over time, it is likely that other casualties will mentioned in association with the same area or topographic feature. These too will be given the same spatial coordinate. This coordinate is known as a Maritime Named Location. It may appear that many losses have occurred at this particular place at sea when NMRW records are displayed in Coflein mapping, but these casualties have only been temporarily assigned here pending additional information becoming available. This is the ongoing research being undertaken by RCAHMW staff working with government stakeholders, sea users, local communities and individual researchers. Additional information about individual losses is always welcomed from users of the NMRW.

Maritime Officer, June 2008.

NPRN 240427

NAME FAME

TYPE Wreck

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FAME was a wooden sailing vessel whose crew was rescued by the Holyhead Lifeboat and shore-based lifesaving apparatus on 28 April 1829.

Sources include:
Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg61
Maritime Officer, October 2009.

NPRN 240428

NAME PLUTARCH

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3199

CHECK_LONG -4.6393

Site Description

NPRN 240432

NAME HOLYHEAD NEW HARBOUR Maritime Named Location

TYPE SEASCAPE

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.3211

CHECK_LONG -4.6305

Site Description

The function of this record is solely for information retrieval purposes only. It has been generated to represent the centre of a diffuse geographical area which has the potential to include a great many wrecks and downed aircraft as suggested by repeated references to the area within documentary sources.

Introducing Maritime Named Locations:

This inclusion of documentary references to shipping and aircraft losses enhances the usefulness of the National Monuments Record of Wales by providing an indication of the archaeological potential of any area. It also provides opportunities to seek matches between sites whose existence is proven on the seabed or in intertidal areas, but for which there is as yet no confirmed identity. Unfortunately, the location information provided for individual losses in documentary sources is often very poor. The bringing together of references to a loss from a variety of sources sometimes enables more precise locations to be established. However, in the interim, a recorded loss will be assigned to a spatial coordinate defined to represent the centre of the generalised area or topographic feature mentioned in the source as the loss location. Over time, it is likely that other casualties will mentioned in association with the same area or topographic feature. These too will be given the same spatial coordinate. This coordinate is known as a Maritime Named Location. It may appear that many losses have occurred at this particular place at sea when NMRW records are displayed in Coflein mapping, but these casualties have only been temporarily assigned here pending additional information becoming available. This is the ongoing research being undertaken by RCAHMMW staff working with government stakeholders, sea users, local communities and individual researchers. Additional information about individual losses is always welcomed from users of the NMRW.

Maritime Officer, June 2008.

NPRN 240434

NAME EDITH

TYPE Wreck

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.3211

CHECK_LONG -4.6305

Site Description

NPRN 240437
NAME HORATIO
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

NPRN 240438
NAME WOODBINE
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

NPRN 240439
NAME GRIGAN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3104
CHECK_LONG -4.61856

Site Description

NPRN 240713
NAME ADELAIDE
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3234
CHECK_LONG -4.6533

Site Description

NPRN 240963

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31609

CHECK_LONG -4.62115

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240964

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.318

CHECK_LONG -4.621

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240965

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31942

CHECK_LONG -4.62031

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240966

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.32053

CHECK_LONG -4.62448

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240967

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31803

CHECK_LONG -4.62642

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240968

NAME UNKNOWN COAL HULK

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31861

CHECK_LONG -4.62833

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
 A coal hulk was reported to have sunk at this location on 12 January 1922. Dispersal operations had been completed by 22 December 1922, when the wreck's warning buoy was removed (Notice to Mariners 9/22 and 95/23). In June 1957, HMS COOK reported no trace could be found and suggested that it was likely that any surviving remains had sunk into the mud.

Sources include:
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240970

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31803

CHECK_LONG -4.63726

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 271479

NAME MARY

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The MARY was a wooden sailing vessel enroute from Milford Haven to Preston. The report printed in Lloyds List on 10 March 1780 noted the master's name as Richards and that the vessel had been wrecked at Holyhead on 25 February 1780. The master was the only survivor of all the ship's crewmembers.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 10 March 1780, issue number 1144

Maritime Officer, June 2009.

NPRN 271482

NAME ELLEN

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The ELLEN was a wooden sailing vessel enroute from Limerick to London which stranded near Holyhead. The report printed in Lloyds List on 19 February 1796 notes the master's name as Kavanugh and that the cargo was being unloaded.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 19 February 1796, issue number 2795

Maritime Officer, June 2009

NPRN 271782

NAME NANCY

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The NANCY was a wooden sailing vessel enroute from Wicklow to Liverpool when it was lost near Holyhead on 2 November 1833.

Sources include:
Board of Trade Scs 1836 Appendix 7 pg305
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 271786

NAME MARY-ANN

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The MARY-ANN was a wooden sailing vessel enroute from the West Indies to Dublin. The report printed in Lloyds List on 6 December 1763 noted that the master's name was Johnston and that the vessel was ashore at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 6 December 1763, issue number 2912

Maritime Officer, June 2009.

NPRN 271790

NAME NEPTUNE

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The NEPTUNE was a wooden sailing vessel enroute from New England to Liverpool in early october 1789. The reported printed in Lloyds List on 13 October 1789 notes that the master's name was Daniel and that the vessel was ashore at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 13 October 1789, issue number 2133

Maritime Officer, June 2009.

NPRN 271792

NAME FAME

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FAME was a wooden sailing vessel which was enroute from Barcelona to Liverpool. The report printed in Lloyds List on 22 December 1789 noted the master's name as Johnson and that the vessel was onshore near Holyhead.

Sources include:
Lloyds List, 12 January 1789, issue number 2153
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 271812

NAME BOSCAWEN

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The BOSCAWEN was a wooden sailing vessel which was enroute from Liverpool to Africa in early July 1763. The report printed in Lloyds List on 26 July 1763 noted that the vessel was lost at Holyhead and that all the crew had perished.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 26 July 1763, issue number 2873

Maritime Officer, June 2009.

NPRN 271817

NAME NANCY

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The NANCY was a wooden sailing vessel which was enroute from Liverpool to Africa. The report printed in Lloyds List on 20 February 1770 gave the master's name as Williams and noted that the vessel was onshore at Holyhead and bilged. The cargo was recovered.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds List, 20 February 1770, issue number 3554

Maritime Officer, June 2009.

NPRN 271827

NAME MALLY

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The MALLY was a wooden sailing vessel enroute from Youghal to Liverpool. The report printed in Lloyds List on 29 April 1788 noted that the vessel had been attempting to enter Holyhead harbour when it was wrecked on 3 April 1788. The report gave the master's name as M'Kirdy. The crew were all saved.

Sources include:

Larn and Larn Shipwreck database 2002
Lloyds List, 29 April 1788, issue number 1981

Maritime Officer, June 2009.

NPRN 271846

NAME FRIENDSHIP

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FRIENDSHIP was a wooden sailing vessel enroute from Dublin to Bordeaux. The report printed in Lloyds List on 31 October 1775 notes the master's name as Mullay and that the vessel was totally lost at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyd's List, 31 October 1775, issue number 689

Maritime Officer, June 2009.

NPRN 271900

NAME BELT

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3275

CHECK_LONG -4.62944

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:
The BELT was a 61nt, wooden schooner built in 1851. At time of loss, the vessel was owned by J A Hunter of Newry and was under the command of master T Marks on a voyage to carry coal from Liverpool to Newry. The schooner was seeking the shelter of Holyhead harbour when it stranded on the outside of the breakwater.

Sources include:
Board of Trade Wreck Return 1889 Appendix C Table 1 pg120 (632)

Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 271901

NAME KIRKMICHAEL

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.32942

CHECK_LONG -4.62115

Site Description

Wreckage is reported to lie in 10-12m of water, along the outer side of the breakwater 330m from the lighthouse, close the wreck of the OSSEO (see NPRN 272227). The full character and extent of archaeological remains is presently unknown.

Event and Historical Information:

The KIRKMICHAEL was a steel-hulled barque built by W Doxford & Sons, Sunderland, in 1882. Technical and configuration specifications are given as 202ft length x 33ft 1in breadth x 20ft 1in depth; 1 deck, 1 bulkhead. At time of loss, the vessel was owned by A J Steel & Son, Liverpool, and was enroute from Glasgow and Liverpool to Melbourne under the command of master T Jones. Having lost most of her canvass, the barque was attempting to make a run for the harbour under bare poles. The barque was driven against the outer wall of the breakwater. The Holyhad lifeboat was launched at 10.30am, but the lifeboat was swamped. Six of the lifeboat's oars were washed away forcing it to return. The rocket lifesaving crew men crawled along the breakwater and managed to get a line onto the stern of the barque by which 11 men were taken off. The 1st and 2nd mate had taken to the rigging, one fell to his death and the other died of exposure. The ship's steward remained onboard to be taken off in the morning when the weather had abated.

Sources include:

Bennett, T, 1987, Shipwrecks around Wales, Vol 1, pg57-8
 BSAC Wreck Register Supplement Vol 7-1, 44 (287)
 Larn and Larn Shipwreck Database 2002
 UK Hydrographic Office Wrecks and Obstructions Database. ©
 Crown Copyright and database rights. Reproduced by permission of
 the Controller of Her Majesty's Stationery Office and the UK
 Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, August 2008.

NPRN 271923
NAME DEVONIA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33167
CHECK_LONG -4.62083

Site Description

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:

The DEVONIA was a wooden schooner built in 1836. At time of loss, the vessel was carrying a cargo of copper concentrate (ore?) from Liverpool to Swansea. The schooner was caught in a north northeasterly hurricane force gale and was blown onto the eastern end of the Holyhead breakwater on 19 February 1868 as it was trying to reach shelter. The five crewmembers were also lost.

Sources include:

Board of Trade Wreck Return 1868 Part II Table 21 pg33 (711)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 271929
NAME CUBA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3264
CHECK_LONG -4.6283

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The CUBA was a wooden brig built at Port Glasgow in 1839. Technical and configuration specifications are given as 240gt, 160nt; 75ft length x 19ft 6in breadth x 13ft 7in depth. At time of loss, the vessel was enroute from New York to Dublin. It was caught in a northerly force 7 gale on 10 November 1869. Whilst running for the shelter of Holyhead harbour, the brig stranded against the outside (northern side) of the breakwater. The CUBA went to pieces with the loss of its five crewmembers, including the master J Stephenson. The master's wife and two children were also onboard and were drowned.

Sources include:

Board of Trade Wreck Return 1869 pg7 (785)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1868 - 30 June 1869, number 1054 in C

Maritime Officer, June 2009.

NPRN 271957

NAME WILLIAM POOLE

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3286

CHECK_LONG -4.6246

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The WILLIAM POOLE was a wooden schooner registered at Liverpool. At time of loss on 18 October 1854, the vessel was enroute from Liverpool to Dublin. The schooner was caught in a northeasterly gale force 10 and was blown against the outer breakwater. All hands were lost.

Sources include:
Admiralty Wreck Return 1854, pg78-9 (439)
Larn and Larn Shipwreck Database 2002
Lloyds List, 29 October 1854, issue number 12665

Maritime Officer, June 2009.

NPRN 271958

NAME ALBION

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3304

CHECK_LONG -4.6195

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The ALBION was a wooden schooner carrying coal from Liverpool to Porthmadoc under the command of master Thomas. On 18 October 1854, the schooner was attempting to reach the shelter of the New Harbour at Holyhead during an east-northeasterly gale. The schooner ran onto the piles for the breakwater at the entrance and became a total wreck. Capstan bars and several news hatches were subsequently picked up inside the breakwater. Two crewmembers were drowned.

Sources include:
Admiralty Wreck Return 1854 pg75-5 (435)
Larn and Larn shipwreck database 2002
Lloyds List, 19 October 1854, issue number 12657

Maritime Officer, June 2009

NPRN 271984
NAME SCOTLAND
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The SCOTLAND was a wooden schooner built by Rankin at Dumbarton in 1861. Technical and configuration specifications are given as 67nt; 67ft 9in length x 18ft 4in breadth x 8ft 7in depth; fastened with iron bolts. At time of loss on 2 December 1867, the vessel was owned by J Parry and registered at Chester. The schooner was carrying a cargo of iron ore from Barrow-in-Furness to Briton Ferry when it was caught in a northerly force 10 gale. The schooner was blown against the Holyhead breakwater and wrecked. Two crewmembers lost their lives.

Sources include:

Board of Trade Wreck Return 1867 Table 21 Part II pg36 (468)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1866 - 30 June 1867, number 290 in S.

Maritime Officer, June 2009.

NPRN 271985

NAME STAR OF THE SEA

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3235

CHECK_LONG -4.6444

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The STAR OF THE SEA was a 550nt wooden barque belonging to the port of Liverpool. At time of loss on 1 March 1873, the vessel had been on passage from Liverpool to Old Calabar (Nigeria) under the command of master James Watson. The Board of Inquiry into the loss was told that the barque had left Liverpool on 27 February 1873 and had encountered a moderate gale. Problems with undermanning, the heaviness of the yards and the stiffness of new gear and sails, made shortening the sails very difficult and the crew forced the captain to put back into Holyhead refusing the work the ship further. After sighting the South Stack light, the Master came on deck saying the tide would turn in 20 minutes and keep her off the land, then went below again. The sailmaker then came aft and reported high land up ahead on the starboard bow and the Master was called. The port anchor was then let go and all sail clewed up. They then let go the starboard anchor but ten minutes later, just before midnight, the STAR OF THE SEA ran aground to become a total wreck. The Coastguard rocket apparatus was used to save the crew, who later alleged that the Master was often drunk. It was admitted he drank some spirits to relieve the pain of a dislocated shoulder. The logbook of the Holyhead British School (Boys Department) 1863-86 notes for the week 3 March -7 March 1873 that 'attendance very thin all day on Monday and to extent on Tuesday, the children having gone to see the wreck of the STAR OF THE SEA on Soldier's Point.'

Sources include:

Board of Trade Inquiry 1873 Part VI Table 42 pg123 (359)
 Holyhead British School (Boys Department) Logbook 1863-86, pg 259, , Anglesey Record Office W/A/8/33
 Larn and Larn Shipwreck Database 2002

Maritime Officer, October 2009.

NPRN 271988

NAME CRONJE

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3289

CHECK_LONG -4.613

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The CRONJE was a small wooden fishing vessel or lugger owned by T Jones of Holyhead. The lugger was putting to sea in a southerly force 7 gale on 18 January 1901 when it foundered, 0.25 miles ESE of the Holyhead breakwater lighthouse.

Sources include:
Board of Trade Wreck Return 1901 Appendix C Table 1 pg111 (759)
Larn and Larn Shipwreck Database 2002
Maritime Officer, June 2009.

NPRN 272000

NAME JOFUR

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31915

CHECK_LONG -4.62325

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The JOFUR was a wooden brig built by Jens Tellefsen at Grimstad in 1872. Technical and configuration specifications are given as 210gt, 202nt; 98ft 8in length x 24ft 8in breadth x 12ft 8in depth; 1 deck. At time of loss on 18 November 1893, the vessel was owned by B C Floresnaess of Lillesand and under the command of master N P Floresnaess. The brig was carrying a cargo of timber from Brevik, Norway, to Connah's Quay, when it was caught in a north-northeasterly hurricane (force 12) and blown onshore at Salt Island.

Sources include:
Board of Trade Wreck Return 1893 Appendix C Table 1 pg129 (489)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping, 1 July 1892 - 30 June 1893, number 464 in J
Maritime Officer, June 2009.

NPRN 272015
NAME ELLEN
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The ELLEN is recorded as being a ketch. However, it seem likely that it may have been a ketch-rigged Weaver flat, the ELLEN having been built in 1837 at Winsford on the River Weaver. Typically flats were 60-65ft leng and 15ft beam. The ELLEN's tonnage is given as 53nt. The vessel was carrying 100tons of fire clay from Holyhead to Liverpool. On 2 December 1876, the ELLEN was at anchor inside the New Harbour with the mate and one other man onboard. The vessel sprang a leak suring a south-southeasterly force 7. The crew abandoned ship and refused to return despite the urging of the master. All three are reported to have stood on the beach and watched the ELLEN founder.

Sources include:

Board of Trade Wreck Return 1876 Part III pg114-5 (315) and
Appendix I-IV pg 75 (275)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272022
NAME VOLUNTEER
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33
CHECK_LONG -4.61694

Site Description

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location. It is likely that the schooner was raised and repaired, as the schooner's entry in the Port of Padstow Shipping Register suggests that the schooner was re-registered at Beaumaris in 1879.

Event and Historical Information:

The VOLUNTEER was a wooden schooner built by Scott, Dumbarton, in 1861. Technical and configuration specifications are given as 83nt; 65ft 5in length x 19ft 3in breadth x 10ft 1in depth. The schooner was sold to Warwick R. Guy and James Bate at Port Isaac in 1865 and registered at Padstow. At time of loss, the schooner was carrying a cargo of coal from Liverpool to Plymouth and was caught in a southerly gale force 10. The schooner was thrown onto its beam ends in a heavy squall and soon foundered off the lighthouse on Holyhead breakwater with the loss of all three crewmembers.

Sources include:

Bartlett, J, 1996, Ships of North Cornwall, pg240
Board of Trade Wreck Return Pt III pg149 (349) and Appendix Parts I-IV pg76 (142)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 272050
NAME BUSY
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32472
CHECK_LONG -4.63389

Site Description

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:

The BUSY was a wooden brigantine built by Robert Muir of St John's Newfoundland at Lunenburg, Nova Scotia, in 1857. Technical and configuration specifications are given as 154gt, 133nt (or 171gt, 155nt); 93ft 8in length x 24ft 1in breadth x 11ft 7in depth. At time of loss, the vessel was owned and captained by J Starkey of Belfast, but registered at Plymouth. The brigantine was carrying a cargo of phosphate from St Valery to Birkenhead and had sought shelter in Holyhead Harbour. A southeasterly force 10 gale caused the BUSY to drag its anchors. The brigantine was subsequently lost on the Holyhead breakwater on 17 November 1893.

Sources include:

Board of Trade Wreck Return 1893 Appendix C pg126 (487)
Larn and Larn Shipwreck Database 2002
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada CD

Maritime Officer, June 2008.

NPRN 272079
NAME DEVONPORT
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD OUTER HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The DEVONPORT was a wooden schooner built by Clibbert in 1853 at Appledore. Technical and configuration specifications are given as 147gt, 134nt; 89ft 7in length x 21ft breadth x 12ft 4in depth. At time of loss on 25 September 1897, the vessel was owned by J Samuel of Calstock and carrying coal from Runcorn to Plymouth under the command of master P C Samuel. The schooner was caught in a northerly force 10 gale and was in collision with the Plymouth registered schooner UNDAUNTED.

Sources include:

Board of Trade Wreck Return 1897 Appendix C Table 1 pg149 (587)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping 1 July 1896 - 30 June 1897, number 229 in D

Maritime Officer, June 2009.

NPRN 272097
NAME GLADYS
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

The remains of this vessel are not confirmed as present at this location, rather this record has been assigned to the general maritime Named Location HOLYHEAD OUTER HARBOUR pending more information becoming available.

Event and Historical Information:

The GLADYS was a wooden sailing vessel, owned by H Owen, Holyhead. The vessel was at moorings near the Holyhead breakwater when it was caught by a southerly gale force 8 and foundered on 26 February 1905. The master, H Evans, and four crewmembers were also lost.

Sources include:

Board of Trade Wreck Return 1905 Appendix C Table 1 pg112 (602)

Larn and Larn shipwreck database 2002

Maritime Officer, June 2008.

NPRN 272109

NAME ORIA

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.33387

CHECK_LONG -4.62753

Site Description

The wreck is reported to have had all its superstructure removed and to have settled into the seabed. The boiler now forms the highest point above the seabed. Wooden cotton reel and fragments of plates and serving dishes have been recovered and reported to the Receiver of Wreck.

Event and Historical Information:

The ORIA was an iron-hulled steamship of 629tons which was built by Richardson, Duke & Co, Stockton in 1862. The ship had a length of 179ft, was owned at time of loss by Lime-de-Vapores Serra and registered at Bilbao. The North Wales Gazette 14 January 1905 reports the loss incident. At 9.30pm on 7 January 1905, the ORIA was in collision with the STELLA MARIS which sustained significant damage amidships and sank almost immediately. The ORIA was also badly damaged at the bow with incoming water overcoming the pumps, but as it was still afloat the crew of the STELLA MARIS transferred to the ORIA. As a consequence of the ORIA being in a sinking condition, nine of the ORIA's crew and three of the STELLA MARIS's crew left the ship in an open boat. The boat was washed towards the Skerries and the occupants able to land. The steam lifeboat DUKE OF NORTHUMBERLAND persevered through mountainous seas and a southwesterly gale to take them off and bring them to the mainland. The remainder of the crews from both ships stayed onboard the ORIA to try to bring it into Holyhead. The ORIA stayed afloat for another 3.5 hours, but finally foundered a third of a mile northwest of the breakwater lighthouse. Five of the crew of the STELLA MARIS, plus eight from the ORIA's took to one of the boats. The boat was without oars and in danger of being sucked under by the sinking ship. However, it was taken in tow by a cobbler's boat manned by Thomas Jones and other local people which brought it to safety. The lightkeeper of Holyhead's breakwater light reported that the ORIA was upright on the seabed with 10ft of the mast was visible above the water at three-quarters flood tide. The crews of both ships were taken care of by the Stanley Sailors Home, Holyhead.

Sources include:

Board of Trade Wreck Return 1905 Appendix C Table 1 pg142 (632)

Evans, D E, 2007, Troubled Waters, pg107-113

Larn and Larn Shipwreck Database 2002

North Wales Gazette, 14 January 1905

UK Hydrographic Office Wrecks and Obstructions Database. ©

Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg82

Maritime Officer, June 2008.

NPRN 272112

NAME SEA GULL

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31692

CHECK_LONG -4.63031

Site Description A wreck was reported at this location in 1976.

Event and Historical Information:
The SEA GULL was a 9nt wooden cutter which had been at anchor in the New Harbour on 2 October 1912. The cutter broke free from its moorings in heavy weather and went ashore to become a total wreck near the Coastguard Station.

Sources include:
Board of Trade Wreck Return 1912 Appendix C Table 1 pg93 (435)

Larn and Larn Shipwreck Database 2002
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, June 2009.

NPRN 272123

NAME CARRIE BELL

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3199

CHECK_LONG -4.609

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The CARRIE BELL was a wooden schooner built by Simpson at Glasson Dock in 1842. Technical and configuration specifications are given as 136gt, 98nt; 95ft 3in length x 21ft 4in breadth x 11ft 3in depth; 1 deck, 3 masts; fastened with iron bolts. At time of loss on 25 November 1917, the vessel was owned by J Barrow of Lancaster and was carrying a cargo of china clay from Padstow to Preston under the command of W Maker. The schooner sank 0.75miles southeast of the Holyhead breakwater lighthouse.

Sources include:
Board of Trade Wreck Return 1917 Part II Table A pg37 (3)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1914 - 30 June 1915, number 121 in C

Maritime Officer, June 2009.

NPRN 272126
NAME NIKITA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3225
CHECK_LONG -4.6482

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The NIKITA was a wooden schooner built by WDate & Sons at Kingsbridge in 1890. Technical and configuration specifications are given as 108gt 88nt; 84ft 2in length x 21ft 2in breadth x 10ft 2in depth. At time of loss on 21 December 1917, the vessel was owned by Albert Allen and W Monkton and under the command of J Searle. The schooner was carrying coal from Runcorn to St Brieuc when it stranded on Solider's Point.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping, 1 July 1 - 30 June 1, number in
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, October 2009.

NPRN 272128
NAME ELWOOD
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3182
CHECK_LONG -4.6231

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The ELLWOOD was a wooden schooner built by Archibald McLaren at Montague, Prince Edward Island, in 1877. Technical and configuration specifications are given as 109gt, 91nt; 83ft length x 23ft breadth x 10ft depth; 2 masts. After building, the schooner was transferred to the port of Waterford. At time of loss on 28 February 1918, the vessel was owned by S E Pim of Wicklow and registered at Dublin. It was carrying a cargo of timber from Wicklow to Garston under the command of master J Ward. The schooner ran onto Salt Island, Holyhead.

Sources include:

Board of Trade Wreck Return 1918 Part II table A pg29 (2)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1914 - 30 July 1915, number 229 in E
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada, CD ROM

Maritime Officer, June 2009.

NPRN 272134

NAME BIDSIE AND BELL

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.33081

CHECK_LONG -4.6192

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The BIDSIE AND BELL was a wooden schooner (or brigantine, sources differ) built by Gowen at Berwick-upon-Tweed in 1873. Technical and configuration specifications are given as 371gr, 188nt; 137ft 8in length x 28ft 7in breadth x 15ft 1in depth. At time of loss, the vessel was owned by J Fisher & Sons and enroute from Garston to Bideford. The schooner ran onto Holyhead breakwater on 14 January 1925. The wreck was marked with a bouy (Notice to Mariners 389/25) until it was removed in mid September 1925 (Notice to Mariners 1518/25)

Sources include:

Larn and Larn Shipwreck Database 2002
 Lloyds Register of British and Foreign Shipping 1 July 1920 - 30 June 1921, number 40744 in B
 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 272139
NAME HMS MANX LAD
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3301
CHECK_LONG -4.6139

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The MANX LAD was a wooden fishing vessel built at Sandhaven in 1937. Technical and configuration specifications are given as 24gt, 9nt; 44ft 3in length x 14ft 3in breadth x 6ft 4in depth; screw propulsion powered by a fuel oil engine (motor). The vessel was owned by Isle of Man Fisheries Ltd at Peel and was registered at that port. However, in July 1940, the fishing vessel had been hired by the Admiralty for use as a minesweeper. The MANX LAD detonated a German mine on 16 August 1940 as it went to the aid of the MEATH (see NPRN 272189) and sank near the entrance to the Holyhead New Harbour.

Sources include:

College, J J, 1986, Ships of the Royal Navy, pg 142
Larn and Larn Shipwreck Database 2002
Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg68

Maritime Officer, June 2009.

For further information with regard to the Protection of Military Remains Act 1986 and its administration with regard to vessels, contact the Ministry of Defence, Wreck Section, Naval Personnel Secretariat, Room 125 Victory Building, HMNB Portsmouth, PO1 3LS.

NPRN 272155
NAME PEARL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3109
CHECK_LONG -4.6195

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The PEARL was a wooden brigantine built at Hillsbrorough River, Prince Edward Island, in 1852. Technical and configuration specifications are given as 118gt, 106nt; 83ft length x 21ft 7in x 10ft 9in depth. The PEARL was registered at Prince Edward Island in 1852 by Joseph Bartlett, a farmer/planter of Brigus, Conception Bay, New Foundland. The brigantine's registry was transferred to Fowey in 1862 when it was sold to Joseph Steel, the owner and master at time of loss. The PEARL was carrying a cargo of salt for Mr Hayes of Runcorn to Christie and Ranson of Ipswich. It had put into Holyhead on 27 November 1863 due to contrary winds. On 3 December 1863, the winds increased to a northwesterly hurricane. The PEARL was riding out the storm in the New Harbour with both anchors deployed when, at 6am, it was fouled by a Maltese barque. The PEARL's anchor cables parted and the master ran the brigantine ashore to save both vessel and crew. At noon, on the flood tide, the PEARL refloated apparently not much damaged and ran for the Old Harbour to get alongside the quayside. The master brought the PEARL inside the wooden jetty. However, as no ropes could be got ashore and with no anchors the vessel was washed back out of the harbour and soon went on the rocks. A shore boat manned by 5 local men put out and brought the crew of the PEARL safely onshore. The brigantine had been insured for the value of £700.

Sources include:

Board of Trade Wreck Return Holyhead Harbour 3 December 1863
pg2 (644) and p12 (654)
Larn and Larn Shipwreck Database 2002
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada CD ROM

Maritime Officer, November 2009.

NPRN 272198
NAME VARONS
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3197
CHECK_LONG -4.6248

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The VARONS was a wooden schooner of Latvian registry built by I Puhling (the owner at time of loss) at Oppiesgriew in 1920. Technical and configuration specifications are given as 216gt, 182nt; 105ft length x 26ft 9in breadth x 12ft 5in depth. On 6 March 1931, the vessel was under the command of its long time master Inenburg and was enroute to Teignmouth. The vessel ran onto Salt Island Point.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1925 - 30 June 1926, number 04614 in V

Maritime Officer, June 2009.

NPRN 272202

NAME INDUSTRIE

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3121

CHECK_LONG -4.6206

Site Description

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The INDUSTRIE was a 130ton wooden brigantine built in 1834 and belonging to the port of Ostend. At time of loss, the vessel was carrying a cargo of salt from Liverpool to Ostend under the command of master Willibred Jannssens. The rock salt was being shipped by Blackburn & Company of Liverpool, consigned to Mr. Duclos-Assandre, of Ostend. The brigantine had left Liverpool on 11 November 1863 at 1pm. Contrary winds forced the INDUSTRIE to put into Holyhead Refuge Harbour on 21 November, but the brigantine set out again on the 30 November. Due to the bad weather, the master put back into Holyhead on 1 December, using both anchors to anchor in the roadstead. On Thursday 3 December, at 5.30 pm with the wind blowing a full gale from the north-northwest, a drifting barque got foul of the INDUSTRIE's moorings, and the INDUSTRIE was compelled to slip both anchors to avoid collision. The crew endeavoured to reach the Old Harbour under sail, but the brigantine drove onto the rocks to the east side of the South Pierhead. After the brigantine had been ashore for two hours, the Master and crew abandoned the vessel in their own boat, afraid that the vessel would go to pieces in the night. After finding lodgings, the Master, Mate and cook returned to the beach to watch the vessel and at 2 am saw a boat alongside. They also launched a boat and went out to the brigantine, where they found several people on board, who claimed they had come to get her off the rocks, but were actually engaged in plunder. The value of the vessel was estimated at £100.

Sources include:

Board of Trade Return on Wrecks in or near Holyhead Harbour during the gale of 3 December 1863 pg6 (648)
 Depositions submitted to the Reciever of Wreck, Holyhead, 5 December 1863
 Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272222
NAME SACHEM
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The SACHEM was a wooden sailing vessel enroute from Virginia to Dublin under the command of master Stover. The vessel was wrecked near Holyhead according to a report printed in Lloyds List on 26 January 1802.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds List, 26 January 1802, issue number 4224

Maritime Officer, June 2009.

NPRN 272227

NAME OSSEO

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3292

CHECK_LONG -4.6219

Site Description

The wreck is reported to lie flat on the seabed in close proximity to the KIRKMICHAEL (see NPRN 271901). The full character and extent of the archaeological remains is presently unknown.

Event and Historical Information:

The OSSEO was a steel or iron (sources differ) barque built by C J Bigger at Londonderry, in 1889. Technical and configuration specifications are given as 1463gt, 1399nt; 245ft 3in length x 36ft 9in breadth x 21ft 7in depth; 1deck, 1 bulkhead. At time of loss on 30 December 1894, the vessel was owned by B H McCorkell, Londonderry, and was under the command of master R Boggs. The vessel was carrying a cargo of nitrate from Taltal, Chile, to Adrossan, when it was caught in a northwesterly force 9 gale. Heading for the shelter of Holyhead, the barque ran onto the breakwater and was lost with all 26 crewmembers.

Sources include:

Board of Trade Wreck Return 1894 Appendix C Table 1 pg133 (655)

Hocking, C, 1989, Dictionary of Disasters at Sea During the Age of Steam, pg523

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping 1 July 1893 - 30 June 1894, number 426 in D

UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2008.

NPRN 272239

NAME FANNY TRUSS

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.3211

CHECK_LONG -4.6305

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FANNY TRUSS was a 40ton wooden schooner built in 1848. At time of loss, the vessel was owned by E Highes of Gulftyn and under the command of master S Harding. The schooner caught fire in Holyhead harbour on 10 November 1883. The fire was fanned by a northwesterly force 8 gale and, as a consequence, the vessel was completely destroyed.

Sources include:
Board of Trade Wreck Return 1883 Appendix Parts 1-IV pg137 (579)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272319

NAME LADY HUGHES

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The LADY HUGHES was a wooden silaing vessel which was run down by the schooner GRACE as it entered Holyhead harbour during the night of 29 September 1823. The master's name is given as Ellis. The crew were saved when the LADY HUGHES subsequently sank.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 21 October 1823, issue number 5848

Maritime Officer, June 2009.

NPRN 272340

NAME ABBEY

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The ABBEY was a wooden sailing vessel. At time of loss on 30 August 1819, it was carrying a cargo of china clay from Charleston, Devon, to Liverpool under the command of master Cowling. The vessel is reported to have run onto the back slope of the pier at Holyhead and to have been bilged.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 21 September 1819, issue number 5423

Maritime Officer, June 2008.

NPRN 272358

NAME CHALES

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The CHALES was a wooden schooner which was carrying a mixed cargo including cheese and iron, plus passengers from Bristol to Glasgow. The report from Liverpool printed in Lloyds List noted the master's name as Humphries and stated that the schooner had been blown onshore at Holyhead during a severe gale over the night of 15-16 October 1814. The schooner was reported to be full of water and that most of the cargo would be saved. Unfortunately, one female passenger had been drowned in the incident.

Sources include:
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272381

NAME VENUS

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The VENUS was a wooden sailing vessel enroute from Liverpool to Sligo in early March 1806. The report printed in Lloyds List on 18 March 1806 noted the master's name as Cumming and that vessel had been wrecked at Holyhead. The crew had been saved and part of the cargo had been recovered.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds List, 18 March 1806, issue number 4036

Maritime Officer, June 2009.

NPRN 272389

NAME BRIDGEWATER

TYPE WRECK

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description

This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

A report printed in Lloyds List on 17 November 1807 noted that vessel BRIDGEWATER, under the command of master Edwards, had been wrecked at Holyhead.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds List, 17 November 1807, issue 4204

Maritime Officer, June 2009.

NPRN 272401

NAME HMS CAMPINA

TYPE WRECK

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.33058

CHECK_LONG -4.61687

Site Description Considerable steel wreckage is reported to remain insitu covered in kelp. The wreck stands up to 4m high in places.

For further information on the Protection of Military Remains Act 1986 Act and its administration with regard to vessels, contact the Ministry of Defence, Wreck Section, Naval Personnel Secretariat, Room 125 Victory Building, HMNB Portsmouth, PO1 3LS.

Event and Historical Information:
The HMS CAMPINA was a 290ton steam trawler. It was hired as an armed patrol vessel in September 1939 and then purchased in June 1940. The trawler detonated a mine on 22 July 1940 a few yards from the Holyhead New Harbour lighthouse. The trawler sank with the loss of 11 crewmembers. The initial loss location was given as bearing 088degrees, 1 cable from the outer breakwater lighthouse. The wrecks location was subsequently confirmed as 53 19N, 04 36 37W (Notice to Mariners 2278/40 and 2279/40) and a buoy placed bearing 083 degrees, 100 yards from the wreck. The buoy was repositioned to bearing 60 degrees, 100 yards from the wreck in early December 1940. The buoy had been removed by mid August 1942. HMS WOODLARK examined and swept the wreck in August 1968.

Sources include:
Larn and Larn Shipwreck Database 2002
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)
Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg68

Maritime Officer, June 2009.

NPRN 308398

NAME LIFEBOAT HOUSE (ZODIAC RESTAURANT)

TYPE BOAT HOUSE

NGR_DESC Grid reference taken at centre of site

CHECK_LAT 53.31681

CHECK_LONG -4.63561

Site Description Former lifeboat house now converted to a restaurant. c1850s Rubble with freestone dressings and copings. Shaped gables with ball finials, similar to Holyhead market hall. Some remains of slipway mechanism to seaward side. (23/05/03 KAA)

NPRN 402393

NAME HOLYHEAD HARBOUR FERRY TERMINAL

TYPE TERMINAL BUILDING

NGR_DESC Grid reference taken at a central point within extensive site or complex

CHECK_LAT 53.30924

CHECK_LONG -4.62893

Site Description New passenger terminal building for Holyhead harbour.

NPRN 403731

NAME SALT ISLAND FERRY TERMINAL COMPLEX, HOLYHEAD HARBOUR

TYPE TERMINAL BUILDING

NGR_DESC Grid reference taken at a central point within extensive site or complex

CHECK_LAT 53.31768

CHECK_LONG -4.62366

Site Description Documented in detail during aerial reconnaissance on 3rd August 2003. T. Driver, 2005.11.15

NPRN	404250
NAME	OLD TRINITY HOUSE DEPOT, NEWRY BEACH, HOLYHEAD
TYPE	WORKSHOP
NGR_DESC	Grid reference taken at centre of site
CHECK_LAT	53.31789
CHECK_LONG	-4.64209

Site Description

Depot complex built by Trinity House circa 1870 for the maintenance of coastal lights. Large workshop; Building with rendered walls on a shallow plinth, with an asphalted roof with ridge light. The side elevations are of 5 bays, with segmental-headed blind panelling above small-pane windows with segmental heads. The gable ends had kneelers, and to the sea (NW) end there is a large camber-headed doorway flanked by windows, above which is blind panelling and a central round window with a gabled architrave. The gable end to the land (SE) end has segmental-headed panelling with a round window to the centre of the gable, below which is a central doorway (made smaller) flanked by segmental-headed windows. Office: Building with rendered walls on a shallow plinth, with a pyramidal slate roof and 2 large chimneys. It is two storey, with 3 windows to the front and rear (the central windows narrower), and 2 windows to the sides. The windows are mainly hornless sashes with 8 panes. The front (to NW) has a gabled porch with a side (L) entrance doorway, and a small window to the front. To the NE, a small yard links to an outbuilding with a monopitch roof. Small workshop: A single storey building with rendered walls on a shallow plinth, and a slate roof with a raised ridge vent and 2 tall chimneys to the rear. There are three camber-headed openings to the front (NW), and a central, camber-headed, doorway flanked by small-pane windows. (Source; CAdw listing database) S Fielding RCAHMMW 01/06/2006

NPRN 506410

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31109

CHECK_LONG -4.61281

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506411

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31192

CHECK_LONG -4.61781

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506413

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31164

CHECK_LONG -4.61781

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506414

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.31886

CHECK_LONG -4.64114

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506415

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3197

CHECK_LONG -4.64531

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506416

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.32303

CHECK_LONG -4.64364

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976. The area was surveyed in 1999 and 2000 but nothing was located.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

NPRN 506418
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32581
CHECK_LONG -4.64448

Site Description

Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

A wreck was reported at this location by local sports divers in 1976.

Sources include:

UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

Maritime Officer, November 2009.

Appendix F

Extract from Samuel Lewis' Topographical Dictionary of Wales

CAMBRIAN ARCHAEOLOGICAL PROJECTS

APPENDIX F

Extract from Samuel Lewis's 'Topographic Dictionary of Wales' (1833)

"HOLYHEAD, a sea-port, a borough, market town, and parish, partly in the hundred of Tàlybolion, but chiefly in that of Llyvon, union and county of Anglesey, North Wales, 24 miles (W. by N.) from Beaumaris, and 263 (N. W. by W.) from London; containing 3869 inhabitants. This place, which is of remote antiquity, derives its Welsh name of *Caer-Gybi*, implying "the fortified place, or city, of Cybi," from its situation in a small island at the western extremity of Anglesey, called *Ynys Gybi* on account of its having been for many years the residence of a British saint named Cybi, who, according to Cressy's Church History, was the son of Solomon, Duke of Cornwall. Upon the authority of the same historian, St. Cybi, who was also surnamed Corineus, having travelled for the prosecution of his studies into Gaul, where he greatly distinguished himself by his able refutation of the Arian heresy, returned to his native country about the close of the fourth century, and passed the remainder of his days in devotional retirement at this sequestered place, which, from the sanctity of his life and the veneration he was held in, obtained its present English appellation of "Holyhead," as forming a projecting headland of the island, which from the same circumstance received the name of the "Holy Island." The place appears to have been known to the Romans, who, according to Tacitus, carried on a considerable trade with Ireland during the time of Agricola, though they may not have had any fixed or permanent settlement in that country. The extensive remains of Roman architecture which are found in the parish, more especially in the churchyard, and which in their construction exhibit every peculiarity of style observable in other ruins of the buildings of that people in Britain, afford an almost conclusive demonstration that they had a station or fortress here for the protection of their commerce with Ireland. About the middle of the fifth century, the Irish-Scots, under a leader named *Sirigi*, or "the Rover," made a descent upon the coast of Mona, now Anglesey, and, having massacred many of the inhabitants, at a place in the vicinity of Holyhead, which is still called *Carreg-y-Gwyddyl*, or "the Irishman's rock," secured their fleet at this place, and took up a fortified station in the neighbourhood. To oppose these invaders, Einion Urdd, at that time sovereign of West Britain, sent his eldest son Caswallon Law-Hîr, or Caswallon the Long-handed, who, succeeding in drawing them into a general engagement, amply retaliated for the slaughter of his countrymen, and drove them from the island with prodigious loss, having slain their leader with his own hand. After this battle, which was fought on the site of the present town, the place is supposed, by some antiquaries, to have been fortified, with a view to prevent the recurrence of similar attempts; but no particulars of any work are recorded, nor has any thing of historical importance connected with the town occurred since that period. On December 18th, 1790, the Charlemont packet, belonging to Parkgate, was wrecked on Salt Island, at the mouth of Holyhead harbour, when 110 persons perished.

The Town is situated on the north-eastern side of Holy Island, on the shore of the Irish Sea, near its junction with St. George's Channel, and is separated from the main land of Anglesey by a narrow strait, in some parts fordable at low water, over which the great Holyhead road is continued by an embankment about three-quarters of a mile in length, having in the centre an arch nineteen feet in the span. The small island on which it stands comprises the parishes of Holyhead in the north, and Rhôscolyn in the south, and consists chiefly of barren rocks and dreary sands; but, from its being that part of England which is nearest to Ireland, it has always been a place of great resort for persons visiting the capital of that country. Owing to the very extensive intercourse now subsisting between the two kingdoms, the town has of late years rapidly increased in extent and improved in appearance; it is large and well-built, and affords ample accommodation of every kind for the numerous passengers who embark at the port. In the vicinity are several respectable mansions, among which is Penrhôs Park. From its advantageous situation, it forms the principal station for conveying the mails to Dublin; and, among other improvements, a new line of road was some time ago constructed under the walls of the town, upon the shore of the *traeth*, or sandy estuary, which forms the harbour, extending more than a mile along a lofty artificial embankment, from the entrance of the town to the commencement of the pier.

At the extremity of the town, a handsome swivelbridge over what is called the Sound connects the pier with the main land; and beyond this bridge are, the engineer's house, the custom-house,

the harbourmaster's offices, and the depôt for the post-office stores. Further on is the grand *Triumphal Arch*, built by subscription of the gentry of the county of Anglesey, to commemorate the circumstance of the royal squadron having anchored in Holyhead bay on the night of the 6th of August, 1821, and the landing of His Majesty George IV on the following day. Upon this occasion the king proceeded to Plâs Newydd, the seat of the Marquess of Anglesey, where he slept, and on the next day returned and embarked on board the Royal George, then lying at anchor outside the harbour, intending to sail the following morning for Dublin; but in the course of the night a gale of wind came on. At an early hour warps were procured, and the yacht hove within the pier; at the same time the signal was given for the squadron to get under weigh, and take an offing. The weather continuing boisterous until the morning of the 12th, one of the post-office steam-packets, afterwards called the Royal Sovereign, was hauled alongside the Royal George, to receive His Majesty on board, and immediately proceeded on her passage to Dublin; the whole of the royal squadron also got under weigh, and sailed for the same destination. At first it was not the intention of His Majesty to land on his way to Ireland; though it was arranged that the squadron should rendezvous in the bay here until its approach could be made known in Dublin. But, receiving such demonstrations of loyalty and attachment from the inhabitants, who had made considerable preparations on the pier, in anticipation of his landing, the king altered his intention, and on the 7th at noon announced his determination to land: the royal yacht, with His Majesty on board, was placed under the care of the harbour-master, as pilot, from the time she anchored in the bay until her departure. The arch, which was opened in August 1824, is a chaste and elegant structure of Mona marble brought from the Red Wharf quarry. It consists of a central carriage-way, separated on each side, by two handsome pillars of the Doric order, from a footway, inclosed exteriorly by a wall ornamented at the extremity with antæ of corresponding character; the whole twenty feet high, and supporting a boldly projecting cornice, surmounted by three diminishing tiers of masonry, forming a platform. Over the carriage-way, on each side, is a large entablature, respectively bearing inscriptions in Welsh and Latin, commemorative of the royal visit to the town.

It does not appear at what time Holyhead was first selected as a station for the post-offices Packets to Dublin; but, in the reign of William III., packets are known to have sailed from this port, and in the month of January, 1696, the mail-boat from Holyhead was wrecked in the bay of Dublin, when the bags were lost, and the passengers and crew perished. Since that time it has been a regular post-office station. At the commencement of the present century, it was inadequate either to the security of the vessels, or to the regularity of their departure and arrival. The packets were sometimes damaged by the heavy swell running into the harbour, and their time of sailing was uncertain, being frequently aground for eight hours out of the twelve. During fresh gales from the east, which are favourable for the departure of shipping, the packets could not warp out, and were often detained for two or three days in the harbour, with a wind which, had they been at sea, would have carried them to their destination. The difficulty of entering the harbour was equally great during the prevalence of gales from the westward, which were perfectly favourable to their arrival, and the landing of passengers was attended with considerable personal hazard. To remedy these inconveniences, an act was obtained in the 50th of George III., for improving the harbour, under the provisions of which a noble pier was constructed, and at its eastern extremity one of the finest lighthouses in the kingdom was erected.

The *Pier* extends from the small island called Ynys Halen, or "Salt Island," in an east-south-eastern direction into the sea, and from the triumphal arch before noticed is 360 yards in length; it is connected with the main land by a handsome iron bridge of one arch, dividing in the centre, and each part turning on a swivel, to afford a passage on either side. On the south side this pier is faced with a perpendicular wall of hewn stone, and near the east end is a projection at right angles, twenty yards in length, affording shelter from the easterly winds. The wall is continued in a curve from the triumphal arch to the bridge, and from the bridge round the custom-house. On the eastern side the pier is open to the basin, and on the western its summit is protected by a lofty stone wall, along the top of which is a promenade of great breadth, affording one of the most interesting marine views imaginable. The side of the pier next the sea forms an inclined plane from the top of this parapet, composed of large rough stones placed edgewise, as close together as possible, and wedged with smaller ones. The *Lighthouse* is built entirely of hewn stone, and without any other timber than what was necessary for the door-cases and window-frames: the foundation is an inverted arch, and the substratum of the pier being sand, the

building has sunk considerably, but has, notwithstanding, preserved its perpendicular position. It consists of three stories, the ceilings of which are groined, and the floors are of smooth stone; its base is six feet above the level of high-water mark, and is protected from the sea by a strong glacis. The tower, which is circular, is thirty-three feet in height to the gallery, and the lantern, which is ten feet higher, is lighted with twenty brilliant lights of oil-gas, having reflectors plated with silver, and displaying a strong white light, which, being at an elevation of fifty feet above the level of the sea, affords a safe guide to vessels approaching the harbour. On Salt Island are gas-works for the supply of the lighthouse, and for lighting the pier and harbour up to the Royal Hotel; but, in case of any accident, oil lamps are constantly in readiness to be put up. The whole of these works were completed for about £130,000; and a graving dock was constructed at an additional cost of £12,000.

By an act obtained in the 4th of George IV., the harbours of Holyhead and Howth, and the whole lines of road from London to Holyhead, and from Howth to Dublin, were placed under certain regulations, by means of which a considerable portion of time was saved in performing the journey between the capitals of the two countries; and subsequently to this period, increased facilities were afforded by the opening of Kingstown harbour near Dublin, which was substituted for the harbour of Howth. Since the construction of the pier, and the erection of the lighthouse, the harbour has afforded proper facility of entrance and security of shelter to the packets: in all states of the weather, vessels pass in a few minutes from the open bay to the quay, on which are cranes and other necessary apparatus for unshipping horses and carriages; and the mail and passengers are landed with expedition, and with perfect safety. The Admiralty's and the Holyhead Railway Company's steam-packets, of 670 tons' burthen, and 370-horse power, sail regularly to Kingstown; keeping up a constant intercourse between the two kingdoms. They are splendid vessels, with every accommodation for passengers, and generally perform the passage from Holyhead to Kingstown, a distance of sixty miles, in four hours. Previously to the introduction of steam-vessels, the voyage was often not accomplished in less than twenty hours, and frequently, in unfavourable weather, was attended with a delay of several days. The local advantages of Holyhead (which is a creek under the port of Beaumaris) have made it a favourite place of embarkation for Ireland, in preference to Liverpool, Parkgate, and other places, the passage from which is attended with some little hazard from the rocks by which the north coast of Wales is lined; so that, independently of its being a mail station, it possesses a very considerable degree of passenger traffic. The adjacent promontory called the Head, which is a bold and lofty projection, is easily recognized at sea; and the entrance to the port being free from rocks and shoals, and having a channel lighthouse on each side of the bay, and a third at the extremity of the pier, vessels can at all times come up in safety to their moorings in the harbour, which affords a secure asylum in strong gales; while in clearing outwards, within half an hour after leaving the pier they are in a position having fifteen leagues of offing in nearly all directions, owing to the central situation of the Head in St. George's Channel.

Connected with the harbour, and materially contributing to facilitate the access to it, is the *South Stack lighthouse*, erected upon the summit of an isolated rock on the coast, about five miles westward from Holyhead, and separated from the main land by a chasm ninety feet in width. This splendid structure was raised by the Corporation of the Trinity House, under the immediate superintendence of Captain Evans, in the year 1808. The elevation of the summit of the rock on which it is erected is 140 feet above the level of the sea at high-water mark; the height of the tower from the base to the gallery is 60 feet; and the lantern is 12 feet high from the gallery; making the total elevation of the light 212 feet above the level of high-water mark. The light consists of 21 brilliant lamps with powerful reflectors, placed on a revolving triangular frame, displaying a full-faced light every two minutes. There is now also a moveable light, which is put up in hazy weather. From the rough sea caused by the strong tides about the Head, a communication by boat was found to be very precarious. Mr. Evans first contrived to cross in a box or cradle running upon two strong ropes, with two others at the top, to keep it steady, and hauling lines at each end: this mode served for five years. Subsequently a bridge of ropes was constructed, which was used for fifteen years, and during these two periods not a single accident occurred; but, from the continual wear of the ropes, the communication was always attended with a degree of danger, and, on a subsequent inspection of the place, the committee of the Elder Brethren of the Trinity House ordered a suspension chain bridge to be thrown over the sound, which was accomplished in the year 1827. This bridge is of 110 feet span. The chains of it are firmly bolted into the rock upon both sides of the sound, and carried over two massive

pillars of stone from the Moelvre quarries, capped with single stones weighing nearly four tons each: the chains support a platform of timber, five feet in breadth, and seventy feet above the level of the sea at high-water mark. The erection of the South Stack lighthouse has been of the most extensive benefit to the navigation on this line of coast, which was previously dangerous from the numerous rocks and shoals that are scattered around in various directions. Before its erection, scarcely a winter passed without some vessels being wrecked here. During the forty years previous to 1808, no fewer than seventy-three vessels are recorded to have been totally lost; while, during the forty years that have elapsed since the erection of the lighthouse, only a very few vessels have been wrecked, having run on shore at the back of the Head during the night in very hazy weather. It has been found of essential benefit to the government packets. The scenery around the point on which the lighthouse is built is strikingly romantic, and the structure itself forms one of the most interesting features in this part of North Wales.

The Holyhead railway, opened in 1848, and the new Holyhead harbour, now in progress, connected as they are with the communication between the capitals of England and Ireland, may be noticed somewhat fully. For the last thirty or forty years, the government has been anxious to establish the most expeditious mode of communication between the two countries, as is evidenced by the outlay expended on the great parliamentary road from Shrewsbury to Holyhead; on the Menai and Conway suspension-bridges, and the harbour at Holyhead. For the last twelve or thirteen years, its attention has been directed to the accomplishment of this desirable object by means of railway conveyance and the formation of a good packet-station: but in consequence of the difficulty arising from three competing lines, and three distinct places of embarkation, all advocated with considerable weight of influence, some delay occurred before the government could arrive at a satisfactory conclusion. In 1836, the St. George's Harbour and Railway Company issued its prospectus for a line from Chester to Orme's Head, in the parish of Llandudno, near Conway; and in 1837 the Irish Railway Commission authorized Mr. Vignoles to survey a line from Shrewsbury to Porth-Dinllaen, in the parish of Edern, some miles south-west of the town of Carnarvon. In 1838, the Chester and Crewe Railway Company engaged the late Mr. George Stephenson to survey a line from Chester to Holyhead, as a continuation of their line. At that time, the Conway river and the Menai straits were regarded as great drawbacks from the last-mentioned project. But much weight was given to its claims by the favourable position of Holyhead, exactly opposite to Dublin, midway between that city and Liverpool, and between Milford Haven and Greenock; also as affording the shortest passage across the Channel, and being the best place on the coast for embarkation. To these considerations was added the probability that the line would be made available for conveying the Irish mails, government stores, troops, and ammunition, and would gain a large share of the general traffic between the two kingdoms, with, eventually, a portion of the trade with the West Indies and the United States; for all or nearly all which objects, it was better adapted than the two other lines.

In the spring of the year 1839, the Chester and Crewe Company again engaged Mr. Stephenson to survey the line, and compare its merits, in an engineering point of view, with those of the Porth-Dinllaen scheme. His report was highly favourable, and the directors of the company, with their active chairman, John Uniacke, Esq., supported by a number of the landed proprietors on the proposed line, forthwith formed a company called the Great Holyhead Railway Company, of which Mr. Edward Parry, of Chester, one of the earliest promoters, if not the originator, of the design, was appointed one of the secretaries. On the 4th of May, a meeting of Irish members of parliament and others was convened at the Thatched-House Tavern, London, at which it was resolved, that, "after examining the sections of both the rival lines of Holyhead and Porth-Dinllaen, and hearing the report of Mr. Stephenson, the meeting was convinced that the great Holyhead line was the most practicable, expeditious, and least expensive that could be constructed for the purpose of the communication between London and Dublin." Shortly afterwards, Rear-Admiral Sir James A. Gordon and Captain Beechey were appointed by government, to survey the relative capabilities of the ports of Holyhead, Orme's Bay, and Porth Dinllaen, in order to select the best place for a packet-station. These gentlemen accordingly made a report to the Commissioners of the Admiralty, which was ordered by the House of Commons to be printed, April 15, 1840, and which expresses their "decided opinion that, whether as regards the distance, the passage, the convenience of a station, or the expense of constructing works, Holyhead is the most fit and eligible point for the departure and arrival of packets on the eastern side of the Channel." In 1843, Captain Sir George Back and Captain Fair were instructed by the Admiralty to survey the different ports on the coast, and report which was

the fittest as a terminus for communicating with the Irish capital. They state:—"the bay of Holyhead seems formed by nature as a place for shelter; and if there be anything wanting to make it complete, the defect may be easily supplied: it is, therefore, our unqualified opinion that, both as to capability and position, Holyhead is unquestionably the most eligible harbour on the coast, as a port of communication with Dublin." And in the same year, Sir Frederick Smith, Lieut.-Col. Royal Engineers, and Professor Barlow, report to the Lords of the Treasury:—"Holyhead being selected as the best port for the Dublin packets, we are of opinion, that the best line of railway for the communication between London and Dublin is that proposed by Mr. George Stephenson, namely, by Chester and Bangor to Holyhead."

It was not, however, until the Great Western Company contemplated the extension of their line through South Wales, and the establishment of a communication with Ireland from that quarter, that the Holyhead line of railway was fully taken up. The directors of the London and Birmingham and the Grand-Junction Railway Companies, anxious to secure a portion of the Irish traffic through Wales, now agreed to take shares to the amount of a million of money, being one-half of the sum then thought to be sufficient; and the other half being subscribed by the Chester and Holyhead Railway Company formed in 1839, Mr. Robert Stephenson was appointed engineer-in-chief, and the requisite parliamentary notices were delivered. In the early part of 1844, Lord Robert Grosvenor, then M.P. for Chester, and the Hon. William O. Stanley, then M.P. for Anglesey, brought the bill before parliament; it was passed the same session, and on the 1st March, 1845, the first sod was cut, at Conway. In the course of that year the works were carried on with considerable spirit, simultaneously, throughout the line, under the able and indefatigable superintendence of the resident director, Captain Moorsom, R.N.

Attention was now drawn to the improvement of Holyhead harbour, government employing three eminent engineers to give their opinion as to the best means of enlarging and improving the port, and of making a packet-station, and an asylum-harbour for the larger class of vessels. J. Walker, Esq. C.E. to the Admiralty, proposed a plan for inclosing an area of 90 acres, with 3300 feet of breakwater, and 2500 feet of pier, at an expense of £400,000; while Captain Beechey, R.N., proposed to inclose 176 acres, with 4500 feet of breakwater, and 3500 feet of pier, at an expense of £550,000. Mr. Rendell, the engineer of the docks at Birkenhead, who last surveyed the place, prepared a plan on a much larger scale, with a breakwater of 5000 feet, from Soldier's Point eastward, to terminate at the Platter's buoy, and a pier of 7500 feet, from Ynys Gybi, with its head resting on the Outer Platter; inclosing an area of 316 acres, three-quarters of a mile long, and having six fathoms and a half of water. This design, the estimated cost of which is £700,000, was fully adopted by the government and the railway company in April, 1846; and will form one of the most splendid refuge-harbours and packet-stations in the world. The necessary funds are to be advanced jointly by the government and the company, the former contributing £500,000, and the latter £200,000. The works have been commenced some time, and are to be carried out by government with the utmost expedition; the inner piers are to be appropriated to the company's traffic and the use of government, and the old harbour is now being deepened for the purpose of giving accommodation to the larger class of steampackets, until the new harbour shall be finished. In 1848 the company obtained an act allowing them to become proprietors of steam-boats to cross the Channel, in connexion with their line.

The railway is one of the most extraordinary undertakings of the kind in the country. It is about eighty-four miles in length, and passes through districts remarkable for the difficulties they presented to the engineer, the line in some parts skirting a rock-bound coast, and in others being carried along the base of impending mountains. There are nine tunnels, cut through some of the hardest rock, and extending to upwards of 4000 yards; it has two tubebridges, of unparalleled size and structure, runs under or along 130 other bridges, crosses five important tidal and navigable rivers, has 15 extensive viaducts, and upwards of 100 excavations and embankments. The line was opened for general traffic from Chester to Bangor, a distance of 59½ miles, on May 1, 1848, and shortly afterwards to Holyhead, with the exception of the Bangor tube-bridge across the Menai straits at the Britannia Rock. Its course is as follows:—commencing at Chester, it almost immediately enters Flintshire; then runs parallel with the channel of the Dee, and skirts the estuary of that river, passing by the towns of Flint and Holywell, to the Point of Air. Here it changes its direction from north-westward to westward, and, touching the rising town of Rhyl, north of St. Asaph, enters Denbighshire, runs between the sea-shore and the town of Abergele, and crosses the river Conway by one of the two tube-bridges. The line then proceeds along the

northern coast of Carnarvonshire, by the town and port of Conway, the village of Aber, and the city of Bangor, to the Menai straits; after which, curving through the southern part of Anglesey, it runs near Newborough and Aberfraw, to its terminus at Holyhead. Thus it reaches from east to west through the whole extent of North Wales. The stations are, Queen's Ferry, 7 miles distant from Chester; Flint, 12½ miles; Holywell, or Greenfield, 16¾ miles; Mostyn-Quay, 20 miles; Prestatyn, 26¼ miles; Rhyl, 30 miles; Abergele, 34¼ miles; Conway, 45½ miles; Aber, 54¼ miles; Bangor, 59½ miles; Llanvair, 63½ miles; and Holyhead, 84 miles. The scenery of the line is most attractive: on the south, from the banks of the river Dee to the Menai, are hills and valleys, rocks, and frowning mountains; while on the north is seen a wide expanse of ocean, with, frequently, numerous vessels passing in different directions. The distance from London to Holyhead is about 260 miles, which, at 35 miles an hour, may be performed in seven hours and a half; making, with the four hours' sea-passage, a period of eleven hours and a half from London to Dublin.

The half-yearly report presented by the directors to the proprietors of the Holyhead railway, at the beginning of 1849, stated, that the number of passengers conveyed from May 1st to Dec. 31st, 1848, by railway, had been 189,067, and by steam-boats, 6649; and that the gross receipts had amounted to £48,085, exclusively of the sum receivable for carrying the mails along the line since August, and of the toll due from the Shrewsbury and Chester Railway Company. It also stated that the Menai bridge was rapidly approaching towards completion, and that one of its two lines of way would be opened by the month of August, when a considerable increase of traffic might reasonably be expected. The directors, it further appears, had been called on by government for the first instalment, £31,500, of the company's contribution towards the harbour of refuge and packet-pier; and as there was not sufficient traffic between Holyhead and Kingstown to support the packets both of government and the company, the directors had proposed to government to undertake the whole packet-service, and to convey the mails across the Channel, for a fixed annual payment. According to the report, the cost of this important line of railway, to the completion of the whole, and including therefore the works then still to be executed, is as follows: works of construction in excavations, permanent way, tunnelling, masonry, £1,590,000; stations, £164,000; rails and sleepers, £286,500; land, £294,150; the Conway bridge, £150,000; and the Britannia bridge, £500,000: total, £3,084,650; being an excess of £945,000 beyond the parliamentary estimate. This excess arose from the company's being obliged to pay a higher price for the rails than was originally expected; from their being obliged to buy much more land, and to make stronger sea defences; from the erection of more bridges than were at first intended, instead of level crossings; from the outlay at the great station at Chester; and above all, the vastly increased outlay for crossing the Conway and the Menai, the bridges ultimately adopted here requiring an expenditure of £650,000, instead of £250,000 as estimated for the original bridges. In some measure, the increased cost of the line is attributable to the requirements of the Admiralty. To the above total are to be added the following items from the directors' account of the expenditure to December, 1848; namely, parliamentary charges, £35,560; engineering, £53,689; steam-boats, £156,224; &c. There are also the expensive harbour and other works, now in progress, at Holyhead, with other demands upon the company's resources; so that, including every charge to the completion of the whole, the expenditure will amount to as much as four millions sterling. Further particulars of the line are given under the heads of Conway and Bangor, and in the articles on the four counties which it intersects. The foregoing account of the railway and new harbour is for the most part abridged from Mr. Parry's Guide to the line.

Holyhead bids fair, from the construction of the new harbour, to become a place of great importance. The situation is not only favourable for the trade with Ireland, but also for that with the continent of America; and the port being now connected by railway with London, Birmingham, Manchester, and all the manufacturing districts of the kingdom, a large portion of traffic must eventually pass through it. No manufactures of any note are at present carried on here. Several attempts have been made, at considerable expense, to explore the mineral treasures with which the parish was supposed to abound, but nothing of much value has yet been discovered, except some veins of the Mona marble, called "verd antique," which have been worked to some extent. In these quarries are frequently found fine specimens of steatite, which is also obtained in the parishes of Amlwch and Llanvechell: this mineral has attracted more attention since it has been ascertained that chromate of iron, a valuable pigment, belongs to the same formation. The trade consists principally in the building of coasting-vessels, the repairing of

the post-office steam-packets belonging to the several ports of England and Wales, and the making of ropes and cables. For these purposes there are very extensive premises, consisting of wet and dry docks, smithies, and other works, in which numerous workmen are constantly employed. In the works belonging to the post-office department alone more than 400 men are generally employed, under the superintendence of a resident engineer appointed by the commissioners of the General Post-office. The market is on Saturday.

By the act of 1832, for "Amending the Representation of the People," Holyhead was made a borough, contributory, with the newly-created boroughs of Amlwch and Llangefni, to Beaumaris, in the election of a member to serve in parliament. The right of election is vested in every male person of full age occupying either as owner, or as tenant under the same landlord, a house or other premises of the yearly value of not less than £10, provided he be capable of registering as the act demands: the present number of tenements of this value within the limits of the borough, which are described in the Appendix to the work, is 107. The town is also a polling-place in the election of a member for the county. The parish comprises 6048 acres, of which 606 are common and uncultivated; the soil, though rocky, is in many places very productive.

The living is a perpetual curacy, endowed with £300 parliamentary grant; patrons and impropiators, the Principal and Fellows of Jesus' College, Oxford, who, in 1820, augmented the income of the minister with a stipend of £20 per annum, and whose tithes have been recently commuted for a rent-charge of £613. 1. 8. per annum; present net income of the incumbent, £167, with a glebe-house. The church, dedicated to St. Cybi, is by some historians said to have been originally founded by that recluse, during his retirement in this remote part of the principality, about the close of the fourth century. By others its foundation is attributed to Maelgwyn Gwynedd, whose arms are placed over the principal entrance, and who, soon after its erection, is said to have endowed it with lands in this county and in that of Carnarvon, and to have made it collegiate for a provost and twelve prebendaries, sometimes styled the rector and brethren. This collegiate establishment, however, is stated on better authority to have been founded by Hwva ab Cynddelw, lord of Llŷs Llivon, in the reign of Owain Gwynedd, who ascended the throne of North Wales in the year 1137: it continued to flourish till the Dissolution, when its annual revenue was £32. 12. 6., of which sum £8. 12. 6. were received by the provost, and £24 by the prebendaries. The revenue remained in the possession of the crown till the time of James I., who granted it to Francis Morris, from whom it passed through several hands into the possession of Rice Wynne, Esq. This person, in 1640, gave the whole of the great tithes of this parish, together with those of the parishes of Bodedern, Bodwrog, and Llandrygarn, which were originally chapelries in the parish of Holyhead, to the Principal and Fellows of Jesus' College, Oxford, for the maintenance of two fellows and two scholars; and directed that the advowson should remain with that body, so long as they should appoint the officiating minister from amongst the said scholars.

The present church is a spacious cruciform structure, principally in the decorated style of English architecture, comprising a nave and aisles, a chancel, and north and south transepts, with a very curious and ancient southern porch: its tower, originally rising from the intersection of the nave and transepts, has been rebuilt at the western end, at a comparatively modern period. The exterior of the south transept, and the porch, are curiously ornamented with rude sculpture, representing boars, bears, and other animals, among which is the dragon, supposed to bear some allusion to the reputed founder, Maelgwyn, who was called *Draco Insularis*. The exterior of the church is embattled, and on one of the walls is the Latin inscription "*Sancte Kubi, ora pro nobis.*" Its nave is separated from the aisles by ranges of pillars and pointed arches, of which those on the south side are more lofty than those on the north. The chancel, which, like the tower, is of comparatively recent date, is greatly inferior in its character to the nave and transepts, these being much more elegant in the tracery of the windows and other architectural details. The columns that supported the original tower, with their highly enriched capitals, and the springs of the arches, are still remaining at the point of intersection; the modern tower, which is square and embattled, but of very inferior design, is surmounted by a low pyramidal roof.

There were formerly various other churches, or chapels, in the parish, which was anciently of greater ecclesiastical importance than it is at present; but they have long since been abandoned, and the only remains are those of Capel Lochwyd, Capel-y-Gorllŷs, Capel Gwyngenu, and

Towyn-y-Capel. The last of these, situated on the sea-shore, near the old road, occupied the summit of a mound or tumulus, about thirty feet in height, where the foundation walls of the edifice are to be seen. The chapel was dedicated to St. Bridget, by contraction Bride, who, according to the legend, sailed over from the Irish coast on a green turf, and landed on the island of Holyhead, when the turf became a hillock, on which she caused the present chapel to be erected. The walls and east window of the building were standing within memory. Of late years, however, from the gradual encroachment of the sea, and the removal of sand for manure, the mound has been half washed away; and in a few years it will probably cease to exist. It contains a great number of graves, arranged in four or five tiers, one above another, at intervals of about three or four feet; these graves are of the ordinary length of a human body, and are generally formed with about twelve stones, rough from the quarry, of the slaty schist of the district. The bodies were laid invariably with the feet converging towards the centre of the mound; and a dark-coloured deposit in the bed of sand on which the skeletons lie, still shews traces of the decomposition of the bodies interred. These singular places of interment have, from time to time, been exposed to view during stormy weather, or in consequence of a fall of the layers of sand between the bodies, as the mound is by degrees undermined by the waves. The inhumation without any regard to the point of the compass towards which the head was laid, appears to connect the interments with the usages of primeval tribes. It may be conjectured, that in later and Christian times, the ancient cemetery of the district continued to be used as a place of burial, as shewn by the numerous human remains found under and around the chapel, deposited without the custom in earlier ages; and that the spot was hallowed by the erection of a Christian chapel, over this remarkable assemblage of heathen sepulchres. There are places of worship in the parish for Baptists, Independents, and Calvinistic and Wesleyan Methodists.

Dr. Edward Wynne, in 1748, built a school in the churchyard, and endowed it with £120, the interest of which he appropriated to the payment of a master for teaching six poor boys of the parish. A National school was founded, and schoolrooms were built by subscription in 1818, at an expense of £320, for the instruction of boys and girls, including the six boys under Dr. Wynne's endowment, who are gratuitously instructed by the same master: the master receives £50, and the mistress £30 per annum, arising from the above endowment, from annual subscriptions and donations, and school-pence. There is a good infants' school for the poor, the only one in Anglesey, and one of the very few infants' schools that have yet been established in North Wales; it was commenced in 1845, by persons in humble life, aided by their friends in England, and though dependent solely on the children's pence for its support, it has made rapid progress. A school for boys is supported on Dr. Daniel Williams's foundation, and in the rural parts of the parish are one or two schools chiefly maintained by charity. There are ten Sunday schools in the town and parish, one of them in connexion with the Church, four belonging to the Calvinistic Methodists, and the others to the other denominations of dissenters above mentioned. In 1698 *Arthur Griffith* bequeathed some small portions of land, and a rent-charge of £1, the whole now producing £12. 2. per annum, for the use of the poor. *Catherine Roberts*, in 1756, left £250 in trust to the minister and churchwardens, the interest of one moiety to be annually divided among four distressed housekeepers, and that of the other among the poor generally. In 1707, *Margaret Wynne* granted by deed, among other benefactions, the rents and profits of the property of Caegwian, consisting of a farmhouse, and thirty-eight and a half acres of land, to one poor woman of this parish, to be selected by the owner of the mansion of Penrhôs, who pays the rent, £15. 15. per annum, to a widow. The poor also receive £5 annually, appropriation money, one moiety of which is paid on Whitsun-eve, and the other on St. Thomas's day, by the agent of *Jesus' College, Oxford*. *Robert Lloyd* likewise bequeathed a rentcharge of £2. 2., and *Jarrard Jackson*, in 1802, a sum of £20, the interest of which is distributed in small sums; and in addition to these, is a sum of £18. 13. per annum, applied to the repairs of the church, arising from several pieces of land amounting to about twelve acres, granted by unknown donors for the purpose. A few small charities have been lost. There are two unendowed almshouses, called respectively the Old and New houses.

Of the monastery said to have been founded by St. Cybi, towards the close of the fourth century, there are no remains. The walls of the churchyard point out the site of the Roman station which is supposed to have existed here; they inclose an area in the form of a parallelogram, 220 feet in length, and 130 feet broad. On one side this area is open to the harbour, having only a parapet along the edge of the precipitous cliffs; but on the other three sides it is defended by strong walls of masonry, six feet in thickness and seventeen feet high. At the angles were circular bastion

towers, a small portion only of one of which is now remaining. The walls are still in good preservation, and are perforated with two rows of circular openings, about four inches in diameter, exactly resembling those which form so remarkable a feature in the walls of *Segontium*, adjacent to Carnarvon. The cement, mixed with coarse pebbles, is extremely hard, and in every other respect the work displays strong characteristics of Roman origin. Upon the summit of a mountain about three miles from the town, are the remains of an ancient military post, consisting of a circular tower, and portions of walls, in some parts eight feet in height, extending in a straight line for a considerable distance. These ruins, designated *Caer Twr*, have by some antiquaries been considered as of Roman origin; and the mountain on which they are situated is called Pen Caer Gybi, or "the summit of the fortress of Cybi." On the mountain on which the signal station was established, are the remains of an ancient camp, which appears to have been surrounded with a wall of uncemented stones, vestiges whereof may still be traced. In 1825, several gold coins of the Emperor Constantine were found in a high state of preservation on one of the hills near Holyhead; one of these, now in the possession of the Marquess of Anglesey, has on the obverse a fine head of the emperor, and on the reverse a wreath, within which is the legend VOTIS. TS[E?], in high relief. On Trévignerth farm, about a mile south-east of Holyhead, is a cromlech nearly perfect.

The promontory called the Head, by which the harbour is sheltered from westerly winds, presents a singular aspect, its sides towards the sea forming in some parts immense perpendicular precipices, while in others they are worn, by the continued action of the waves, into caverns of magnificent and romantic appearance. Of these, one called the "Parliament House" is accessible only by boats at half ebb tide, and consists of a stately series of receding arches, supported by massive and lofty pillars of rock, displaying an interior of considerable grandeur. Some of the caverns afford shelter to gulls, razor-bills, guillemots, ravens, cormorants, herons, and other birds; and the loftiest crags are frequented by the peregrine falcon. The eggs of these birds are in great request as a delicacy for the table, and some of the hardier inhabitants of the vicinity are employed in the hazardous task of procuring them for sale. For this purpose, one man is lowered down by a rope fastened round his body, with the other end secured in the ground on the summit of the cliff, where another man remains to guard it: after depositing the eggs in a basket slung at his back, he is drawn up to the brow of the rock, and in this perilous situation is assisted over the edge of the precipice, with his booty, by his companion. The adventurers have become so accustomed to this dangerous employment, that accidents rarely occur; although it has occasionally happened that the man on the summit of the cliff, being overpowered by the weight of his companion, while assisting him to land, has been drawn over the brink, and both have perished. The common called *Towyn-y-Capel* is bounded on the west by some rocks, over which the sea breaks with tremendous violence, and which, being covered at high water, are exceedingly dangerous to mariners incautiously approaching this part of the coast. *Roderic the Great* is said by Enderbie in his "Cambria Triumphans" to have been buried at Caer-Gybi. *William Morris*, distinguished as a collector of Welsh manuscripts, and brother of the learned Lewis Morris, a celebrated antiquary and poet, was comptroller of the customs at this place, where he died in 1764." (from Samuel Lewis's '*Topographic Dictionary of Wales*' 1848).

Appendix G

GAPS Brief

CAMBRIAN ARCHAEOLOGICAL PROJECTS

DESIGN BRIEF FOR AN ARCHAEOLOGICAL ASSESSMENT AND CHARACTER APPRAISAL

Gwynedd Archaeological Planning Service

Site: Holyhead Waterfront Regeneration Scheme, Holyhead, Ynys Môn

Client: Axis / StenaLine

Date: 16th July 2010

Planning Reference: Pre-application / Scoping

National Grid Reference: 224150, 383300

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

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

Key elements specific to this design brief have been highlighted.

1.0 Site Location and Description

- 1.1. For the purposes of this brief the proposed development comprises plans to redevelop the Holyhead waterfront and the outer harbour, between Soldiers Point and the Holyhead Maritime Museum.
- 1.2. The total plot area is c.57 hectares stretching across c.1.5km of coastline.
- 1.3. The plans involve proposals to reclaim a portion of the harbour, to improve and enlarge the existing marina and to develop a variety of residential and commercial uses across the site.
- 1.3 Holyhead Waterfront is situated to the north of the town of Holyhead.
- 1.3 Holyhead is located on the north coast of Holy Island, on the western most tip of Ynys Môn (The Isle of Anglesey).

2.0 Archaeological Background

- 2.1 Recent archaeological work in advance of development at Parc Cybi, Penrhos, Holyhead has highlighted the rich archaeological landscape of Holy Island. Significant funerary, ritual and settlement remains have been discovered dating from the Mesolithic, Neolithic and Bronze Age through to the Medieval and Post-medieval periods.
- 2.2 Holyhead Mountain is rich in later prehistoric settlement remains whilst the regional HER records the site of a hut group (Primary Record Number, PRN 3795) to the West of Breakwater Quarry.
- 2.3 Two nearby Scheduled Ancient Monuments (SAMs) are evidence that Holyhead was a significant defensive location during the later prehistoric / Roman periods. Caer Y Twr Iron Age hillfort and Roman Watchtower

- (AN019) and Caergybi Roman Fort (AN031) dating to the 3rd or 4th centuries AD.
- 2.4 Although Holyhead has a significant medieval history through its association with Saint Cybi, the most significant known archaeological remains within the study area date to the post-medieval period and relate to the development of the port from the nineteenth century.
- 2.5 Holyhead Breakwater was constructed in the middle of the nineteenth century to create a harbour of refuge for ships during stormy weather. At the time of its completion in 1873 it was the longest pier in Britain. Today the structure is a grade II* listed building (Ref. 5743) considered to be of international significance.
- 2.6 There are no SAMs recorded within the study area but there are 8 Listed Buildings. Numerous undesignated archaeological remains are also recorded. These consist of historic wreck sites, maritime industrial buildings, World War II military remains and post-medieval coastal remains.
- 2.7 There is good potential for the survival of as yet unknown archaeological remains above-ground, below ground, in the inter-tidal zone and in the open water of the development area.
- 2.8 Historic map evidence shows that the character of the shoreline remains relatively unchanged from the production of the Ordnance Survey 1st edition map (1889) throughout the 20th century. However, the 20th century saw the development of numerous suburban estates to the south of the study area and further in land.
- 2.9 The following documentation must be studied in relation to this project:
- 2.10 Documentation

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

Donald Insall Associates Ltd 2003 Holyhead Harbour Conservation Plan.
Unpublished report held by Donald Insall Associates Ltd, Conwy

Kenney, J. 2000 Holyhead Waste Water Treatment Works: Archaeological Assessment. Gwynedd Archaeological Trust report 383. Unpublished report held by Gwynedd Archaeological Trust

Kenney, J. (Forthcoming) Parc Cybi, Ty Mawr, Penrhos, Holyhead: Archaeological Mitigation. Gwynedd Archaeological Trust.

Malim, T. 2006. Porth Y Felin House: Archaeological Desk Based Assessment. Gifford report no. 13174.R01. Unpublished report held by Gwynedd Archaeological Trust

3.0 The nature of the development and archaeological requirements

- 3.1 It is proposed that the waterfront will be entirely redeveloped including plans to reclaim land between the maritime museum and Trinity Court as well as around Porth Y Felin House. Soldiers Point and Porth Y Felin House are to be converted and extended and numerous new buildings are to be constructed, both commercial and residential.
- 3.2 This is a *design brief* for the first phase of a staged programme of archaeological works. The aim of this phase is to prepare an **archaeological assessment** to be undertaken according to guidelines set out in Welsh national planning guidance (*Planning Policy Guidance Wales 2010*) and

Welsh Office Circular 60/96 (*Planning and the Historic Environment: Archaeology*). The assessment will comprise a **desk-based review and field survey**. A **characterisation** exercise assessing the wider impacts of the proposals on the historic landscape will also be incorporated.

- 3.3 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 the historic environment and to help inform future decision making, design solutions and potential mitigation strategies.
- 3.4 The report should include an assessment of the potential for further investigative work and give recommendations for an appropriate evaluation and / or mitigation strategy.
- 3.5 Following the initial desk-based assessment a programme of intrusive evaluation 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.
- 3.1 This *design brief* should be used by the archaeological contractor as the basis for the preparation of a detailed written archaeological *specification*. The specification must be submitted to the Gwynedd Archaeological Planning Service for approval before the work commences.
- 3.2 The *specification* should contain, as a minimum, the following elements:
- Non-technical summary.
 - Details of the proposed works as precisely as is reasonably possible, indicating clearly on a plan their location and extent.
 - A research design which sets out the site-specific objectives of the archaeological works.
 - Reference to the relevant legislation.
 - Health and Safety considerations.
 - Monitoring procedures.
 - Field methodology.
 - The level and grade of all key project staff.
 - A timetable for the proposed works including contingency costs (if appropriate).
 - The intended method of publication.
 - Archive deposition

4.0 Desk-based assessment detail

- 4.1 The assessment must consider the following:

- a) The nature, extent and degree of survival of archaeological sites, structures, deposits, landscapes and / or seascapes 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]

- b) The **significance** of any remains in their context both regionally and nationally and in light of the findings of the desk based study.
- c) The **history of the site**. [See section 4.4 below for further details]
- d) The potential impact of any proposed development on the **setting of known sites of archaeological importance**. [See section 4.6 – 4.7 below for further details]
- e) A **methodology for further non-intrusive survey and / or 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 4.5 & 4.8 below for further details]

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

- a) Collation and assessment of all relevant information held in the HER, including listed building records.
- b) Assessment of all available excavation report and archives including unpublished and unprocessed material affecting the site and its setting.
- c) Assessment of all extant aerial photographic (AP) evidence and, where relevant, a re-plotting of archaeological and topographic information by a suitably qualified specialist at an appropriate scale. The main source of archaeological aerial photographic records is held at the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), Aberystwyth.
- d) Assessment of records held at the RCAHMW and University College Bangor, if appropriate.
- e) Assessment of the environmental potential of the archaeological deposits through existing data or by inference.
- f) Assessment of the faunal potential of the archaeological deposits through existing data or by inference.
- g) Assessment of the artefactual potential of the archaeological deposits through existing data or by inference.
- h) Assessment of all available geotechnical information for the area including the results of test pits and boreholes.
- i) Assessment of the present topography and landuse of the area through maps and site visits.
 - This deposit model should reflect accurately the state of current knowledge and provide a research framework for further work if necessary.
 - The **significance** of any remains in their context both regionally and nationally and in light of the findings of the desk based study.

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

- a) A review of the published resources (in particular the documents outlined above 2.11).

- b) An analysis of relevant maps and plans. Cartographic evidence is held at the County Record Offices, including Tithe Maps, Enclosure Act Plans, Estate Maps and all editions of the Ordnance Survey. Place and field-name evidence from these sources must be considered.
- c) 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. In this case the port authority and the maritime museum may also hold relevant archive material.
- d) A review of the Aerial photographic evidence.

4.5 The assessment must formulate a **methodology for further archaeological investigation** within a programme of research. Recent research on archaeological decision-making processes and sampling strategies should be studied (see Hey, G. & Lacey, M. 2001. *Evaluation of Archaeological Decision-making Processes and Sampling Strategies*. Oxford: Kent County Council).

4.6 When considering the **issue of setting** for scheduled ancient monuments, listed buildings and other sites of national and / or regional significance, the HER 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.

4.7 In considering the impact of the proposals on the **wider landscape** the assessment must consider the views to and from Holyhead Mountain and along The Breakwater as well as giving consideration to the overall character of the study area. [See section 5.0 below for further details]

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

- a) Archaeological historic building recording / survey.
- b) The use of geophysical / hydrographic survey.
- c) 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.

4.9 Any 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.

5.0 Historic Character Appraisal / Characterisation

5.1 As a minimum the characterisation exercise should consider the following:

- Geographic circumstance – the geographical influences that have shaped the study area including geological, climatic, tidal, meteorological and other natural processes.
- Historical development – using map regression, aerial photographs and other sources outlined above the historical development of the study area should be evaluated.
- Identification of key themes and processes – using an evidence based approach. With reference to the surviving physical remains including the port and ancillary features, associated transport features, residential development, industrial activity, military activity and any other identified themes.
- Historical topography – The layout of the harbour, the underlying land-use patterns (fields, open spaces, etc) and patterns of development should be analysed.
- Character of the built environment – Periods, types, styles and materials should all be considered.

5.2 Photographs, drawings, plans and other historic sources will form an integral part of this exercise.

6.0 Results

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

7.0 General requirements

- 7.1 The archaeological recording and watching brief must be undertaken by an appropriately qualified individual or organisation, fully experienced in work of this character.

- 5.1 Details, including the name, qualifications and experience of the project director and all other key project personnel (including specialist staff) should be communicated to the Gwynedd Archaeological Planning Service and all written work attributed to an author(s).
- 5.2 Contractors and subcontractors are expected to conform to standard professional guidelines. The following are of particular relevance in this instance:-
- English Heritage's 2006 Understanding Historic Buildings: A guide to good recording practice
 - English Heritage's 2006 Management Of Research Projects in the Historic Environment (MORPHE)
 - The Institute for Archaeologists 1996 (revised 1999) Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures.
 - The Institute for Archaeologists 1994 (revised 1999) Standard and Guidance for Archaeological Watching Briefs.
 - The Institute for Archaeologists 1985 (revised 1997) Code of Conduct.
 - The Institute for Archaeologists 1990 (revised 1997) Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology.
 - The Institute for Archaeologists 1999 Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials.
 - English Heritage's 1991 Management of Archaeological Projects (MAP2).
 - 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.
- 5.3 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.
- 5.4 Care must be taken in the siting of offices and other support structures in order to minimise the impact on the environment. Extreme care must also be taken in the structure and maintenance of spoil heaps for the same reasons and to facilitate a high quality reinstatement. This is particularly important in relation to pasture land.
- 5.5 The archaeological contractor must satisfy themselves that all constraints to groundworks have been identified, including the siting of live services, Tree Preservation Orders and public footpaths. Gwynedd Archaeological Planning Service bears no responsibility for the inclusion or exclusion of such information within this brief.
- 5.6 Any changes to the specifications that the archaeological contractor may wish to make after approval by this office should be communicated to Gwynedd Archaeological Planning Service and approved.

- 5.7 Care must be taken in dealing with human remains and the appropriate environmental health regulations followed. Gwynedd Archaeological Planning Service and the local Coroner must be informed immediately human remains are discovered.
- 5.8 Arrangements for the long-term storage and deposition of all artefacts must be agreed with the landowner and Gwynedd Archaeological Planning Service before the commencement of investigation.
- 5.9 The involvement of Gwynedd Archaeological Planning Service should be acknowledged in any report or publication generated by this project.
- 5.10 A full archive including plans, photographs, written material and any other material resulting from the project should be prepared in accordance with standard guidance. All plans, photographs and descriptions should be labelled, cross-referenced and lodged in an appropriate place (to be agreed with Gwynedd Archaeological Planning Service) within six months of the completion of the project.
- 5.11 Two copies of the bound report must be sent to the address below, one copy marked for the attention of the Development Control Archaeologist, the other for attention of the HER Officer, who will deposit the copy in the HER.

6.0 Curatorial monitoring

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

7.0 Glossary of terms

- 7.1 *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.
- 7.2 *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.
- 7.3 *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.
- 7.4 *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.

7.5 *Historic environment Record (HER)*

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

7.6 *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.

7.7 *Watching brief*

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

Further information

8.1 This document outlines best practice expected of an archaeological assessment but cannot fully anticipate the conditions that will be encountered as work progresses. If requirements of the brief cannot be met they should only be excluded or altered after gaining written approval of the Gwynedd Archaeological Planning Service.

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

Ashley Batten

Uwch Archaeolegydd Cynllunio – Senior Planning Archaeologist

Gwynedd Archaeological Planning Service

Craig Beuno

Ffordd Y Garth

Bangor

Gwynedd LL57 2RT

Ffon/Tel: 01248 370926

Ffacs/Fax: 01248 370925

ashley.batten@heneb.co.uk



CAMBRIAN
ARCHAEOLOGICAL
PROJECTS

CAMBRIAN ARCHAEOLOGICAL PROJECTS

Cambrian Archaeological Projects Ltd
Old Chapel Farm, Llanidloes
Powys SY18 6JR
Telephone: 01686 413857
E-mail: info@cambarch.co.uk

