

LAND AT THE FORMER
TIN PLATE WORKS,
BURROWS YARD,
PORT TALBOT, WALES

ARCHAEOLOGICAL IMPACT ASSESSMENT

ON BEHALF OF
ALDI STORES UK



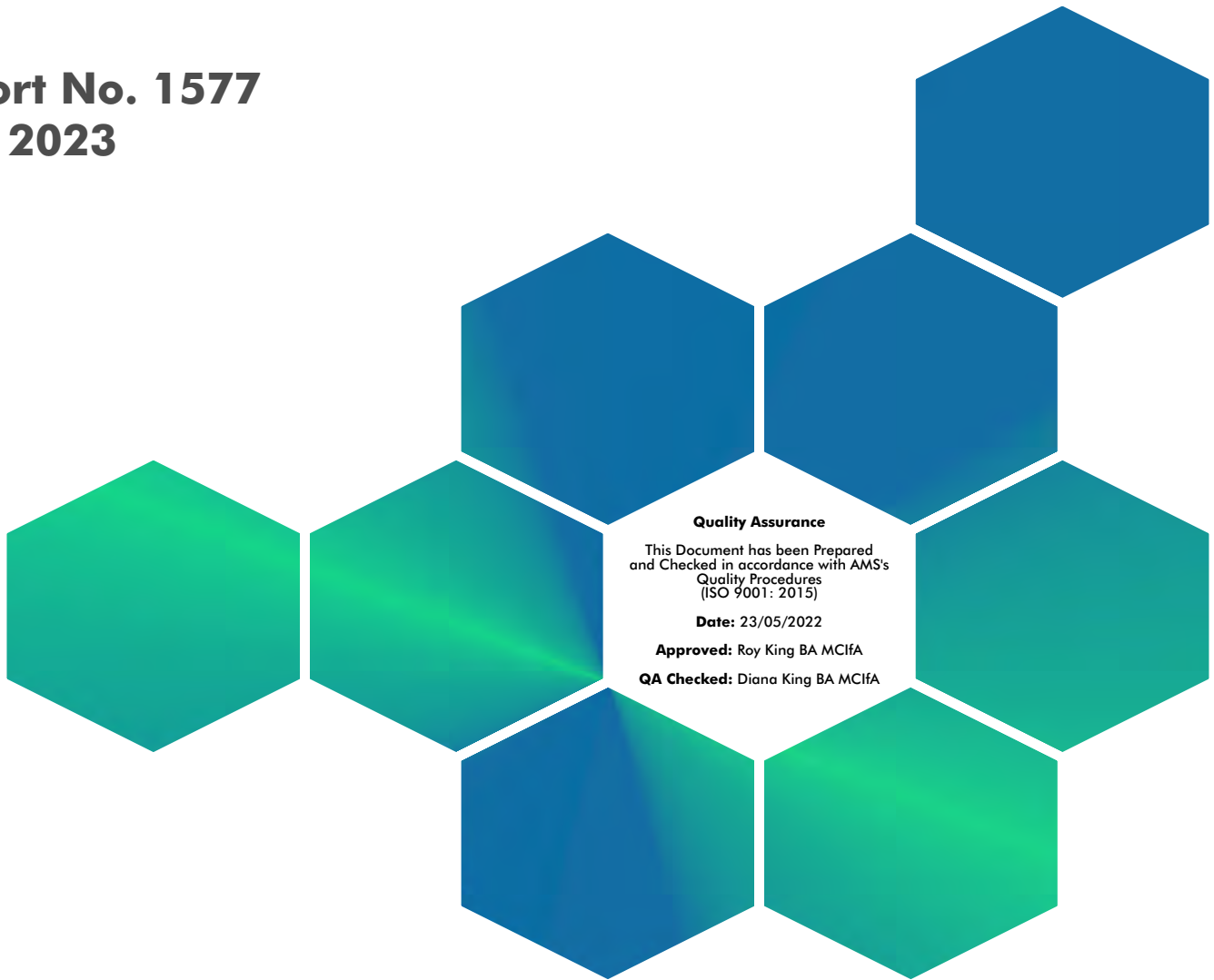
FOUNDATIONS HERITAGE

A DIVISION OF ARCHAEOLOGICAL MANAGEMENT SERVICES LTD

**Land at the Former
Tin Plate Works,
Burrows Yard,
Port Talbot, Wales**

NGR: SS 7590 8984

**Report No. 1577
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CONTENTS

Glossary of terms and abbreviations

Summary

Welsh Summary

- 1 Introduction and Project Background
- 2 Assessment Methodology
- 3 Planning Background and Legislative Framework
- 4 Sources
- 5 Site Location and Description
- 6 Aerial Photographs
- 7 Archaeological and Historic Background and Historic Map Analysis
- 8 Archaeological Potential
- 9 Settings Appraisal
- 10 Impact Assessment
- 11 Conclusions
- 12 References
- 13 Acknowledgements

Appendix 1 Gazetteer of Historic Environment Information

LIST OF FIGURES

- Figure 1 Site Location
- Figure 2 Maps showing HER Data
- Figure 3 Map Regression
- Figure 4 Site Walkover - Plan
- Figure 5: Site Walkover - Photographs
- Figure 6: Proposals

GLOSSARY OF TERMS AND ABBREVIATIONS

Archaeology

For the purposes of this project archaeology is taken to mean the study of past human societies through their material remains from prehistoric times through to the modern era. No rigid upper date limit has been set, but AD 1900 is used as a general cut off point.

HER

Historic Environment Record.

HVIA

Heritage and Visual Impact Assessment.

ICOMOS

International Council on Monuments and Sites.

LVIA

Landscape and Visual Impact Assessment.

Medieval

The period between the Norman Conquest (AD 1066) and c. AD 1500.

Modern

There is debate in archaeology about when the modern period commences, but 1900 is a useful start point.

Natural

In archaeological terms this refers to the undisturbed natural geology of a site.

NGR

National Grid Reference from the Ordnance Survey Grid.

NMP

National Mapping Programme whereby possible archaeological features present on aerial photographs were mapped. Undertaken for certain counties, including Cornwall.

OD

Ordnance Datum; used to express a given height above sea level.

OS

Ordnance Survey.

OUV

Outstanding Universal Value.

Post-Medieval

Refers to the period from c. AD 1500 to AD 1900.

Prehistoric

In Britain this term is generally used for any of the traditionally defined periods such as Palaeolithic (c. 480,000-12,000 BC), Mesolithic (c. 12,000-4000 BC), Neolithic (c. 4,000-2,500), Bronze Age (c. 2500-600 BC) and Iron Age (c. 800 BC – AD 43).

Romano-British

Term used to describe the fusion of indigenous late Iron Age traditions with the invasive Roman culture. Traditionally dated between AD 43 and AD 410.

Saxon or Early Medieval

Term used to describe the period between the end of Roman Britain c. AD 410 and the Norman Conquest (AD 1066).

WHS

World Heritage Site.

ZTV

Zone of Theoretical Visibility.

SUMMARY

This proportionate Archaeological Impact Assessment has considered the potential for a new Aldi store and Starbucks Drive-thru on land at Burrows Yard, Aberavon, Port Talbot, Wales to affect known and potential heritage assets, as required by the National Planning Policy Wales, Edition 11 Chapter 6.

A single heritage asset, the Burrows Tin Plate Works (GGAT08614w) identified on the HER is present within the site and elements of the buildings and ancillary structures and infrastructure may survive as buried deposits. Other structures including former residential housing along the northeastern boundary and various industrial buildings in the eastern part of the site area are unlikely to be of any appreciable archaeological value; these structures are not listed on the HER. The walkover survey did not identify any further archaeologically significant features.

The HIA has considered the potential for heritage assets with an archaeological interest to be present on the site, based on the known archaeological remains that are presently recorded in the vicinity. The potential has been assessed as *negligible* or *negligible-low* with up to *moderate* significance for all periods prior to the development of the site as a tin plate works in 1874. If buried heritage assets associated with the industrial works were present, they would most likely be of *low* or *moderate* significance, depending on their nature and ability to contribute to regional or national research frameworks in regard to industrial history and usage. The presence of heritage assets of *high* significance cannot be entirely ruled out but is considered extremely unlikely.

The high level of modern disturbance across the site suggests that potential for buried assets could be very low in localised areas and generally low to moderate across the site. The proposed development nonetheless has the potential to harm any such buried assets with a consequent loss of significance despite the identified disturbance caused by demolition and the insertion of modern piles for steel frames erected for buildings consented in 2004 but never completed. It is also possible that remediation works, including the grubbing out of foundations have been undertaken as recommended in geotechnical reports for the retail development, in which case survival of features associated with the tinworks may be minimal, but there is no evidence as to whether the recommendations were implemented.

Given the uncertainties associated with the potential of the site area to contain buried heritage assets the planning authority may consider that further archaeological investigation and recording would be appropriate to mitigate any potential harm. It is noted, however, that the practicalities of such work may render them dis-proportionate.

CRYNODEB

Mae'r Asesiad Effaith Archaeolegol cymesur hwn wedi ystyried y gallai adeiladu siop Aldi a Starbucks Drive-thru newydd ar ddarn o dir yn lard Burrows, Aberafan, Port Talbot, effeithio ar asedau treftadaeth hysbys a dichonol, fel sy'n ofynnol dan Bolisi Cynllunio Cenedlaethol Cymru, Rhifyn 11 Pennod 6.

Mae un ased treftadaeth, sef Gwaith Tunplat Burrows (GGAT08614w) a nodir ar y Cofnod yr Amgylchedd Hanesyddol (CAH) yn bresennol yn y safle a gall elfennau o'r adeiladau a'r strwythurau a'r seilwaith ategol oroesi fel dyddodion wedi'u claddu. Mae strwythurau eraill gan gynnwys tai preswyl blaenorol ar hyd ffin gogledd-ddwyreiniol ac amrywiol adeiladau diwydiannol yn rhan ddwyreiniol ardal y safle yn annhebygol o fod o unrhyw werth archaeolegol sylweddol; nid yw'r strwythurau hyn wedi'u rhestru ar y CAH. Nid oedd yr arolwg ar droed wedi canfod unrhyw nodweddion pellach o bwys archaeolegol.

Mae'r HIA wedi ystyried y posibilrwydd y gallai asedau treftadaeth sydd o ddiddordeb archaeolegol fod yn bresennol ar y safle, ar sail yr olion archaeolegol hysbys sydd wedi eu cofnodi yn y cyffiniau ar hyn o bryd. Aseswyd bod y potensial yn *ddibwys* neu'n *isell iawn* gydag arwyddocâd hyd at *gymedrol* ar gyfer pob cyfnod cyn datblygu'r safle fel gwaith tunplat yn 1874. Os oedd asedau treftadaeth a oedd yn gysylltiedig â'r gwaith diwydiannol wedi eu claddu yn bresennol, mae'n debyg y byddant o arwyddocâd *isell* neu *gymedrol*, yn dibynnu ar eu natur a'u gallu i gyfrannu at fframweithiau ymchwil rhanbarthol neu genedlaethol o ran defnydd a hanes diwydiannol. Ni ellir diystyru'n llwyr bresenoldeb asedau treftadaeth o *bwys mawr* ond ystyrir bod hynny'n annhebygol iawn.

Mae'r lefel uchel o aflonyddwch modern ar draws y safle yn awgrymu y gallai'r potensial am asedau wedi'u claddu fod yn isell iawn mewn ardaloedd lleol ac yn isell i gymedrol yn gyffredinol ar draws y safle. Serch hynny, mae gan y datblygiad arfaethedig y potensial i niweidio unrhyw asedau o'r fath sydd wedi'u claddu, gan arwain at golli arwyddocâd er gwaethaf yr aflonyddwch a ganfuwyd a achoswyd gan ddymchwel a gosod pentyrrau modern ar gyfer fframiau dur a godwyd ar gyfer adeiladau a ganiatawyd yn 2004 ond sydd heb gael eu cwblhau erioed. Mae hefyd yn bosibl bod gwaith adfer, gan gynnwys dymchwel sylfeini, wedi cael ei wneud fel yr argymhellwyd mewn adroddiadau geo-dechnegol ar gyfer y datblygiad manwerthu. Yn yr achos hwn, efallai mai ychydig iawn o nodweddion sy'n gysylltiedig â'r gwaith tun sy'n goroesi, ond nid oes tystiolaeth ynghylch a gafodd yr argymhellion eu rhoi ar waith.

O ystyried yr ansicrwydd sy'n gysylltiedig â'r potensial bod ardal y safle yn cynnwys asedau treftadaeth wedi'u claddu, mae'n bosibl y bydd yr awdurdod cynllunio o'r farn y gallai archwiliad a chofnodi archaeolegol pellach fod yn briodol i liniaru unrhyw niwed posibl. Nodir, fodd bynnag, y gallai ymarferoldeb gwaith o'r fath olygu nad ydynt yn gymesur.

1 INTRODUCTION AND PROJECT BACKGROUND

- 1.1 This proportionate Baseline Archaeological Impact Assessment has been prepared by Roy King and Chris Smith (MA, MCIfA). Aerial photographic and Lidar assessment was undertaken by Tracy Michaels (BSc, MCIfA) and the site walkover by Andrew Hood (BSc, MCIfA). Editing was undertaken by Diana King (BA, MCIfA).
- 1.2 The proposal is for the construction of a new Aldi Store and Starbucks Coffeehouse and this assessment (AIA) has considered the potential for the proposed development to affect known and potential heritage assets. The project was commissioned by Aldi Stores UK via Avison Young.
- 1.3 This Archaeological Impact Assessment has been prepared in accordance with the requirements of the National Planning Policy Wales, Edition 11 (2021) and Local Planning Policy. This approach allows the assessment to study the potential of the site and the significance of the unknown archaeological resource, in relation to the likely impact of the proposed development on it and on any associated monuments.

Site Description

- 1.4 The site is situated at the former tin plate works, Burrows Yard, Port Talbot, Wales (NGR: SS 7590 8984, Figure 1). It lies in a built-up area of Port Talbot, north of the River Afan and the harbour, which was previously of industrial nature but now also includes housing. The site is currently waste ground with abandoned concrete building foundations on the west side. It is demarcated by temporary fencing, bounded by Water Street to the northeast, Isaac's Place to the southwest and the A4241 to the southeast. Vehicle access has been from Water Street to the north.

Proposed development

- 1.5 The proposals are for an Aldi store fronting Isaac's Place with car parking around the northwest, northeast and southwest sides, and access from the northeast. A Starbucks is proposed in the east corner of the site with parking to the rear/southwest. See Figure 6.

Limitations

- 1.6 This study excludes the impact of the proposed development on any above ground heritage assets and their settings.

2 ASSESSMENT METHODOLOGY

- 2.1 Heritage assessment involves a desktop study of presently available archaeological, historical, aerial photographic and other relevant information. Government guidance on heritage (Planning Policy Wales Edition 11, 2021) encourages appropriate consideration of the significance of any known or potential heritage assets present within a site, and the effect of the proposed development upon that significance, where development is being considered, prior to formal planning applications being submitted. This allows an assessment of the implications of any development proposal. This informs the decision as to whether heritage assets with an archaeological interest are likely to be present, whether a field evaluation is considered necessary, and may contribute to the development of an appropriate mitigation strategy if required. This report represents the first stage of the pre-planning permission as recommended in Planning Policy Wales Chapter 6 and follows guidance set out in TAN 24.
- 2.2 This heritage assessment will therefore form the basis for any further works, archaeological or otherwise, which may be required to mitigate any adverse effects of the proposals on the significance of any known or potential heritage assets within and around to the site. The report will allow all parties associated with the project to consider the need for design mitigate and/or archaeological solutions to the potential effects and to ensure compliance with National and Local heritage policies.
- 2.3 This Archaeological Impact Assessment fulfils the general requirements of a desktop assessment as set out by the Chartered Institute for Archaeologist's *Standard and Guidance for Historic Environment Desk Based Assessments* (2014 rev 2020) and was prepared in accordance with a Written Scheme of Investigation approved by GGAT on 15/05/2023 (GGAT Ref: NPT0504).
- 2.4 Given the nature of heritage assets, this assessment process involves a degree of subjective interpretation based on existing data sources and professional judgement. This is particularly the case when assessing the potential presence and likely significance of buried archaeological deposits that may be present within a site. The assessment of the significance and the impact on above ground heritage, including on their settings, similarly involves a degree of interpretation and professional judgement because different elements of a heritage asset or its setting contribute differentially to its significance. How the significance of a heritage asset is likely to be affected by a set of development proposals will be contingent upon the nature of those proposals and professional judgement is required in order to gauge likely effects.
- 2.5 Largely, the actual archaeological resource, which may be present, is buried beneath the modern ground surface and the assessments of potential and significance are extrapolations from known data both within and around the study area.
- 2.6 In assessing the archaeological potential of the site, the criteria specified in Table 2.1 were used:

Table 2.1: Table of Archaeological Potential and Assessment Criteria

Potential	Criterion
Negligible	Archaeological features and finds are unlikely to be present.
Low	Archaeological features and finds may be present but are likely to be infrequent or rare.

Low-Moderate	Archaeological features and finds may be present but are likely to occur only infrequently and may have poor coherence.
Moderate	Archaeological features and finds are likely to be present and may include coherent groupings. .
Moderate-High	Archaeological features and finds are probable, with likely coherent groupings and possibly structures.
High	Archaeological features and finds are likely to be present, with features occurring frequently and having high coherence.
Very High	Archaeological features and finds are to be expected with finds predicted in quantity and with features that have very high coherence, highly likely. Structures are likely.

2.7 Where archaeological features are statutorily or non-statutorily designated, this can assist in the grading of their significance. For example, Scheduled Monuments are of a national importance, whilst locally designated archaeological sites are of local importance. However, not all archaeological features are designated. To assist in assessing the significance of these features, the following principles, as set out in the National Assembly for Wales's criteria for scheduling, provide useful guidance. These criteria comprise:

- Period
- Rarity
- Documentations
- Group value
- Survival/condition
- Fragility/Vulnerability
- Diversity
- Potential

2.8 The significance of above ground heritage is derived from the criteria for listing. Buildings are listed because they are of "special" architectural or historical interest which warrants their preservation. Grade I and Grade II* Listed Buildings are of the highest significance because they are of exceptional interest (Grade I) or are more than of special interest (Grade II*). Grade II Listed Buildings are of special interest. Undesignated assets, which are not statutorily designated, but are documented in the Local Authority Historic Environment Record, are nevertheless still of heritage interest.

2.9 Assessing the impact of the development proposals on the significance of heritage assets employs a two-step process:

- Identification of the importance of known and potential heritage features; and
- Identification of the magnitude of the effect.

2.10 Cadw has published *Principles for the Sustainable Management of the Historic Environment in Wales* (2011). To assist Cadw and others a section "Understanding Heritage Values and Assessing Significance" is included. This defines four heritage values which can be summarised as follows:

- *Evidential Value* - derives from the potential of a place to yield evidence about past human activity.
- *Historical Value* – derives from the ways in which past people, events and aspects of life can be connected through a place to the present.

- *Aesthetic Value* – derives from the ways in which people draw sensory and intellectual stimulation from a place.
- *Communal Value* – derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

2.11 When the evidence for these values is gathered together and assessed for an individual historic asset or an area of historic landscape, it will provide the basis for making a statement of significance against which the effects of any proposed changes can be measured.

Table 2.2 Significance Ratings

Value/Significance	Descriptors		
	Archaeological Remains	Historic Buildings	Historic Landscapes/Areas
Very High	<p>World Heritage Sites & assets that are of acknowledged international importance.</p> <p>Scheduled Monuments and currently undesignated assets of schedulable quality and importance.</p> <p>Protected wreck sites</p>	<p>Structures that are inscribed as World Heritage Sites & other buildings of recognised international importance.</p> <p>Grade I and II* listed buildings</p>	<p>World Heritage Sites inscribed for their historic landscape qualities & historic landscapes of international importance, whether designated or not.</p> <p>Registered battlefields.</p> <p>Grade I and II* Registered Parks and Gardens.</p> <p>Extremely well-preserved historic landscapes with exceptional coherence, time depth or other critical factor(s).</p>
High	<p>Assets with the potential to provide a significant contribution to nationally identified research objectives.</p>	<p>Grade II listed buildings.</p> <p>Undesignated buildings with clear national importance.</p>	<p>Registered historic landscapes.</p> <p>Grade II Registered Parks and Gardens.</p>
Medium	<p>Local authority designated sites including Areas of Archaeological Importance and/or Areas of High Archaeological Potential.</p>	<p>Non-designated buildings that may be of listable quality.</p>	<p>Local authority designated areas (Conservation Areas).</p> <p>Unregistered historic landscapes that might be of sufficient quality to allow designation.</p>

	Non-designated sites or other assets of regional importance.		Unregistered historic landscapes with moderate preservation and time depth.
Low	Non-designated assets of local importance. Non-designated sites or assets with low coherence and poor preservation.	Historic buildings on 'local list'.	Unregistered historic landscapes with interest to local groups. Unregistered historic landscapes of poor coherence or preservation.
Negligible	Non-designated assets with very little surviving coherence and very poor preservation.	Historic buildings that do not qualify for the local list but retain some heritage significance	Unregistered historic landscapes of very poor coherence or preservation, so as to be all but unrecognisable.
Unknown	Non-designated assets that have not been adequately assessed.	Buildings with possible, but inaccessible historic interest.	Unassessed landscapes with possible heritage significance.

2.12 The baseline significance of heritage assets must, however, also be viewed through the lens of susceptibility to change. Very few heritage receptors of the highest significance will have any significant ability to accommodate change and may have no at all without resulting in a substantial adverse or beneficial impact. Other heritage assets may have varying degrees of susceptibility to change; generally, the lower value of the asset the greater its ability to absorb change is likely to be but this is not in itself a given and some higher value assets may have greater resilience to change than some lower value assets. DRMB tabulated data regarding sensitivity, for example, is inclusive of value and sensitivity but is aimed specifically at the impact of road schemes on significant landscapes, rather than individual heritage assets. It is the opinion of Foundations Heritage that this broad-brush approach is insufficiently flexible when dealing with heritage assets; for example direct physical impact may less likely to be accommodated than a change to setting. Consequently, susceptibility is discussed separately and is not included in Table 3.2.

2.13 The Cadw guidance document *Conservation Principles for the Sustainable Management of the Historic Environment in Wales* (2011) states that “Balanced and justifiable decisions about change to the historic environment depend upon understanding who values different historic assets and why they do so, leading to a clear statement of their significance and, with it, the ability to understand the impact of the proposed change on that significance. Every reasonable effort should be made to eliminate or minimize adverse impacts on historic assets. Ultimately, however, it may be necessary to balance the benefit of the proposed change against the harm to the asset. If so, the weight given to heritage values should be proportionate to the importance of the assets and the impact of the change upon them.” The section of the document *Conservation Principles in Action* provides further guidance on making decisions about changes to significant historic assets. It defines harm as “Change for the worse, here primarily referring to the effect of inappropriate interventions on the heritage values of an historic asset.” It does not provide further detail on this definition of harm, however

the International Council on Monuments and Sites (ICOMOS) has produced guidance (*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties 2011*), which along with *Conservation Principles*, has been used as a baseline to compile Table 2.3 and extended to apply to all heritage assets whether designated or non-designated. ICOMOS defines substantial impacts as affect assets to such a degree that they are 'totally altered'.

- 2.14 Having determined the significance of any known or potential heritage asset, the assessment of likely potential and effects of the development upon heritage assets can be undertaken using the following eight-level scale of significance as a guidance. Effects can either be [beneficial](#) or [adverse](#).

Table 2.3: Table of Impacts Criteria

Impact	Archaeological Resource	Historic Buildings	Landscape and Settings
Major Beneficial	Cessation or reversal of physical damage to an archaeological site that is would otherwise result in complete or near complete loss of the asset.	Cessation or reversal of physical decline or on-going harm that would otherwise result in complete or near complete loss of historic fabric.	Large scale improvement to existing historic character, features or elements and/or removal of significant uncharacteristic and actively harmful elements. The setting of any asset is substantially enhanced.
Moderate Beneficial	Cessation or reversal of physical damage to an archaeological site that would result in significant harm to an asset.	Cessation or reversal of physical decline or on-going harm that would otherwise result in significant loss of historic fabric. Substantial restoration of original features and patterns of circulation and removal of inappropriate alterations.	Partial improvement/enhancement of existing historic character, features or elements and/or removal of noticeable harmful and/or uncharacteristic elements. The setting of any asset is noticeably enhanced.
Minor Beneficial	A limited change in land use or management to enhance the preservation of the identified archaeological resource.	The historic fabric of the building is slightly enhanced to restore original features or patterns of circulation.	Slight improvement to historic character, features or elements through removal of harmful and/or uncharacteristic elements. The setting of any asset is slightly enhanced.
Neutral	No effects on known or predicted archaeological resources or their settings. No mitigation required.	No change to historic building elements.	No change to key historic landscape elements, parcels or components. No effect on the setting of any asset.
Negligible	<i>De minimis</i> effects on known or predicted archaeological resources or their settings. Mitigation protects the	Slight change to historic building elements that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual

	resource from adverse effects.		effects. No appreciable effect on the setting of any asset.
Slight Adverse	Effects small areas of known or potential resources at a local level or where the archaeological resource is very truncated or fragmented. The removal of the resource would not affect future investigation and would increase archaeological knowledge.	Change to key historic building elements, such that the asset is slightly different.	Change to few historic landscape elements, parcels or components; slight visual changes to a few key aspects of historic landscape and the settings of any asset.
Moderate Adverse	Adverse effects would occur on archaeological resources at a local level by groundworks that would have a detrimental impact on archaeological deposits but would leave some of the resource <i>in situ</i> .	Changes to many key historic building elements, such that the resource is significantly modified.	Change to some key historic landscape elements, parcels or visual components; visual change to key aspects of the historic landscape; resulting in moderate changes to historic landscape character and the setting of any asset.
Major Adverse	Adverse effects caused to areas of high archaeological potential, Archaeological Priority Areas, Scheduled Monuments and to other archaeological sites of importance in breach of relevant planning policies, or where the level of impact would result in total destruction.	Change to key historic building elements such that the resource is totally altered.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects resulting in complete change to historic landscape character and the setting of any asset.

Table 2.4 Significance of Effects Matrix

Value/Significance		Very High	Neutral	Minor	Moderate/ Large	Large/ Very Large	Very Large
		High	Neutral	Minor	Minor/Moderate	Moderate/ Large	Large/ Very Large
		Medium	Neutral	Neutral/ Minor	Minor	Moderate	Moderate/ Large
		Low	Neutral	Neutral/ Minor	Neutral/ Minor	Minor	Minor/ Moderate
		Negligible	Neutral	Neutral	Neutral/ Minor	Neutral/ Minor	Minor
			No Change	Negligible	Slight	Moderate	Major
Magnitude of Impact							

2.13 As archaeology is a finite and irreplaceable resource, for which the preferred option is preservation *in situ*, it is generally considered that there can rarely be moderate or major beneficial effects to archaeological resources. For built heritage, the

conservation and restoration of building can have moderate or substantial beneficial effects, but redevelopment of buildings for uses for which they were not originally intended, limits any beneficial effects.

3 PLANNING BACKGROUND AND LEGISLATIVE FRAMEWORK

3.1 In considering a development proposal, the Local Planning Authority (LPA) will consider the policy framework set by government guidance. Relevant considerations are given below.

3.2 Planning Policy Wales, Edition 11, Chapter 6

3.2.1 Planning Policy Wales, Chapter 6, sets out the policies with regards to the historic environment and planning. The policies also contain guidance for local authorities to consider when developing local plans, including the effect of re-use or new developments on historic areas and buildings. The policies outline the Welsh Government's objectives to protect, manage and conserve the historic environment and specifically to:

- Protect the Outstanding Universal Value of the World Heritage Sites in Wales
- Conserve the archaeological remains, both for their own and their role in education, leisure and the economy;
- Safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- Preserve or enhance the character or appearance of conservation areas, whilst at the same time helping them remain vibrant and prosperous
- Preserve the special interest of sites on the register of historic parks and gardens in Wales
- Protect areas on the register of historic landscapes in Wales

3.2.2 The following paragraphs are relevant to this study.

3.2.3 Paragraph 6.1.7: *It is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.*

3.2.4 Paragraph 6.18: *It is the responsibility of all those with an interest in the planning system, including planning authorities, applicants, developers and communities, to appropriately care for the historic environment in their area. The protection, conservation and enhancement of historic assets is most effective when it is considered at the earliest stage of plan preparation or when designing proposals new proposals.*

3.2.4 Paragraph 6.1.9: *Any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.*

3.2.5 Paragraph 6.1.10: *There should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest which it possesses.*

- 3.2.6 Paragraph 6.1.14: *There should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings. Positive management of conservation areas is necessary if their character or appearance are to be preserved or enhanced and their heritage value is to be fully realised. Planning authorities should establish their own criteria against which existing and/or new conservation areas and their boundaries should be reviewed.*
- 3.2.7 Paragraph 6.1.15: *There is a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level. In exceptional cases, the presumption may be overridden in favour of development considered desirable on public interest grounds.*
- 3.2.8 Paragraph 6.1.16: *Preservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed. Mitigation measures can also be considered which could result in an overall neutral or positive impact of a proposed development in a conservation area.*
- 3.2.9 Paragraph 6.1.17: *Conservation area designation introduces control over the total or substantial demolition of unlisted buildings within these areas, but partial demolition does not require conservation area consent. Procedures are essentially the same as for listed building consent. When considering an application for conservation area consent, account should be taken of the wider effects of demolition on the building's surroundings and on the architectural, archaeological or historic interest of the conservation area as a whole. Consideration should also be given to replacement structures. Proposals should be tested against conservation area appraisals, where they are available.*
- 3.2.10 Paragraph 6.1.20: *The Welsh Government seeks to protect areas on the register of historic landscapes in Wales.*
- 3.2.11 Paragraph 6.1.21: *Planning authorities should protect those assets included on the register of historic landscapes in Wales. As above, the sharing and use of evidence and assessments undertaken for wider reasons, such as Green Infrastructure Assessments, should be used to identify and better understand historic landscapes and ensure their qualities are protected and enhanced. The register should be taken into account in decision making when considering the implications of developments which meet the criteria for Environmental Impact Assessment or, if on call in, in the opinion of the Welsh Ministers, the development is of a sufficient scale to have more than a local impact on the historic landscape. An assessment of development on a historic landscape may be required if it is proposed within a registered historic landscape or its setting and there is potential for conflict with development plan policy.*
- 3.2.12 Paragraph 6.1.23: *The planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning applications, whether those remains are a scheduled monument or not.*
- 3.2.13 Paragraph 6.1.24: *Where nationally important archaeological remains and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in*

an adverse impact on a scheduled monument (or an archaeological site shown to be of national importance) or has a demonstrably and unacceptably damaging effect upon its setting.

- 3.2.14 Paragraph 6.1.25: *In cases involving less significant archaeological remains, planning authorities will need to weigh the relative importance of the archaeological remains and their settings against other factors, including the need for the proposed development.*
- 3.2.15 Paragraph 6.1.26: *Where archaeological remains are known to exist or there is a potential for them to survive, an application should be accompanied by sufficient information, through desk-based assessment and/or field evaluation, to allow a full understanding of the impact of the proposal on the significance of the remains. The needs of archaeology and development may be reconciled, and potential conflict very much reduced, through early discussion and assessment.*
- 3.2.16 Paragraph 6.1.27: *If the planning authority is minded to approve an application and where archaeological remains are affected by proposals that alter or destroy them, the planning authority must be satisfied that the developer has secured appropriate and satisfactory provision for their recording and investigation, followed by the analysis and publication of the results and the deposition of the resulting archive in an approved repository. On occasions, unforeseen archaeological remains may still be discovered during the course of a development. A written scheme of investigation should consider how to react to such circumstances or it can be covered through an appropriate condition for a watching brief. Where remains discovered are deemed to be of national importance, the Welsh Ministers have the power to schedule the site and in such circumstances scheduled monument consent must be required before works can continue.*
- 3.2.17 Paragraph 6.1.29: *Development plans should consider the inclusion of locally specific policies relevant to the historic environment. These must be distinctive and only cover those elements deemed as important considerations from a local planning perspective. They might include locally specific policies relating to:*
- *Archaeological remains – unscheduled archaeological remains and their settings, may be identified in development plans as of local importance and worthy of conservation. Development plans should not include policies relating to the financing of archaeological works in return for the grant of planning permission. Planning permission for archaeologically damaging development should not be granted merely because it is proposed to record sites whose physical preservation in situ is both desirable (because of their level of importance) and feasible.*
 - *Listed buildings and conservation areas – development plans may include locally specific policies for the conservation of the built historic environment, including the protection or enhancement of listed buildings and conservation areas and their settings. They may also include policies relating to re-use or new development that affect particular historic areas and/or buildings, which may assist in achieving urban and rural regeneration. Development plans should not include policies for the designation of new conservation areas or extensions to existing conservation areas, nor should they include detailed statements or proposals for existing conservation areas. The process of assessment, detailed definition or revision of*

boundaries and formulation of proposals for individual conservation areas should be pursued separately from the development plan.

- *Historic assets of special local importance – planning authorities may develop lists of historic assets of special local interest, that do not have statutory protection, but that make an important contribution to local distinctiveness and have the potential to contribute to public knowledge. Where a planning authority chooses to identify historic assets of special local interest¹¹¹, policies for the conservation and enhancement of those assets must be included in the development plan.*

3.2.18 PPW is supported by a series of Technical Advice Notes (TAN). TAN 24: The Historic Environment, was issued in May 2017 provide guidance on how the planning system considers the historic environment.

3.3 [Historic Environment \(Wales\) Act 2016](#)

3.3.1 The Act gives more effective protection to listed buildings and scheduled monuments, improves the sustainable management of the historic environment; and introduces greater transparency and accountability into decisions taken on the historic environment. It also amends the Ancient Monuments and Archaeological Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990 that provide the main UK framework legislation for the management and protection of the historic environment.

3.4 [Ancient Monuments and Archaeological Areas Act, 1979 \(as amended 2016\)](#)

3.4.1 Scheduled Monuments are designated by the Welsh Ministers on the advice of CADW as selective examples of nationally important archaeological remains. Under the terms of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Welsh Ministers. This Act does not allow for the protection of the setting of Scheduled Monuments.

3.5 [Planning \(Listed Buildings and Conservation Areas\) \(Wales\) Regulations 2012](#)

3.5.1 This Act outlines the provisions for designation, control of works and enforcement measures relating to Listed Buildings and Conservation Areas.

3.6 [Local Planning Policy](#)

3.6.1 The Local Authority responsible for planning policy is the Neath Port Talbot County Borough Council. The *Local Development Plan (2011-2026)* was adopted in January 2016. It contains two relevant policies.

3.6.2 Policy SP21 (Built Environment and Historic Heritage) which states:

“The built environment and historic heritage will, where appropriate, be conserved and enhanced through the following measures:

- 1. Encouraging high quality design standards in all development proposals;*
- 2. Protecting arterial gateways from intrusive and inappropriate development;*
- 3. Safeguarding features of historic and cultural importance;*

4. The identification of the following designated sites to enable their protection and where appropriate enhancement:

- (a) Landscapes of Historic Interest;
- (b) Historic Parks and Gardens;
- (c) Conservation Areas;
- (d) Scheduled Ancient Monuments; and
- (e) Listed Buildings and their curtilage".

3.6.3 The policy is intended to support three objectives set out in the Plan:

"OB 2: Reduce people's exposure to the determinants of poor health and provide an environment that encourages healthy, active and safer lifestyles".

"OB 23: Protect and enhance the County Borough's historical heritage, built environment and identity".

"OB 24: Conserve and enhance the County Borough's main arterial gateways".

3.6.4 Policy BE 2 Buildings of Local Importance, which states:

"Development proposals that would affect buildings that are of local historic, architectural or cultural importance will only be permitted where:

- 1. They conserve and where appropriate enhance the building and its setting; or*
- 2. It is demonstrated that the development could not reasonably be accommodated without affecting or replacing the building and the reasons for the development outweigh the heritage importance of the site".*

3.6.5 Neath Port Talbot CBC has three Supplementary Planning Guidance documents with regard to heritage. These comprise: The Historic Environment, Schedule of Buildings of Local Importance, and Schedule of Designated Canal Structures, all published in April 2019.

4 SOURCES

- 4.1 The information available in the GGAT Historic Environment Record has been consulted within a 1km search radius of the site.
- 4.2 The Glamorgan Record Office and regional and national journals, where available, have been examined for relevant information, as well as unpublished reports of previous archaeological activity within the region.
- 4.3 The Aerial Photography Unit for the Welsh Assembly Government and the aerial photographic archive of the RCAHMW have been consulted and available aerial photographs included on Coflein have also been examined. LiDAR data was available for this site from National Resources Wales.
- 4.4 Appropriate on-line resources, such as the British Geological Viewer, were consulted.

5 SITE LOCATION AND DESCRIPTION

- 5.1 The study area is located approximately 650m to the west of the centre of Port Talbot. It is bounded to the north by terraced houses along the lines of Water Street and Ysguthan Road, to the southeast by Afan Way and the course of the River Afan and to the southwest by further terraced housing along Isaac's Place. A site walkover was conducted on 29th March 2023 by Andrew Hood BSc MCIfA of Foundations Archaeology.
- 5.2 The site is triangular in plan and measures approximately 1.2ha. It is situated on flat ground between 5m and 6m above Ordnance Datum. The underlying geology across the majority of the site area is recorded as *South Wales Middle Coal Measures Formation* – mudstone, siltstone and sandstone, which is overlain by *Tidal Flat Deposits* – clay, silt and sand (British Geological Survey Online Viewer).
- 5.3 At the time of the walkover survey the site consisted of waste-ground, which was covered in weeds, bushes and shrubs. The ground surface was generally uneven, which was probably indicative of former soil/rubble dumping. There were large spoil heaps, along with some rubbish dumps in the north part of the site. Concrete building foundations and areas of hardstanding, as well as numerous service hatches, were intermittently visible across the site area. The site perimeter was mainly defined by a temporary metal security fence, with a stone and brick wall, with a gated entrance, at the north. An overhead cable was located near to the southeast perimeter.
- 5.4 There was no obvious evidence for extensive truncation or reduction within the site. The western part of the site was approximately 1m higher than the adjacent Isaac's Place, which suggesting that this area may have been levelled-up. The presence of numerous building foundations, hard standing areas and access hatches indicated a potential for below-ground disturbance.
- 5.5 There is borehole evidence from within the site area from two phases of geotechnical investigation in 2004 and 2008, most of which were undertaken on and around the site of the garage. These indicated a depth of approximately 1-2m of made ground over approximately 2m of silt or sand or clay or sand over clay, overlying gravel, with a band of alluvium approximately 1.8m thick between the silt and the gravel in one borehole. One borehole was located within the central part of the site and revealed 2.5m of made ground over probable pond deposits (identified as the probable water feature shown adjacent to the railway track in 1899) over 1.2m of estuarine alluvium, itself overlying at least 5.3m of gravel to the base of the borehole. Outside the site, a borehole (BGS ID: 370710) located approximately 70m southwest of the site boundary at Green Park Street revealed made ground to a depth of 5.05m with dense sandy gravel to depth at 9.15m. A borehole (BGS ID: 370712) located approximately 130m west of the site boundary at the junction of Vivian Court and Henshaw Street revealed 0.75m of made ground, with loose brown sand to 1.85m over soft silty clay to 4.25m, over sandy clayey gravel to base at 6.65m.
- 5.6 No archaeological features or finds were observed at ground level within the site.

6 AERIAL PHOTOGRAPHS AND LIDAR

- 6.1 Digital copies of all available vertical and oblique aerial photographs were requested from the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) for study. A limited selection of images taken between 1985 and 2021 were examined at www.earth.google.com. The online Cambridge collection of aerial photographs (CUCAP) was also examined, along with 'Britain from Above' and the DataMap Wales website <https://datamap.gov.wales/>.
- 6.2 From the photographs provided by the RCAHMW, the earliest date available was 7/7/46, this image showed the redline site area, however, it was not possible to discern any details of the buildings.
- 6.2.1 The earliest photograph which showed the redline area in detail is CPEUK/1997 Frame 2123 dated 13/4/47. Here, the southern corner of the Tin Plate Works appears to be a separate building and looks to be a different structure, to the one visible in 1952, however the footprint is similar.
- 6.2.2 On photograph RAF 540/748 Frame 5116 dated 21/5/52, the southern corner of the Tin Plate Works now appears to join the main building. The layout of the buildings within the site look identical to that present on the 1950-51 OS large scale map.
- 6.2.3 On photograph RAF 58/3506 Frame 0038 dated 21/4/60 the site appears to have the same layout as that in the 1952 photograph.
- 6.2.4 The next available photograph with a clear view of the redline area is OS 89/085 Frame 324 dated 21/4/89. On this photograph the Talbot Building looks to have the same layout as in 1960, however, the Tin Plate Works is clearly not the same and it appears that the entire building works have been replaced. The buildings fronting onto Water Street are also different. Also on this photograph, you can see a number of small buildings at the northern end of the redline area which match the layout on the 1998-1991 map, but on the 1989-1993 map this area has been cleared.
- 6.2.5 The northern end of the redline area on photograph OS 99/074 Frame 048 dated 3/5/92 contains a number of small structures, some of which were present on the photo dated 1989, however, the ones at the narrow end of the site have been removed. On photograph OS 94/211 Frame 116 dated 28/6/94 all of these buildings have been removed but the layout across the rest of the site is the same.
- 6.2.6 On the available images, no archaeological crop or earthwork features were visible within either the redline or the wider site area.
- 6.3 All available timelines on Google Earth were examined, however the 1985 timeline was not very clear. Timeline 9/2006 contained the earliest available clear images. The layout of the buildings within the redline area look similar to the large scale 2003 OS map, with the exception of the 'T' shaped building in the eastern corner, which looks to have been recently demolished down to the hardstanding. In the centre of where the building previously was is a large pile of crush, therefore it would appear that the image was taken part way through the demolition process. However, timeline 12/2006, shows the building still standing, so there may be an issue with the time sequence.

- 6.3.1 On timeline 12/2009 all of the buildings have been removed and the area contains scrub vegetation. Present on the site are two steel frames which are still present within the redline area on the most recent available timeline.
- 6.3.2 No crop or earthwork features were visible on the available timelines.
- 6.4 The available online tiles for historic aerial photography were also examined at <https://datamap.gov.wales/>. The earliest available timeline was 1947, however, these images did not contain the redline area and only covered the southeast area of the wider study area. Timelines 1945, 1948, 1981, 1991, 1992 and 2013 were not available. Timeline 1969 was the only layer which covered the site area, however the images were of poor quality and it was not possible to discern details of the buildings within the site. No crop or earthwork features were visible on the available tiles.
- 6.5 A number of photographs of the study area were available to view online on both the Britain From Above and CUCAP websites.
- 6.5.1 Oblique photograph AJA96 dated 19/6/64 was available to view on the CUCAP website. This image showed the site in the periphery, but no details of the redline area could be observed. Further available images showed part of the wider study area, but no crop or earthwork features were visible.
- 6.5.2 Image WPW006122 from 1921 was available to view on the Britain From Above website. The redline area could just about be made out, but it was not possible to identify any details. Image WAW006745 dated 1947 was also available to view. The redline area was visible on this oblique photograph but it was not clear enough to see any details.
- 6.6 The 1m and 2m Digital Surface and Digital Terrain Models of the site were available on <https://datamap.gov.wales/>. The lidar shows a raised platform within the redline area, close to Water Street, this has a similar layout to the previous building in this location and may indicate that the foundations are still in-situ. Two negative, parallel linear features, orientated east northeast-west southwest are present at the narrow northern end of the site. A further wide negative linear is present near the southern end of the redline area, this has a similar orientation to the previously mentioned parallel features.

7 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND AND MAP REGRESSION

7.1 The purpose of this section of the report is to provide background information to place the site in its broader landscape and historical contexts. It is not meant to provide a comprehensive discussion of the historic landscape within and around the site, but to provide sufficient information to allow the significance of any heritage assets, likely to be affected by the proposed development, to be described, as stipulated in Planning Policy Wales Chapter 6.

7.2 The Glamorgan Gwent Archaeological Trust Historic Environment Record (GGAT HER) lists 74 monument records and 14 events within or around the 1km buffer to the site boundary. There is a single monument located within the site area (GGAT08614w) which comprises the former tin works. There are no Scheduled Monuments within the study area. There are 16 listed buildings within the 1km study area. St. Joseph's Catholic Church (22803) is the closest to the site area, located 300m to the northeast.

7.3 Historic Landscape Character

7.3.1 The site lies within historic landscape area NPTHL054 defined as the Neath Port Talbot Urban Corridor.

7.4 Evidence for Prehistoric activity

7.4.1 Settlement of Wales began in the Palaeolithic period, although the known sites of this early human activity all lie in the southern coastal area or the eastern edge of Wales, with little evidence for occupation in the central upland areas until the Mesolithic period. There are a large number of Mesolithic sites in Wales, although the southern coastal area was most favoured, as there were many resources available there. During the early Neolithic period in Wales settlement also appears to have been largely concentrated along the southern coastal area, and to the north on Anglesey. During the later Neolithic and early Bronze Age however, settlement expanded into the upland regions.

7.4.2 The Historic Environment Record contains no entries for this period within 1km of the site area.

7.5 Evidence for Roman period activity

7.5.1 Two entries are recorded on the HER from within the study area relating to the Roman period. A Roman milestone (00732w), indicating the likely presence of a Roman road following the inner edge of the Port Talbot/Aberavon coastal plain, was located some 827m to the south-west of the site. The line of a further Roman road (RR60c-06), running north-west to south-east and located approximately 600m to the northeast of the site, is also recorded on the HER.

7.6 Evidence for Early Medieval activity

7.6.1 In the period after the Roman withdrawal c. AD 383, the whole area of Wales was essentially rural in nature and was ruled as a series of separate kingdoms. It was characterised by small settlements known as *trefi*, and the society was ruled over at this time by a landed warrior aristocracy. The land ownership and territorial boundaries were complex and changeable during the early Medieval period, with numerous wars

for territorial gain, and consolidation between the main aristocratic families. Documentary evidence in some areas is very limited.

7.6.2 There are 5 HER entries within the study area for the Early Medieval period (00675w, 00723w, 00724w, 00727w, 00728w), all of which relate to carved stones. Of these, two are from grave slabs whilst the other three are ecclesiastic crosses. These are present between 570m and 830m to the east of the site.

7.7 Evidence for Medieval activity

7.7.1 There are 10 HER entries for the Medieval period within the study area, all located east of the site. Two represent secular structures; Aberavon Castle (demolished – 01771w) and Lower Court House (demolished 01159w). The site of Aberavon Castle lies 340m to the northeast of the site area. The castle, recorded as being a motte and bailey with traces of masonry remains, was removed between 1876 and 1897 for the erection of terraced housing. The eight remaining entries are all ecclesiastical in nature, the most significant of which is St. Mary's Church, Aberavon (01163w, LB No. 22802). St. Mary's church is first mentioned in 1254, though little remains of the Medieval structure as the church was largely rebuilt in the mid-19th century. The church is grade II listed. The churchyard cross (00674w) and the churchyard itself (05220w) represent two further HER entries of Medieval date. The site of Meles Grange (00725w) is located 800m to the southeast of the site area. This Grange belonged to Margam Abbey, as was confirmed in a Papal Bull of Urban III dated 1186. A possible Medieval chapel (Hen Gapel, 05277w) associated with the Grange, converted to a cottage, is located 780m to the southeast of the site area.

7.8 Evidence for Post-medieval activity

7.8.1 The 1814 Estate Survey map (Figure 3.1) shows the approximate site area and its immediate surroundings. It is shown as being divided into two by a north-south boundary. The land on the east marked as belonging to Knight Esq and the west to Grant Esq. No further useful details are depicted. The Parish of Aberavon Tithe Map of 1841 (Figure 3.2) shows largely the same detail as the earlier Estate Survey map with the site area being divided in two along a northwest to southeast boundary. The site predominantly lies within fields 167 and 168. The tithe apportionment shows that each was in use as pasture and was named Cae Pen Isaf Dref (Field at the lower end of the town). No fieldnames indicative of archaeological or historic features or usage are given in the immediate vicinity. The northern edge of the site area is bounded by a road with fields to the south, east and west.

7.8.2 The next available map is the 1:2500 Ordnance Survey map of 1881 (Figure 3.3). This map shows considerable change to have taken place in the area in the intervening 40-year period. The site area is depicted as having several structures built on it and is marked as being the site of the Burrows Tin Plate Works. Port Talbot Chemical Works is located immediately to the north of the site area on the opposite side of the road, Water Street, forming the northern boundary. Afon Vale Tin Plate Works is located immediately to the east of the site area whilst a Gas Works is situated to the northeast. The fields to the south of the site area are depicted as marsh/dunes, while immediately to the south is the limit of ordinary tides; it is likely that some of the made ground identified in geotechnical works was deposited prior to the construction of the tin plate

works in order to raise the ground safely beyond the reach of an unusually high tide but at least in places this material is demonstrably of 20th century date¹.

- 7.8.3 The 1:2500 Ordnance Survey map of 1899 (Figure 3.4) again shows considerable change to both the site area and its immediate surroundings. The site area is depicted as having further structures than previously shown, with some of the previous structures also having been extended. It is now labelled as the Glanwalia Tin Plate Works. Afon Vale Tin Plate Works to the east of the site area is marked as disused at this date. A branch of the Swansea Bay railway is also depicted within the site area, joining the mainline to the southwest. A large feature to the north side of the railway track was identified as a pond during geotechnical works in 2004² and probably represents a drainage feature rather than a feature of the works. Water Street bounding the north of the site area is now named Scythan Road. Port Talbot Iron Foundry is depicted to the southwest of the assessment area. The Port Talbot Chemical Works to the north of the site is still extant at this date though is no longer named. Rows of terraced houses are depicted to the north, northeast and northwest of the site area.
- 7.8.4 The HER contains 33 records dating to the Post-medieval period, one of which is located within the site area. Those outside the site area include eight records associated with the railway. This consists of sections of line, stations, bridges, a tunnel and a viaduct (05817w, 05976w, 06027m, 01435.0m, 01701.0w, 01701.6w, 03821w, 04291.0w). A further 16 records pertain to dock related features located between 600m and 800m to the south of the site area. These include six jetties (00802w – 00806w, 00809w), four wharves (08812w, 08814w, 08818w, 08820w), a slipway (08832w), a lock (08841w) a dry dock (08833w) a weir (08853w), a dock building (Wharf House, 08612w) and the site of former terraced houses Wharf Row associated with the docks (08613w).
- 7.8.5 Four HER records relate to the sites of Post-medieval industry. These consist of the Mansel Tin Plate Works (08980w) 240m to the southeast, Avonvale Tin Plate Works (08419w) 115m to the east, Port Talbot Chemical Works (08616w) 32m to the north and the Burrows Tin Plate Works (08614w) within the site area itself. Whilst only the Burrows Tin Plate Works directly interacts with the site area, the railway, dockyard and Tin Plate/Chemical plant features described above are illustrative of the industrially urban environment within and around the site area during the later Post-medieval period.
- 7.8.6 The increasing industry in the area during the Post-medieval period both necessitated and allowed a concurrent increase in local population. As well as large areas of housing visible on the historic maps, the HER records more typical domestic features within the study area. These include two Public Houses (09307w and 09298w) located 830m and 890m to the east of the site area, a Club (09300w) 710m to the east, a Bank (09299w) 745m to the east, a Fire Station (09030w) 200m to the northeast, a School (09301w) 725m to the east and a Sunday School (09350w) 205m to the northwest.

¹ One borehole within the garage area reached a concrete slab at approximately 3m depth below made ground, while the 20th century made ground in the central area may represent infilling and levelling of a pond and may not be representative.

² Ground Investigations Ltd, 2004.

- 7.8.7 As well as the previously discussed earlier ecclesiastical establishments, the HER records two further chapels (09029w – 150m west, 01607w – 675m northeast) and a Catholic church (08615w, LB no. 22803 – 300m north-east) within the study area in the Post-medieval period.
- 7.9 [Evidence for Modern activity](#)
- 7.9.1 There are 21 entries in the HER relating to the Modern period within the study area. These largely reflect a continuation of the industrial and urban features of the later Post-medieval period.
- 7.9.2 Industrial features dating to the Modern period include the Port Talbot Iron and Steel Works and an associated office (07340w – 230m southeast and 07931w – 790m southeast) as well as Newbridge (05818w, LB No. 22852), a plate girder bridge linking Sandfields to the Docks. A further Weir (08854w – 125m south-east) is also recorded for this period.
- 7.9.3 A Military Camp (08211w – 615m northwest), a Drill Hall (07102w – 610m northeast) and two War Memorials (08909w, LB No. 22853 – 830m northwest and 08910w – 700m northeast) dating to the Modern period are recorded on the HER for the Modern period within the study area.
- 7.9.4 The 1:2500 Ordnance Survey map of 1917 (Figure 3.5) shows further change to have taken place both in the site area and the immediate surroundings. Further structures are shown within the site area, with pre-existing structures also seemingly having been extended, while the pond is no longer illustrated. It is possible that a delineated area shown on this map in part of the former 'pond' also represents a cut; part of this is illustrated as a 'tank' on the subsequent OS map. The area to the immediate west of the site area on the previous map is now taken up entirely by rows of terraced housing, which now separate the tin works from the Iron Foundry. These are separated from the site area by a new road, Isaac's Terrace. The disused Tin Plate Works to the east-southeast of the site, depicted on the previous map, has been entirely removed by this date; the area now shown as dunes.
- 7.9.5 A further six features typical of a small town are recorded on the HER for this period. These include a school (08381w – 750m northeast), a Bank (09295w – 820m east), a Shop (09341w – 200m northeast), an Office (09296w – 840m east), a Hotel (09303w – 860m east) and a Cinema (04803w, LB No. 22136 – 935m east).
- 7.9.6 Four further ecclesiastic establishments are also recorded on the HER for the Modern period within the study area. These include three churches (09317w – 200m west, 09310w – 575m northeast, 09090w – 855m northeast) and a single chapel (09305w – 550m northeast).
- 7.9.7 The 1:2500 Ordnance Survey map of 1939 (Figure 3.6) shows limited change from the previous map. Some change to the layout of structures within the site area is evident including a large tank being labelled within the immediate centre, possibly replacing an earlier cut water feature. Structures within the site area are now labelled as Tin Plate Works. The area to the southeast formerly depicted as dunes now shows a large rectangular structure adjacent to a railway line branch joining the Rhondda and Swansea Bay railway to the southwest. The Port Talbot Iron Foundry to the immediate

southwest of the site area is no longer shown as extant. Further terraced house expansion is evident to the north of the site area.

- 7.9.8 The 1:2500 Ordnance Survey map of 1951-52 (Figure 3.7) shows further changes to have taken place both within the site area and within the immediate surroundings. Limited expansion of the structure within the north of the site area is evident as well as small scale change to those bordering Ysguthan Road (now renamed Water Street) to the north. Two wells are now marked within the site, one close to the centre of the site area, to the rear of terraced house structures fronting onto Water Street and the other next to the Talbot Works. The structures on the west of the site area are now labelled as being Boro' Tin Plate Works whilst those on the eastern side are labelled as Talbot Works (Bakery Engineering). Further engineering works are now depicted to the southwest of the site area on the former Port Talbot Iron Foundry. The large structure occupying the dunes to the southeast of the site is now labelled Self-Centering Works (Expanded Metal). Cattle pens and two slaughterhouses are also depicted to the southeast of the site area.
- 7.9.9 The 1:2500 Ordnance Survey map of 1957-62 (Figure 3.8) shows slight change from the previous map. The railway line through the site area is no longer depicted, although it still enters the southern tip of the site where it terminates at a weighing machine/weigh bridge ('WB'). A mortuary is now marked fronting onto Water Street. The tank in the centre of the site area is also no longer depicted, replaced with a structure marked as a platform.
- 7.9.10 The 1:2500 Ordnance Survey map of 1964-68 (Figure 3.9) shows slight change from the previous map. The railway line connecting the site area to the mainline is no longer marked and the route of the mainline itself is now marked as Dismantled Railway. The industrial structures in the eastern half of the site area are now marked as Sign Posts Works.
- 7.9.11 The 1:2500 Ordnance Survey map of 1971-75 (Figure 3.10) shows slight change from the previous map. The line of the former Rhondda and Swansea Bay railway has now been replaced by the Afan Way running to the south-east of the site area, with a roundabout close to the south corner of the site. Further industrial structures are now evident to the southeast of the site area (Abattoir, Tyre Depot). A row of five terraced houses to the west of the Mortuary within the site area have now been replaced by a single, larger, structure set back from the frontage with Water Street. The main works on the site are called 'Corporation Depot'.
- 7.9.12 The 1:2500 Ordnance Survey map of 1989-91 (Figure 3.11) shows significant change within the site area from the previous map. Apart from the Mortuary (no longer labelled as such) and the structure set back from the frontage of Water Street, the substation building and a rectangular building at the centre of the site, all structures within the site area appear to change at this date. The main works buildings on the east and west of the site appear to shrink in size and footprint. It is unclear whether this is representative of wholesale demolition and rebuilding or remodelling of existing structures.
- 7.9.13 The 1:2500 Ordnance Survey map of 2003 (Figure 3.12) shows no significant change from the earlier, 1989-91 map. No subsequent 1:2500 plans are available.
- 7.9.14 The 2010 1:10,000 raster plan (not illustrated) shows the site as cleared of buildings with the exception of a small structure on the northern boundary, almost opposite

Wellington Place. This structure is no longer shown by the time of the 1:10,000 plan of 2023.

7.10 [Evidence for Unknown activity](#)

7.10.1 There are no entries on the HER relating to activity of unknown date within the study area.

7.11 [Archaeological Events](#)

7.11.1 There are 14 events recorded on the HER including field investigations, surveys, building recording and assessments. Any relevant information resulting from these events is discussed in the period-specific sections above. No archaeological event is recorded within the HER as having taken place within the site area. The site of Avon Vale Tin Plate Works, located 60m to the southeast at its closest point, has been subject to several phases of archaeological investigation recently owing to Modern redevelopment (GGATE006162, GGATE005905, GGATE006921).

8 ARCHAEOLOGICAL POTENTIAL SIGNIFICANCE

8.1 Using the sources of data described in the previous sections, this section of the report will offer an assessment of likely potential for archaeological remains to be present within the site for each of the archaeological periods. The assessment of potential is based upon the known archaeological resource of an area, coupled with any known landuse, which may have affected the archaeological resource. A lack of archaeological assets in an area may, of course, be due to a lack of previous investigation in the area, rather than be representative of a true absence.

8.2 Baseline Conditions

8.2.1 Prior to the assessment of archaeological potential, an assessment of baseline conditions is necessary to help establish the likelihood of archaeological deposits surviving within the site. The site previously contained a tin plate works, the main building of which was extended in several phases until late in the 20th century, with a fluctuating number of other structures including a railway link. Geotechnical investigations associated with a proposed redevelopment of the site for retail purposes were undertaken in 2004 under planning reference P/2008/0103. The latest iteration of the former tinworks building was still extant at this time and was excluded from the assessment, which focused on the remaining areas of the site, then occupied by the Afan Way Service Station and a Council Depot, both of which had buried fuel tanks and a building formerly used by a sign-maker (Thomas Skelton) along the Water Street frontage. A large drain was also identified running on a northwest-southeast alignment through the site. This feature originated and terminated outside the site area and may be considered to still be live.

8.2.2 Some mitigation appears to have taken place in 2006 and 2007 in relation to the removal of fuel tanks, with certainty from the service station and probably from the Council Depot. A second phase of geotechnical investigation and remediation requirements was undertaken in regard to the former garage area in 2008 by Lee Remediation Limited, which included a recommendation for removal of contaminated soils. It is not known whether this remediation work took place; or whether other remediation was undertaken in the area of the Depot tanks. Certainly, the tinworks building was subsequently demolished and steel frames (now removed) for the approved new retail units were erected on the site along the Isaacs Way frontage. It seems unlikely that these construction works would have taken place without any mitigation works being undertaken, but no such report is available on the Neath Port Talbot Council planning application website. The level of potential survival of deposits is therefore assessed as if no remediation works took place.

8.2.3 The geotechnical investigations (2004 & 2008) revealed depths of made ground within the site over sands/clays/silts or estuarine alluvium. No evidence for relic topsoil was identified, although the sands/clays/silts may represent intact subsoils. Geotechnical evidence is limited outwith the former garage area and the one borehole within the wider site area was located over a probable pond, itself beneath 2.5m of made ground that must have been deposited after 1899 and presumably before 1917.

8.3 Prehistoric

8.3.1 The baseline data identifies no prehistoric sites within the study area. Prehistoric monuments are situated within the wider landscape such as Pen y Castell Iron Age

Hillfort (SAM GM098) 3.3km to the northeast and Ergyd Isaf Bronze Age Roundbarrows (SAM GM160) 3.6km to the southeast. It is possible that finds and features associated with the wider Prehistoric period are present within the site area although current evidence suggests that there is a *negligible* potential for this. The significance of any discoveries would be considered *moderate* where they retain sufficient value to contribute to regional research themes, but is otherwise likely to be *low*.

8.4 Roman Period

8.4.1 Two sites of Roman date are recorded on the HER from within the study area. The sites comprise the findspot of a Roman milestone (00732w) located 830m to the southwest of the site area and the purported line of a Roman road running northwest to southeast some 650m to the northeast of the site area. The discrepancy between the location of the milestone and the purported location of the road, 1.3km apart, may suggest that a second, coastal, road existed, or the purported line of the Roman road is incorrect. The presence of the Road(s) gives rise to potential roadside activity, but it is considered that both sites lie too distant for any such activity to extend into the site area. On the evidence available at this point, it is considered that the potential for this period is *negligible-low*. The general lack of Roman evidence from the immediate vicinity suggests that any finds or features may have the potential to contribute to regional research themes and would therefore be of *moderate* significance.

8.5 Early Medieval

8.5.1 The HER contains five records for this period within the study area. All of these records relate to carved stones, either grave slabs or crosses. On the evidence available at this point, it is considered that the potential for this period is *negligible*. Given the general lack of remains from this period in the surrounding area, if remains from this period were found, the significance would be considered *moderate*, with the potential to contribute to regional research themes.

8.6 Medieval

8.6.1 There are 10 records from the Medieval period within the study area. The most significant of these is the Church of St. Mary (01163w, LB No. 22802). This church was first mentioned in 1254 though was substantially rebuilt in the mid-19th century. The former site of Aberavon Castle (01771w) is located some 100m to the southwest of St. Mary's church. This proximity of Medieval features likely formed a *foci* for settlement in this period, the surrounding landscape, including the site area, possibly forming part of the agricultural hinterland for Aberavon. Other significant Medieval features recorded within the study area include a Medieval Grange (00725w) and a possible chapel (05277w). As the site area likely formed part of Aberavon's agricultural hinterland it is considered improbable that non-agricultural features associated with the Medieval period are present within the site. On the evidence available at this point, it is considered that the potential for this period is *negligible-neutral* for non-agricultural features and *moderate* for agricultural usage, for which no physical evidence is currently apparent. Given the nature of remains from this period in the surrounding area, the significance of any poorly preserved agricultural features would be considered *low*.

8.7 Post-medieval

8.7.1 There are 33 HER records associated with this period from within the study area, one of which is present within the site. The later Post-medieval period saw a large increase in heavy industry within the study area and its immediate surroundings. This included the establishment of several industrial complexes as discussed in Section 7.8. Necessary infrastructure such as railways and docks serving the industrial complexes was similarly located within the study area from the mid to later Post-medieval period onwards. Vast population increase is evident as a direct result of the need to serve the increased industry in the area. The historic maps show large areas of terraced housing being erected from the later 19th century onwards whilst the HER records further associated features of this date such as Public Houses, schools and churches.

8.7.2 Historic mapping shows the Burrows Tin Plate Works and a small amount of domestic housing was established within the site area between 1841 and 1881. By the end of the 19th century the industrial building complex within the site area had increased in size and had a dedicated rail link.

8.7.3 The later Post-medieval period saw the site being heavily developed for industrial use. It is considered that the base potential for the study area to include features of this period is *high*. The significance of remains from this period, with the potential to inform understanding of later Post-medieval industrial processes, is considered to be *medium*. It is noted, however, that there may have been considerable disturbance to buried deposits through an uncompleted retail development on the site and from change to the buildings comprising the works in the 1980s where many of the former works buildings may have been removed.

8.8 Modern

8.8.1 There are 21 HER records associated with this period within the study area, one of which (Burrows Tin Plate Works) was present within the site. The later Post-medieval expansion of the study area, fuelled by heavy industry, continued in the early Modern period and up until the immediate post World War 2 years. This seamless continuation of activity from the later Post-medieval period into the early Modern period saw a large number of similar industrial and infrastructure site types recorded on the HER.

8.8.2 The Burrows Tin Plate Works is still shown on historic maps as being extant within the site area at the start of the early Modern period, reaching its peak in terms of actual physical development by the mid-20th century. Between 1975 and 1989 the structures of the site appear to be altered and are marked as significantly smaller on subsequent maps. It is unclear from the mapping evidence if this apparent remodelling would have truncated any below ground remains relating to the earlier phases of the sites use.

8.8.3 The early Modern period saw a continuation of the industry established within the site area in the Post-medieval period. It is considered that the potential for the study area to include features of this period is *high*. The significance of remains from this period, with the potential to inform understanding of early Modern industrial processes, is considered to be *medium*. The same caveats apply to this period as to the Post-medieval in regard to potential harm relating to an uncompleted retail development, along with areas of disturbance and remediation particularly focused in the area of the former garage.

8.9 Undated

8.9.1 There are no undated features within the study area.

8.10 [Historic Landscape](#)

8.10.1 The site area is not located within a defined historic character area.

9 IMPACT ASSESSMENT

9.1 The proposals for the site, as outlined in paragraph 1.1, are likely to involve some level of disturbance to the surface and sub-surface deposits. Previous geotechnical work indicates that there are depths of made ground across the site and that there has been extensive but localised deep disturbance from excavations for fuel storage tanks associated with a Council depot and a garage. It is not known how comprehensively the demolition and removal of remains of the former buildings was undertaken (the former tinworks building was removed c. 2008/2009, and the 1980s also saw significant change to the structures of the works) as no information on the demolition process has been found. It is also uncertain as to whether the programme of mitigation for contaminated ground approved as part of planning application P2008/0103 in the area of the former garage, now earmarked for the Starbucks coffeehouse, and which involved areas of soil removal, was undertaken.

9.2 Standing/Surface Remains

9.2.1 The site area has been cleared of any upstanding features.

9.3 Buried Archaeological Remains

9.3.1 The potential of the site has been assessed on the basis of current knowledge, which does not include knowledge of whether a full programme of remediation works was undertaken. Potential has been identified as *negligible* or *negligible-low* for all periods prior to the Medieval period. The area was almost certainly farmland during the Medieval and early Post-medieval periods and there is an unmodified moderate potential, reduced to neutral-negligible in areas where deep disturbance has been identified; in particular the areas of former fuel tanks, the large northwest-southeast drain, and the probable pond illustrated in 1899. If buried heritage assets, outside those relating to agricultural practises in the Medieval and Post-medieval periods, were present, they are likely to be of *moderate* significance, depending on their nature and ability to contribute to regional and national research frameworks. Given the depth of made ground and potential contamination, there would be technical challenges to undertaking archaeological investigations that might reveal such deposits in some areas of the site.

9.3.2 The site area was predominantly utilised as a tinworks from 1874 as indicated by a photograph of the plaque held by the Museum of Wales collection, with some late 19th century residential development along the northeastern boundary. The works buildings saw extensive periods of extension and modification and reduction, with the main structure located along the current Isaac Street frontage, in an area now earmarked for the Aldi Store building. Residential housing on the northern boundary of the site was demolished and replaced by a further industrial unit between c. 1968 and 1971. The tinsplate works appears to have ceased trading c. 1951 with the main part of the site becoming a Council depot after that time. Many of the depot buildings appear to have been cleared by 2004 but the main tinsplate works was extant at this time, and not demolished until some point c. 2008.

9.3.3 Industrial units were present within the east corner of the site (the site of the proposed Starbucks coffeehouse) from 1917 and this area appears to be separate from the tinsplate works. The various structures appear to be amalgamated into one large structure from before 1939 and replaced by a garage between 1975 and 1989. The

garage was also demolished c. 2004 and the area has seen some remediation works through the removal of fuel tanks in 2006, although it is not known whether further remediation works were undertaken in regard to contamination.

- 9.3.4 Under normal circumstances the tinworks would retain an appreciable archaeological potential that might warrant archaeological investigation given that no record was made of the building prior to demolition. However, the site of the demolished main tinworks building was subsequently subject to partial redevelopment, with the erection of two large steel frames. Given the depth of made ground the frames may confidently be assumed to have been erected on piled foundations, which would have resulted in significant, though spatially restricted harm to buried deposits. The level of survival of the main tinworks building is therefore uncertain; it is likely that any foundations were grubbed out prior to the installation of the piles – the 2004 geotechnical report recommended the grubbing out of foundations to a minimum depth of 1.5m in areas where new buildings were proposed, but again it is not known whether this was carried out. Archaeological features can survive in coherent and legible forms despite piling but very little of the historic structure may survive in any coherent or legible sense if foundations were grubbed out. Elements of ancillary buildings may survive as buried deposits dependant on the level, if any, of mitigation for contaminated ground that may have been undertaken and which may have removed or caused significant damage to any buried remnants of these historic structures.
- 9.3.3 Any significant remains which might survive within the site could be disturbed, altered, truncated or possibly removed entirely by groundworks other than in the highly unlikely event that the proposed Aldi store reuses existing pile bases during construction; it is likely that uncontrolled removal of such remains would result in a varying level of loss of that significance.
- 9.3.4 Any possible adverse impact on archaeological deposits could be mitigated through the conditioning of a suitable programme of archaeological investigation and recording, although the challenges associated with such work (including depth of made ground and potential contamination, along with the disturbance caused by the installation and presumed removal of fuel tanks, other services, demolition works and previous piling) may mean that any such works would have limited potential for the recovery of coherent archaeological data and may not, therefore, be proportionate.

10 CONCLUSIONS

- 10.1 This proportionate Archaeological Impact Assessment has considered the potential for a new Aldi store and Starbucks Drive-thru on land at Burrows Yard, Aberavon, Port Talbot, Wales to affect known and potential heritage assets, as required by the National Planning Policy Wales, Edition 11 Chapter 6.
- 10.2 A single heritage asset, the Burrows Tin Plate Works (GGAT08614w) identified on the HER is present within the site and elements of the buildings and ancillary structures and infrastructure may survive as buried deposits. Other structures including former residential housing along the northeastern boundary and various industrial buildings in the eastern part of the site area are unlikely to be of any appreciable archaeological value; these structures are not listed on the HER. The walkover survey did not identify any further archaeologically significant features.
- 10.3 The HIA has considered the potential for heritage assets with an archaeological interest to be present on the site, based on the known archaeological remains that are presently recorded in the vicinity. The potential has been assessed as *negligible* or *negligible-low* with up to *moderate* significance for all periods prior to the development of the site as a tin plate works in 1874. If buried heritage assets associated with the industrial works were present, they would most likely be of *low* or *moderate* significance, depending on their nature and ability to contribute to regional or national research frameworks in regard to industrial history and usage. The presence of heritage assets of *high* significance cannot be entirely ruled out but is considered extremely unlikely.
- 10.4 The high level of modern disturbance across the site suggests that potential for buried assets could be very low in localised areas and generally low to moderate across the site. The proposed development nonetheless has the potential to harm any such buried assets with a consequent loss of significance despite the identified disturbance caused by demolition and the insertion of modern piles for steel frames erected for buildings consented in 2004 but never completed. It is also possible that remediation works, including the grubbing out of foundations have been undertaken as recommended in geotechnical reports for the retail development, in which case survival of features associated with the tinworks may be minimal, but there is no evidence as to whether the recommendations were implemented.
- 10.5 Given the uncertainties associated with the potential of the site area to contain buried heritage assets the planning authority may consider that further archaeological investigation and recording would be appropriate to mitigate any potential harm. It is noted, however, that the practicalities of such work may render them dis-proportionate.

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APPENDIX 1:

Gazetteer Historic Environment Information

HER Table: Monuments

PRN	Name	Summary	NGR	X	Y	Period	Type
GGAT00674w	ABERAVON CHURCHYARD CROSS	Only a badly eroded socket stone survives of the medieval churchyard cross.	SS7629290116	276280	190110	Medieval	Churchyard cross
GGAT00675w	CROSS SLAB ST MARYS CHURCH, PORT TALBOT	Recumbant gravestone with incised cross, first noted in the churchyard of St Mary's church, Port Talbot.	SS76299011	276290	190110	Early Medieval	Cross incised stone
GGAT00723w	CROSS SLAB FROM THE CROFT, ABERAVON	Part of a probable grave slab with incised cross found at the Croft, near Port Talbot, and now in the National Museum of Wales. There is a Latin inscription 'The cross of Christ. Geluguin [is buried here]!.	SS76338998	276330	189980	Early Medieval	Gravestone
GGAT00724w	PILLAR STONE AT LOWER COURT FARM	Cylindrical pillar stone found at Cwrt Isaf; crosses on three sides; inscription reading TOME (Thomas is the name of the person commemorated, or possibly it is a dedication of site to St Thomas).	SS76518958	276510	189580	Early Medieval	cross incised stone
GGAT00725w	Grangia de Melis, Margam Moors	Meles Grange belonged to Margam Abbey (Williams 2001, 305 no.85); confirmed in a bull of Urban III, dated 1186	SS76708955	276700	189550	Medieval	Grange
GGAT00726w	CROSS SLAB AT UPPER COURT FARM	Broken slab with carved cross and partial inscription found during the demolition of a building known as Hen Gapel, which stood on Upper Court Farm.	SS76708955	276700	189550	Medieval	Gravestone

HER Table: Monuments

GGAT00727w	CROSS AT UPPER COURT FARM	From the site of a medieval chapel at Upper Court farm, part of a disc-headed cross with decoration on both main faces and the surviving narrow side.	SS76708955	276700	189550	Early Medieval	Cross
GGAT00728w	EARLY CHRISTIAN MONUMENT FROM PORT TALBOT	Cross-carved stone slab of 7th-9th century, recut late 10th-11th century with a ringed cross in low relief on the opposite side.	SS76708941	276700	189410	Early Medieval	Cross incised stone
GGAT00729w	CHAPEL DEDICATED TO ?ST THOMAS (THE CROFT)	An EC monument (PRN 723w) and a piscina (now built into St Mary's Port Talbot), found when a farmstead called The Croft was demolished (OS card SS 78 NE 1).	SS76338998	276330	189980	Medieval	Chapel
GGAT00732w	Roman Road milestone Margam	Milestone indicating the presence of a Roman Road following the inner edge of the Port Talbot/Aberavon coastal plain.	SS75648898	275640	188980	Roman	Milestone
GGAT01159w	LOWER COURT (YR HEN GAPEL)	Lower Court is a two-storeyed house with a single gable-ended chimney and putlog holes in the gable wall. The W side of the N wall shows three small square-headed windows, and to the E side is a square-headed doorway flanked by a small single point window.	SS76538960	276530	189600	Medieval	House

HER Table: Monuments

GGAT01163w	ST MARY'S CHURCH AT ABERAVON	Aberavon church is first mentioned in 1254. The present church consists of nave with aisles, separate chancel, SW tower, S porch, organ chamber and vestry. Nothing remains of the medieval building except for a reset window. The main part of the present building was constructed in 1858-59 on the site of the old church, and the N aisle was added in 1898.	SS76309013	276300	190130	Medieval	Church
GGAT01435.0m	Port Talbot Railway	Construction on the Port Talbot and Docks Railway, the currently dismantled railway that once extended from Port Talbot through Maesteg to Pont-y-rhyl, began in 1894 and it was open by 1897 to be merged with the Great Western Railway by 1992 (Trysor 2011). The central station was a wooden structure with a single platform, opposite the GWR station in Port Talbot (Barrie 1994, 186-190)	SS86859086	286850	190860	POST MEDIEVAL	Railway
GGAT01607w	EBENEZER BAPTIST CHURCH	Ebenezer Chapel built in 1836, (iron date plaque now set in the SW forecourt wall to the side of the present chapel), has the appearance of having been rebuilt or refurbished in the late 19th century.	SS7654090200	276540	190200	POST MEDIEVAL	Church

HER Table: Monuments

GGAT01701.0w	RHONDDA AND SWANSEA BAY RAILWAY	RHONDDA AND SWANSEA BAY RAILWAY Promoted and built during the 1880's to connect the Rhondda and Afan coalfields with the port of Swansea and opened in stages between 1885 and 1895.	SS9380098205	293800	198205	POST MEDIEVAL	railway
GGAT01701.6w	Port Talbot Railway branch line	Section of post-medieval line at Port Talbot branching from the Rhondda and Swansea Bay Railway.	SS725925	272500	192500	POST MEDIEVAL	Railway
GGAT01771w	Aberavon Castle	Between 1876 & 1897 earthworks named 'Bailey Castell' were swept away and the area built up with terraced houses. Records mention a motte with traces of a masonry superstructure.	SS762901	276200	190100	Medieval	Castle
GGAT01947w	CAPEL IFAN SHW DAFFYDD	See O'Brien, J, 1929, Aberafan and Margam District Historical Soc	SS762904	276200	190400	Medieval	Chapel
GGAT03821w	PORT TALBOT PARKWAY RAILWAY STATION	Port Talbot Parkway railway station, South Wales Passenger Railway, in use 1998	SS76688962	276680	189620	POST MEDIEVAL	Railway station
GGAT04291.0w	PORT TALBOT RAILWAY	Port Talbot railway	SS78398982	278390	189820	POST MEDIEVAL	Railway
GGAT04803w	PLAZA CINEMA, PORT TALBOT	Plaza Cinema on the corner of Station Road and Eagle Street, Port Talbot. Built in 1939 in a modernist style with Art Deco influences.	SS7685589600	276855	189600	Modern	Cinema
GGAT05220w	ABERAVON CHURCHYARD	The churchyard is shown as quadrangular on the tithe map of 1841; it is now cut in two by the flyover. It is flat.	SS76309013	276300	190130	Medieval	Churchyard

HER Table: Monuments

GGAT05277w	HEN GAPEL	Possible chapel of Margam's Meles Grange; building later converted into a cottage, but recorded as having Sutton stone dressings, including to the doorway, which had a semi-circular head (RCAHMW 1982, 267-70 MG19; Williams 2001, 306).	SS767896	276700	189600	Medieval	Chapel
GGAT05817w	Timber Railway Bridge, Newbridge Road.	Remains of two parallel lines of timber posts (one with evidence of bracing timber) partly crossing the River Afon immediately north of plate girder bridge. Shown as railway bridge on OS third edition map, 1917.	SS75548933	275540	189330	POST MEDIEVAL	Railway bridge
GGAT05818w	Newbridge, Port Talbot	Plate girder bridge across River Afon linking Sandfields with docks. Bridge is at an angle to river. Opened in 1903.	SS75548931	275540	189310	Modern	Bridge
GGAT05868w	FORGE ROAD CULVERT	Culvert running down Forge Road, Neath Port Talbot. Site was visited by Jon Morgan and Judith Doyle of GGAT in 1986, during bank consolidation work.	SS76599005	276590	190050	POST MEDIEVAL	CULVERT
GGAT05976w	Cwmcerwyn Tunnel	Cwmcerwyn Tunnel transporting the railway from Bryn community to Cwmcerwyn passes through the southeast corner of the application area. Visible on the 1899 second edition OS map and as an earthwork on aerial photographs.	SS8351091230	283510	191230	POST MEDIEVAL	Railway Tunnel

HER Table: Monuments

GGAT06027m	LLANGYNWYD (PONTRHYDYFEN) VIADUCT	A fine ten-arch viaduct which carried the South Wales mineral railway over Cwm Du at Pontrhydyfen (Hughes 1989, 47).	SS87458932	287450	189320	POST MEDIEVAL	Viaduct
GGAT07102w	Aberavon Drill Hall	According to the 1895 Kelly's Directory, H Company 2nd Volunteer Battalion The Welsh Regiment was based in a drill hall in Aberavon, with an armoury located in Richard Street (Drill Hall Project). It is possible that the Drill Hall was located at the above grid reference, in a building possibly labelled as a Drill Hall (somewhat difficult to read) on the First Edition OS map. The label has disappeared by the Second edition of the 1880's but the same building is labelled as a Hall in the Third and Fourth Edition maps. The reference to Richard Street is confusing as there is no such street in Aberavon although there is a Prichard Street but this appears to have contained only housing. The whole area appears to have been completely destroyed as it is now occupied by the Aberavon Centre Shopping centre.	SS7648190174	276481	190174	Modern	Drill hall
GGAT07340w	Port Talbot Iron and Steel works	A pre-war iron and steel works converted to boost production during the First World War.	SS7617289742	276172	189742	MODERN	STEEL WORKS

HER Table: Monuments

GGAT07931w	Port Talbot Steel Company General Offices, Port Talbot	This large red brick and Portland stone building is the only upstanding remains of the Margam Steelworks, which was a works purpose built for war production.	SS7668789519	276687	189519	MODERN	OFFICE
GGAT08211w	Vivian Camp, Aberavon, Port Talbot	A military camp is known to have been located in the Aberavon area of Port Talbot during the First World War. The location of the camp is not known with certainty but is likely to have been in the Vivian Park area of Aberavon (Crawford 2016).	SS7524090100	275240	190100	MODERN	MILITARY CAMP
GGAT08381w	Glan Afan Comprehensive School, Port Talbot	Glan Afan Comprehensive School survives as an example of a late Victorian school that has developed and expanded to meet the demands of a growing local population. The school was closed in December 2016.	SS7668190016	276681	190016	MODERN	SECONDARY SCHOOL
GGAT08419w	Avon Vale Tinsplate Works, Aberavon, Neath Port Talbot	A late 19th century tinsplate works industrial site.	SS7606289837	276062	189837	POST MEDIEVAL	TINPLATE WORKS

HER Table: Monuments

GGAT08612w	Wharf House (Site of), Port Talbot Docks, Sandfields East, Port Talbot	Site of 'Wharf House', Port Talbot Docks (Sandfields East, Port Talbot) as identified and depicted on the 1st edition 1:2500 OS map of 1876. The building had an L-shaped plan and comprised a two-unit core, main axis aligned NNE-SSW, with a long rectangular wing extending WNW of the N unit, and a narrow NNE-SSW aligned wing extending SSW of the S unit, in line with the E facade of the 2-unit core. The building had associated enclosures to its S and SE, the latter with deciduous trees set around the boundary.	SS7596089052	275960	189052	POST MEDIEVAL	BUILDING
GGAT08613w	Wharf Row (Site of), Port Talbot Docks, Sandfields East, Port Talbot	A row of terraced houses identified as 'Wharf Row', located at Port Talbot Docks (Sandfields East, Port Talbot). Depicted on the 1st edition 1:2500 OS map of 1876 as a row of 15 properties associated linear yards extending to the southwest with largely paired latrine blocks and beyond other small enclosures, possibly pigsties.	SS7571389086	275713	189086	POST MEDIEVAL	TERRACED HOUSE
GGAT08614w	Burrows Tin Plate Works, Aberavon, Port Talbot	Site of Burrows Tin Plate Works in Aberavon/Aberafan depicted on the 1st, 2nd, 3rd and 4th edition Ordnance Survey maps of 1876, 1899, 1916 and 1939.	SS7586489836	275864	189836	POST MEDIEVAL	TINPLATE WORKS

HER Table: Monuments

GGAT08615w	St Nun & St Joseph's R.C. Chapel, Aberavon, Port Talbot	Roman Catholic Chapel in Aberavon/Aberafan, 'St Nun & St Joseph's R.C. Chapel', depicted as a simple rectangular building with external buttresses on the 1st edition 1:2500 OS map of 1876, and as a rectangular building (no buttresses shown) with a short extension protruding from its S side at its E end on the 2nd and 3rd edition 1:2500 OS maps of 1899 and 1917.	SS7621490005	276214	190005	POST MEDIEVAL, MODERN	CHURCH,CHAPEL
GGAT08616w	Port Talbot Chemical Works, Aberavon, Port Talbot	Site of a post-medieval chemical works in Port Talbot. The site is shown on the 1st edition 1:2500 Ordnance Survey map of 1876 identified as 'Port Talbot Chemical Works'. Whilst the building appears on the 2nd ed. OS map, it is no longer identified as a 'chemical works'. The site is not indicated on later maps.	SS7586989929	275869	189929	POST MEDIEVAL	CHEMICAL WORKS
GGAT08802w	Jetty, New Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), wedge-shaped, located within New Dock, Port Talbot. The feature had been removed by the expansion of the Dock indicated by the 3rd edition OS map of 1919 and the 4th edition map of 1940.	SS7597288865	275972	188865	POST MEDIEVAL	JETTY

HER Table: Monuments

GGAT08803w	Jetty, New Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), linear with double mooring post at terminus, located within New Dock, Port Talbot. The feature had been removed by the expansion of the Dock indicated by the 3rd edition OS map of 1919.	SS7609988962	276099	188962	POST MEDIEVAL	JETTY
GGAT08804w	Jetty, New Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), linear with double mooring post at terminus, located within New Dock, Port Talbot. The feature had been removed by the expansion of the Dock indicated by the 3rd edition OS map of 1919 .	SS7615288944	276152	188944	POST MEDIEVAL	JETTY
GGAT08805w	Jetty, New Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), linear with single mooring post at terminus, located at the junction of New Dock and Old Dock, Port Talbot. The feature had been removed by the expansion of the Dock indicated by the 3rd edition OS map of 1919.	SS7624089012	276240	189012	POST MEDIEVAL	JETTY
GGAT08806w	Jetty, Old Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), rectangular, located within Old Dock, Port Talbot. The feature had been removed by the expansion of the Dock indicated by the 3rd edition OS map of 1919.	SS7630789001	276307	189001	POST MEDIEVAL	JETTY

HER Table: Monuments

GGAT08809w	Jetty, Old Dock, Port Talbot	Jetty depicted on the 2nd edition OS map (1899), located at the junction of Old and New Docks, Port Talbot. The feature had been removed by the remodeling of the Docks, that had occurred by the 3rd edition OS map of 1919.	SS7625389013	276253	189013	POST MEDIEVAL	JETTY
GGAT08812w	Talbot Wharf, Old Dock, Port Talbot	Wharf at Port Talbot, depicted on the 1st edition OS map (1880). The wharf is shown with sidings approaching the dock at right angles, all served by the Cam Afon Tramway. The wharf is identified as Talbot Wharf on the 2nd edition OS map (1899) then served by the Port Talbot Railway, its lines shown running parallel to the wharf front. The main change noted on later maps is the addition of a Dolphin and Travelling Cranes.	SS7610289094	276102	189094	POST MEDIEVAL	WHARF
GGAT08814w	Goods Wharf, North Bank, Port Talbot	Wharf depicted on the 2nd edition OS map (1899) and identified as 'Goods Wharf', located on North Bank, on the north side of 'Old Dock', Port Talbot.	SS7615089192	276150	189192	POST MEDIEVAL	WHARF

HER Table: Monuments

GGAT08818w	New Wharf, Old Dock, Port Talbot	Wharf depicted on the 1st edition OS map (1876) and identified as 'New Wharf', located on North Bank at Port Talbot on the north side of what is given as 'Old Dock' on the 2nd ed OS map (1899). The 1st ed. OS map shows two projecting staithe/landing stages, the wharf served by three sidings from the Cwm-Afon Tramway, linked to the Mansel Tin Plate Works and beyond.	SS7634789109	276347	189109	POST MEDIEVAL	WHARF
GGAT08820w	Wharf, Old Dock, Port Talbot	Wharf depicted on the 1st edition OS map (1876) and identified as 'side of harbour', located on south side of 'Old Dock', Port Talbot and served by multiple sidings from the Cwm-Afon Tramway.	SS7587289157	275872	189157	POST MEDIEVAL	WHARF
GGAT08832w	Slipway, Harbour House, New Dock, Port Talbot Docks	A slipway, located immediately SE of Harbour House, New Dock, Port Talbot Docks, shown and given as 'Slip' on the 1st edition OS map. The feature remains to be shown and identified on the 2nd, 3rd and 4th edition OS maps.	SS7608989020	276089	189020	POST MEDIEVAL	SLIPWAY
GGAT08833w	Graving Dock, North West of New Dock, Port Talbot Docks	Graving Dock identified on 2nd edition OS map, located NW of New Dock, Port Talbot Docks. Associated Mooring Posts and dock related structures/buildings are added by the survey of the 3rd edition OS map with minor changes visible on the 4th edition.	SS7562688971	275626	188971	POST MEDIEVAL	DRY DOCK

HER Table: Monuments

GGAT08841w	Locks, between New Dock and Old Dock, Port Talbot Docks	Two locks located originally at the entrance to Old Dock, Port Talbot Docks depicted and identified on the 1st edition 1:2500 OS map with three pairs of lock gates and mooring posts shown, unchanged on the 2nd ed. 1:2500 OS map, but already by-passed with the creation of New Dock to the west and south. By the 3rd and 4th ed. OS maps and the further expansion of New Dock, the locks are shown in an abandoned state, the lock gates removed	SS7597488959	275974	188959	POST MEDIEVAL	LOCK
GGAT08853w	Weir 1, River Avan, Aberavon	Weir, Afon Vale Tinplate Works, Aberafon as shown on 1st ed. 1:2500 OS map, noted as 'Highest Point to which Ordinary Tides flow'. A linear northeast - southwest aligned weir, diverting water from the Afon Avan to flow into the Port Talbot Docks.	SS7605289731	276052	189731	POST MEDIEVAL	WEIR
GGAT08854w	Weir 2, River Avan, Aberavon	Weir, River Avan (Afon Afan), Aberafon - modification or replacement of earlier weir (PRN 08553w), first depicted on 2nd ed. 1:2500 OS map of 1899, and unchanged on following editions.	SS7605389735	276053	189735	MODERN	WEIR
GGAT08909w	Talbot War Memorial, Port Talbot	Talbot Park war memorial, Port Talbot	SS7500490053	275004	190053	MODERN	WAR MEMORIAL
GGAT08910w	Ebenezer, Aberavon	Ebenezer, Aberavon	SS7656090200	276560	190200	MODERN	WAR MEMORIAL

HER Table: Monuments

GGAT08980w	MANSEL TIN PLATE WORKS; MARGAM AND MANSEL TIN PLATE WORKS, ABERAFAN, PORT TALBOT	Tinplate works site added during GGAT152 Cadw funded project.	SS76168969	276160	189690	POST MEDIEVAL	TINPLATE WORKS
GGAT09029w	Bethlehem Evangelical Church, Aberafan	Imposing traditional chapel built in stone, built 1914 on the site of the Sandfields Hall.	SS7566489913	275664	189913	POST MEDIEVAL	CHAPEL
GGAT09030w	Former Fire Station, Aberafan	Former Aberafan Fire Station. Stone construction with (later?) brick facade dated 1912. Ground floor frontage altered to incorporate modern windows and door.	SS7614289926	276142	189926	POST MEDIEVAL	FIRE STATION
GGAT09090w	St Agnes Church, Forge Road, Port Talbot	Distinctive rough-faced stone church of restrained design with contrasting smooth stone string courses and window surrounds. Constructed in the early 20th century.	SS7676090119	276760	190119	MODERN	CHURCH
GGAT09295w	Former Lloyds Bank, 2-4 Station Road, Port Talbot	Early 20th century elegant former bank premises on a corner plot at the entrance to the town centre.	SS7676989743	276769	189743	MODERN	BANK (FINANCIAL)
GGAT09296w	Grove House, Grove Place, Port Talbot	Stone construction office building with cream stone detailing and slate roof, situated adjacent to the former Lloyds Bank building.	SS7678789754	276787	189754	MODERN	OFFICE

HER Table: Monuments

GGAT09298w	St Oswalds Chambers, 6 Station Road, Port Talbot	Former public house building with stone frontage reflecting adjacent bank building and domed windows providing architectural links to other Station Road buildings	SS7677189757	276771	189757	POST MEDIEVAL	PUBLIC HOUSE
GGAT09299w	Barclays Bank, Station Road, Port Talbot	A largely original 19th century bank premises in a prominent position within the town centre forming a notable part of the shopping street.	SS7668289906	276682	189906	POST MEDIEVAL	BANK (FINANCIAL)
GGAT09300w	Constitutional Club, Station Road, Port Talbot	Imposing three-storey 19th century building, red brick frontage with projecting first floor bay windows with central gable and stone detailing.	SS7662990026	276629	190026	POST MEDIEVAL	CLUB
GGAT09301w	Former Glan Afan School main building, Station Road, Port Talbot	Late 19th century well preserved building of traditional school design in an unusual location in the heart of the town centre.	SS7665189977	276651	189977	POST MEDIEVAL	SCHOOL
GGAT09303w	Grand Hotel, Talbot Road, Port Talbot	Eccentric and unusual large early 20th century hotel dominating a major gateway to the town centre opposite the railway station.	SS7679389653	276793	189653	MODERN	HOTEL
GGAT09305w	Riverside Baptist Church, Port Talbot	Modern church of buff brick construction with prominent white barge boards and slate roof with central spire, constructed in 1974.	SS7647290042	276472	190042	MODERN	CHAPEL
GGAT09307w	Eagle House, Talbot Road, Port Talbot	19th century former Inn/hotel of stone construction with white stone features including quoins and windows.	SS7681689615	276816	189615	POST MEDIEVAL, MODERN	PUBLIC HOUSE,OFFICE

HER Table: Monuments

GGAT09310w	Carmel Church, Riverside, Port Talbot	Modern church of buff brick construction with prominent white barge boards and slate roof with central tower feature.	SS7650390005	276503	190005	MODERN	CHURCH
GGAT09317w	St Pauls Church, Aberafan	St Paul's church is a handsome stone built church built in 1910 at the expense of Sir Arthur Vivian.	SS7561889913	275618	189913	MODERN	CHURCH
GGAT09341w	Kash Superstore, Aberafan	Distinctive shop building with Art Deco style detailing. Built early 20th century.	SS7605090039	276050	190039	MODERN	SHOP
GGAT09350w	Salem Church and Sunday School, Aberafan	A Sunday School was first erected on this site in 1814, but a chapel was not added until after 1913.	SS7570390076	275703	190076	POST MEDIEVAL, MODERN	SUNDAY SCHOOL,CHAPEL

HER Table: Events

PRN	Name	Summary	Event Type	Year	NGR	X	Y
GGATE006100	GGAT150: Rapid Coastline Zone Assessment	A series of Rapid Coastline Zone Assessments were undertaken by the Welsh Archaeological Trusts in the 1990s around the whole of the coast of Wales.	PROJECT	2016-17	SS5711599529	257115	199529
GGATE006100	GGAT150: Rapid Coastline Zone Assessment	A series of Rapid Coastline Zone Assessments were undertaken by the Welsh Archaeological Trusts in the 1990s around the whole of the coast of Wales.	PROJECT	2016-17	SS4812885240	248128	185240
GGATE006100	GGAT150: Rapid Coastline Zone Assessment	A series of Rapid Coastline Zone Assessments were undertaken by the Welsh Archaeological Trusts in the 1990s around the whole of the coast of Wales.	PROJECT	2016-17	SS6683491638	266834	191638
GGATE006100	GGAT150: Rapid Coastline Zone Assessment	A series of Rapid Coastline Zone Assessments were undertaken by the Welsh Archaeological Trusts in the 1990s around the whole of the coast of Wales.	PROJECT	2016-17	SS8538776101	285387	176101
GGATE003549	Port Talbot Parkway Station, Port Talbot	MetroMOLA conducted a watching brief at Port Talbot Parkway Station, Port Talbot. Eleven trial trenches were dug using a mechanical excavator. No archaeological features were encountered.	Watching Brief	2011	SS7669389550	276693	189550

HER Table: Events

GGATE004107	Aberavon Churchyard Cross	Following on from the scoping project on sites of the medieval and post-medieval carried out earlier in 2010, a project to look at ecclesiastic sculpture sites in Glamorgan has been undertaken by GGAT on behalf of Cadw. This site was visited during the course of this project (Roberts 2011).	Field Visit	2011	SS7629290116	276292	190116
GGATE005347	Neath Port Talbot Distributor Road	Foundations Archaeology was commissioned by Neath Port Talbot County Borough Council, between June of 2004 and January of 2005, to undertake an Archaeological Watching Brief at Distributor Road in Port Talbot. Nothing of any significance was found.	WATCHING BRIEF	2004-2005	SS7636689565	276366	189565
GGATE005613	Glan Afan Comprehensive School, Station Road, Port Talbot	During January 2017, Archaeology Wales were commissioned by Asbri Planning Ltd to undertake a photographic survey of Glan Afan Comprehensive School, Station Road, Port Talbot, prior to any future refurbishment or demolition of the building.	PHOTOGRAPHIC SURVEY	2017	SS7668190016	276681	190016

HER Table: Events

GGATE005905	Green Park, Aberavon, Neath Port Talbot	Following a DBA in advance of development of a housing estate at Green Park Industrial Estate, Aberavon, GGAT was commissioned by Coastal Housing Group Ltd to undertake a watching brief (E005906) in 2015 due to the likelihood of archaeological features on the site. Due to the discovery of complex industrial archaeology relating to the late 19th century Avon Vale Tinsplate Works, an excavation was carried out which revealed a two-phase forge building, four other buildings, twenty furnaces, two wheel pits, two mill bases and a novel heat recycling boiler system.	EXCAVATION	2017	SS7606289837	276062	189837
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HER Table: Events

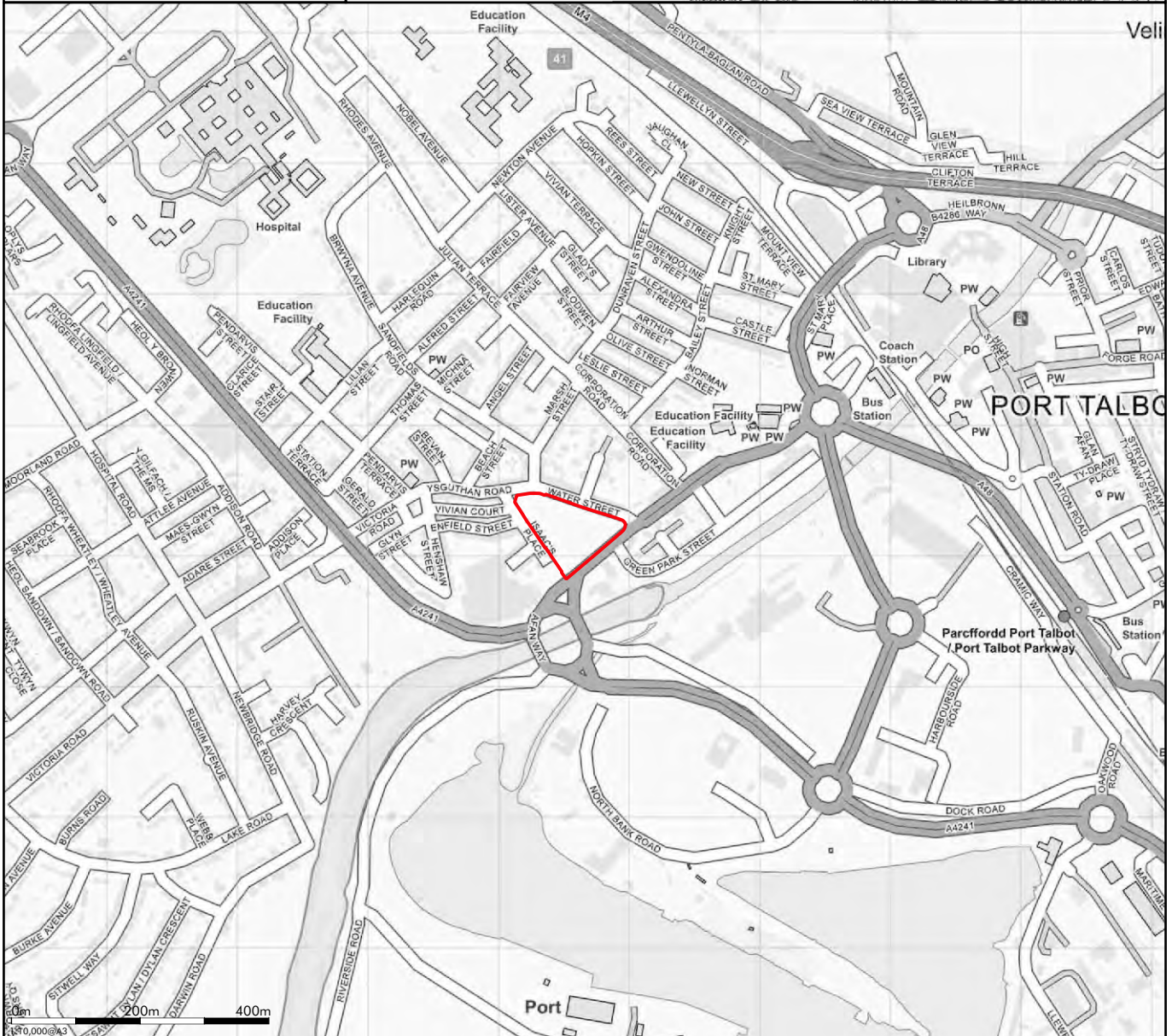
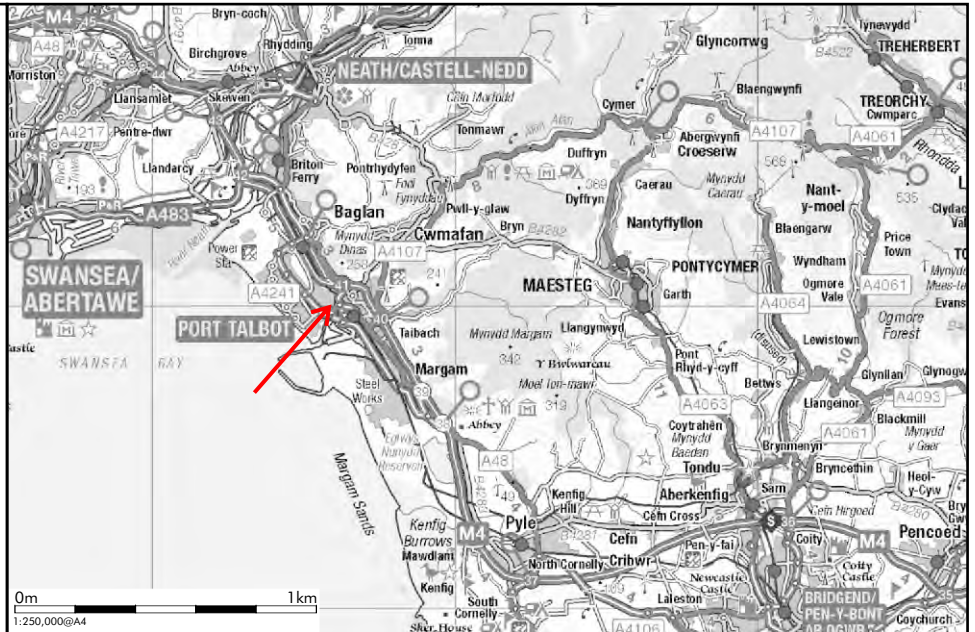
GGATE005906	Green Park, Aberavon, Neath Port Talbot	Following a DBA in advance of development of a housing estate at Green Park Industrial Estate, Aberavon, GGAT was commissioned by Coastal Housing Group Ltd to undertake a watching brief in 2015 due to the likelihood of archaeological features on the site. Due to the discovery of complex industrial archaeology relating to the late 19th century Avon Vale Tinplate Works, an excavation was carried out	WATCHING BRIEF	2017	SS7606289837	276062	189837
GGATE006097	Glan Afan Comprehensive School, Station Road, Port Talbot	Archaeology Wales was commissioned by Jehu Group to carry out a watching brief to fulfill a planning condition on a mixed-use commercial/residential development at Glan Afan Comprehensive School on Station Road, Port Talbot. The brief was carried out between August 2017 - February 2018. There were no finds or features of significance uncovered	WATCHING BRIEF	2017- 2018	SS7668190016	276681	190016

HER Table: Events

GGATE006162	Green Park Street, Port Talbot	Archaeology Wales were commissioned by Neath Port Talbot County Borough Council to carry out a watching brief between February 2016 and October 2017 to comply with a planning condition on a carpark development on the site of the former Afon Tinplate works on Green Park Street, Port Talbot. No features or finds relating to the works or of other archaeological significance were uncovered	WATCHING BRIEF	2016-2017	SS7605589770	276055	189770
GGATE006162	Green Park Street, Port Talbot	Archaeology Wales were commissioned by Neath Port Talbot County Borough Council to carry out a watching brief between February 2016 and October 2017 to comply with a planning condition on a carpark development on the site of the former Afon Tinplate works on Green Park Street, Port Talbot. No features or finds relating to the works or of other archaeological significance were uncovered	WATCHING BRIEF	2016-2017	SS7625489895	276254	189895

HER Table: Events

GGATE006921	Green Park, Aberavon, Neath Port Talbot	Glamorgan-Gwent Archaeological trust was commissioned by the Coastal Housing Group to undertake an archaeological field evaluation in advance of the development of land at Green Park, Aberavon, Neath Port Talbot. During the course of the evaluation significant deposits and structures were encountered relating to the former Avon Vale Tin Plate Works (1866-1895).	EVALUATION	2014	SS7606289837	276062	189837
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Site Location

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FOUNDATIONS HERITAGE
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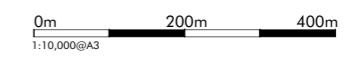
Figure 1:
Site Location

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Drawn By: CES
Approved By: DK
Date: 05/05/23

Figure 2.1:
Map of Historic Environment Records, Monuments of Roman Date



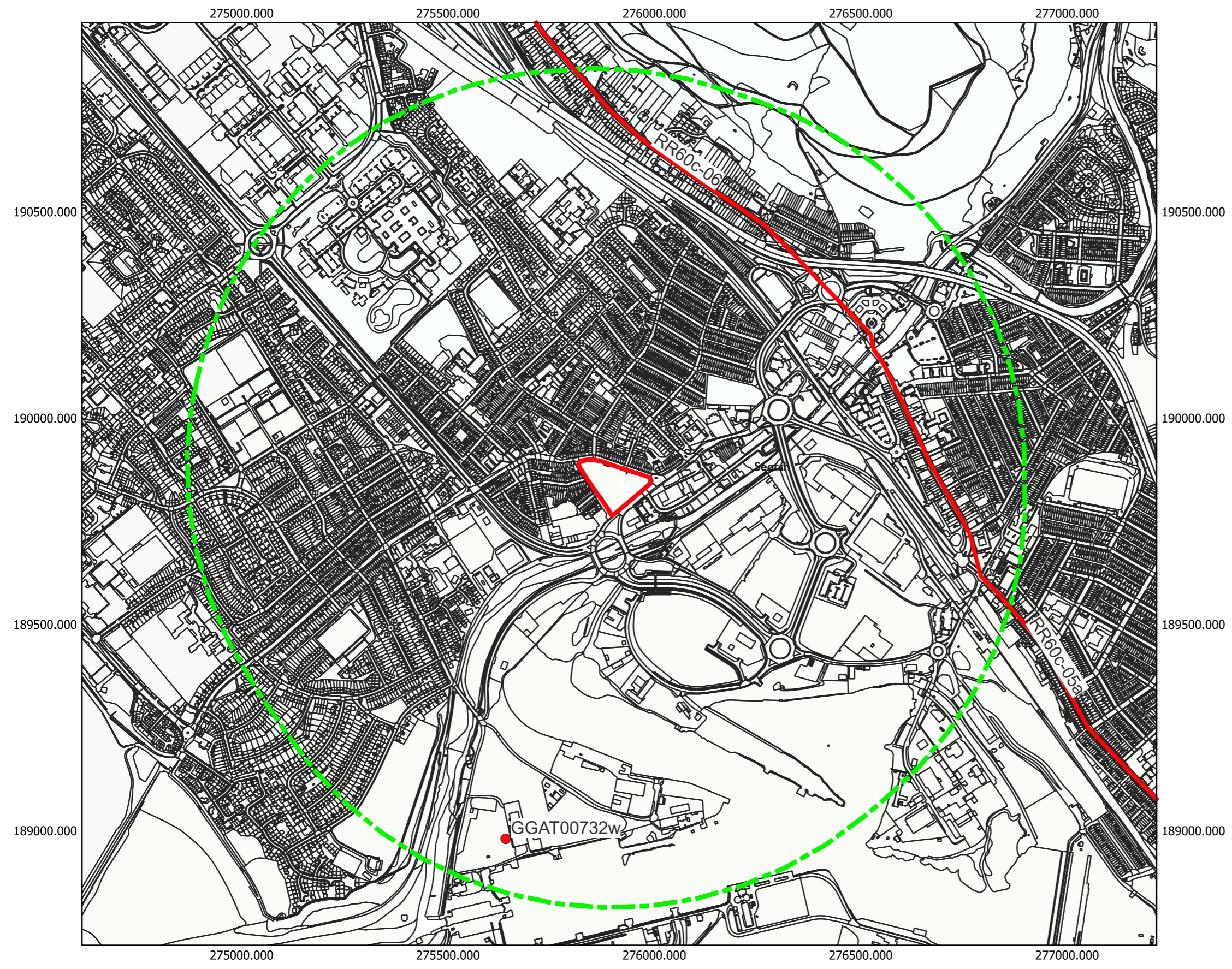
Site Outline



1km HER Search Area



Roman



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Figure 2.2:
 Map of Historic Environment Records, Monuments of Early Medieval and Medieval Date



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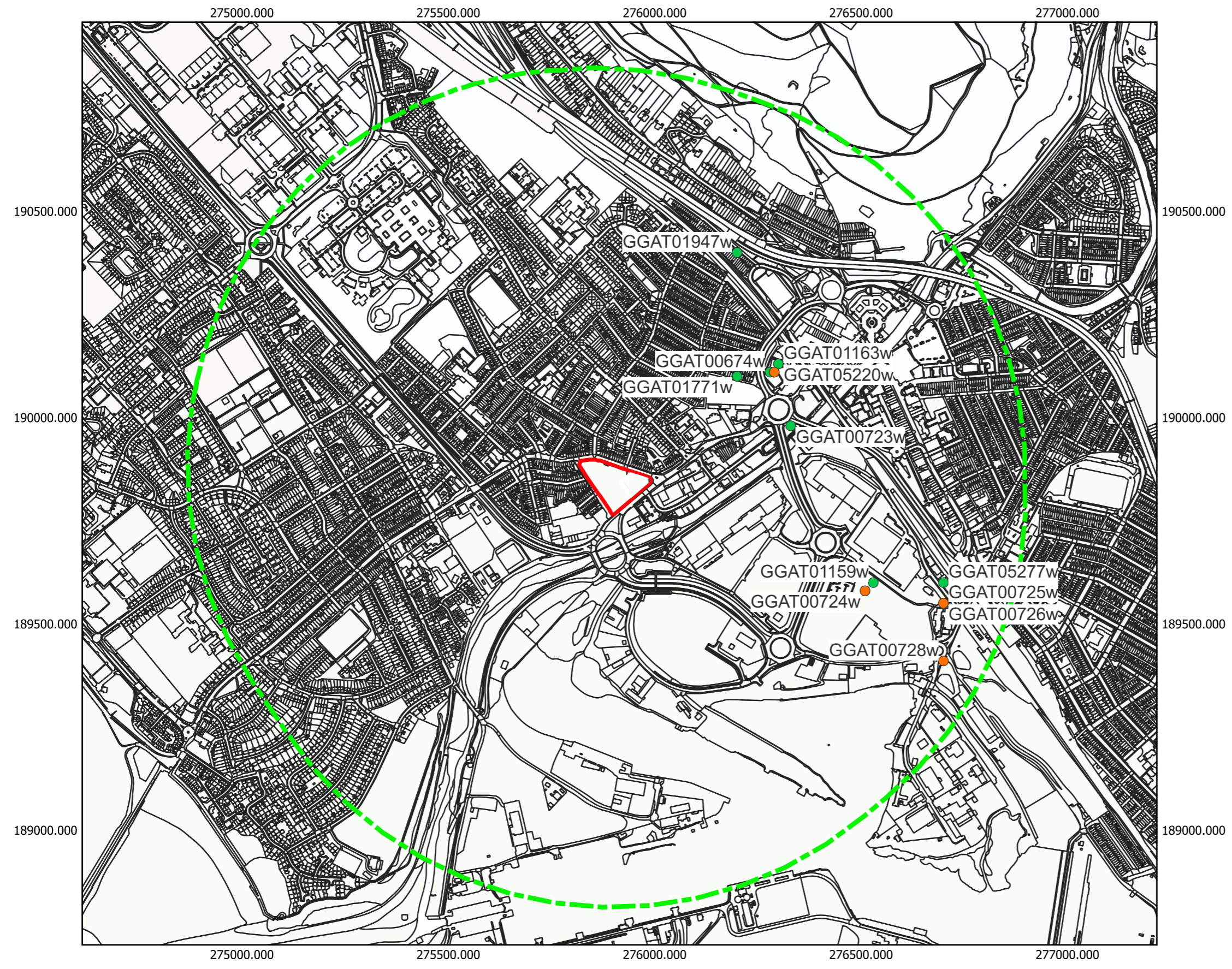
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Medieval



Early Medieval



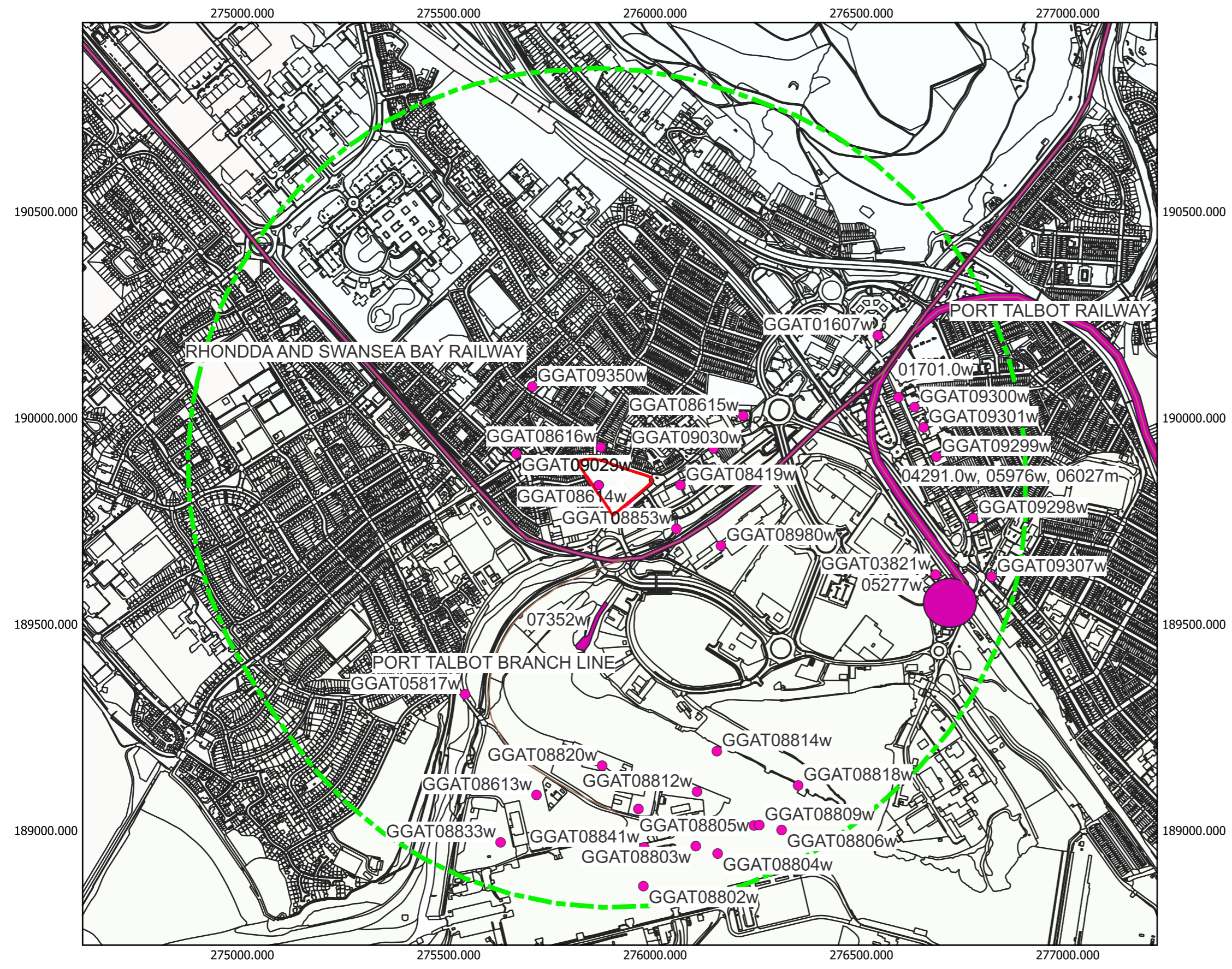
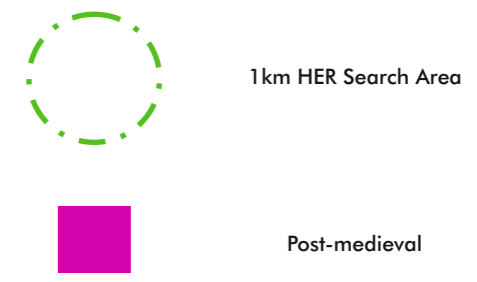
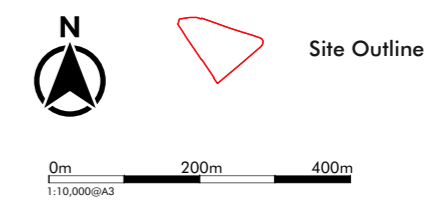
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Figure 2.3:
 Map of Historic Environment Records, Monuments of Post-Medieval Date



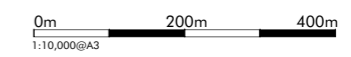
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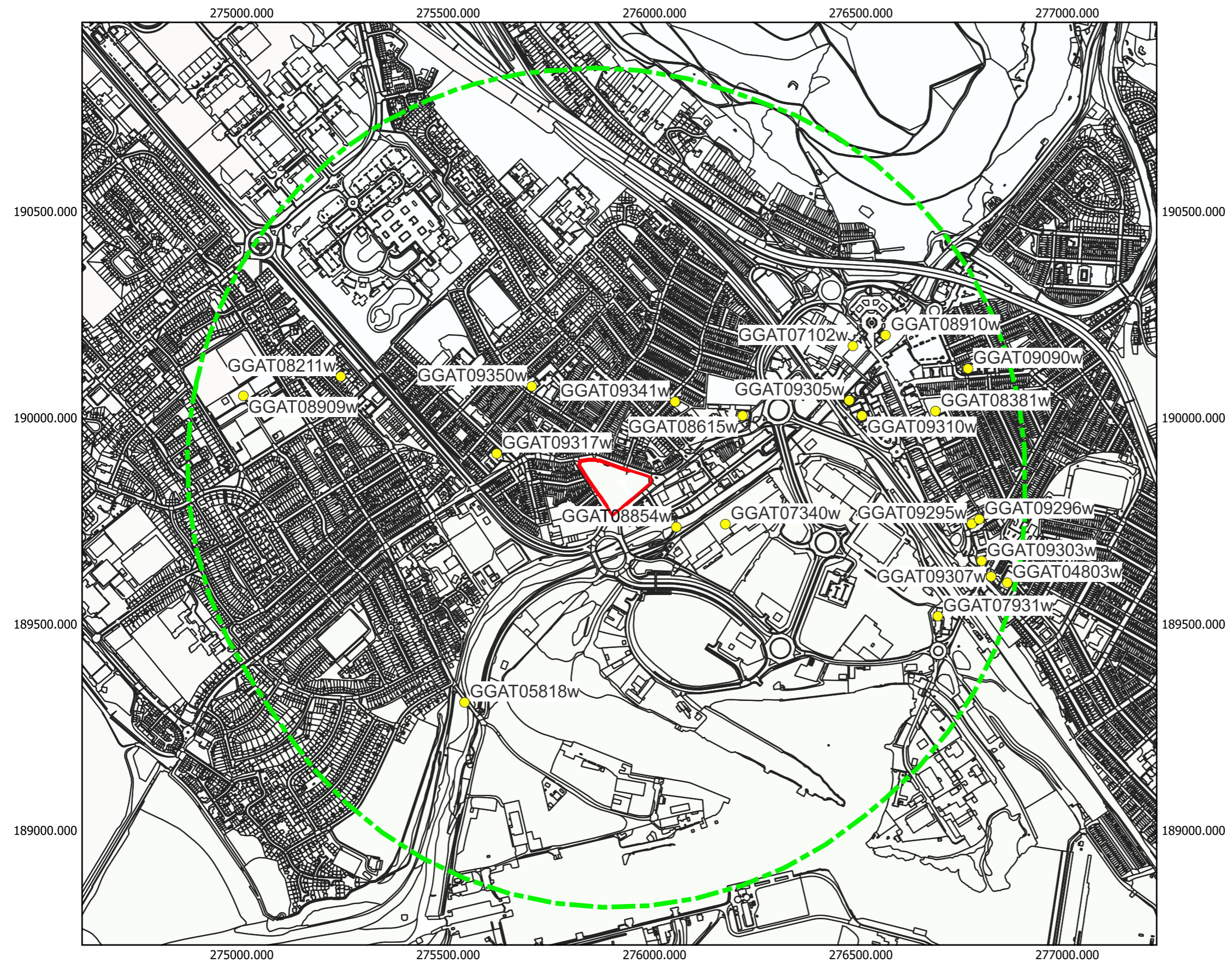
Figure 2.4:
 Map of Historic Environment Records, Monuments of Modern Date



1km HER Search Area



Modern



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Figure 2.5:
Map of Historic Environment Records, Events

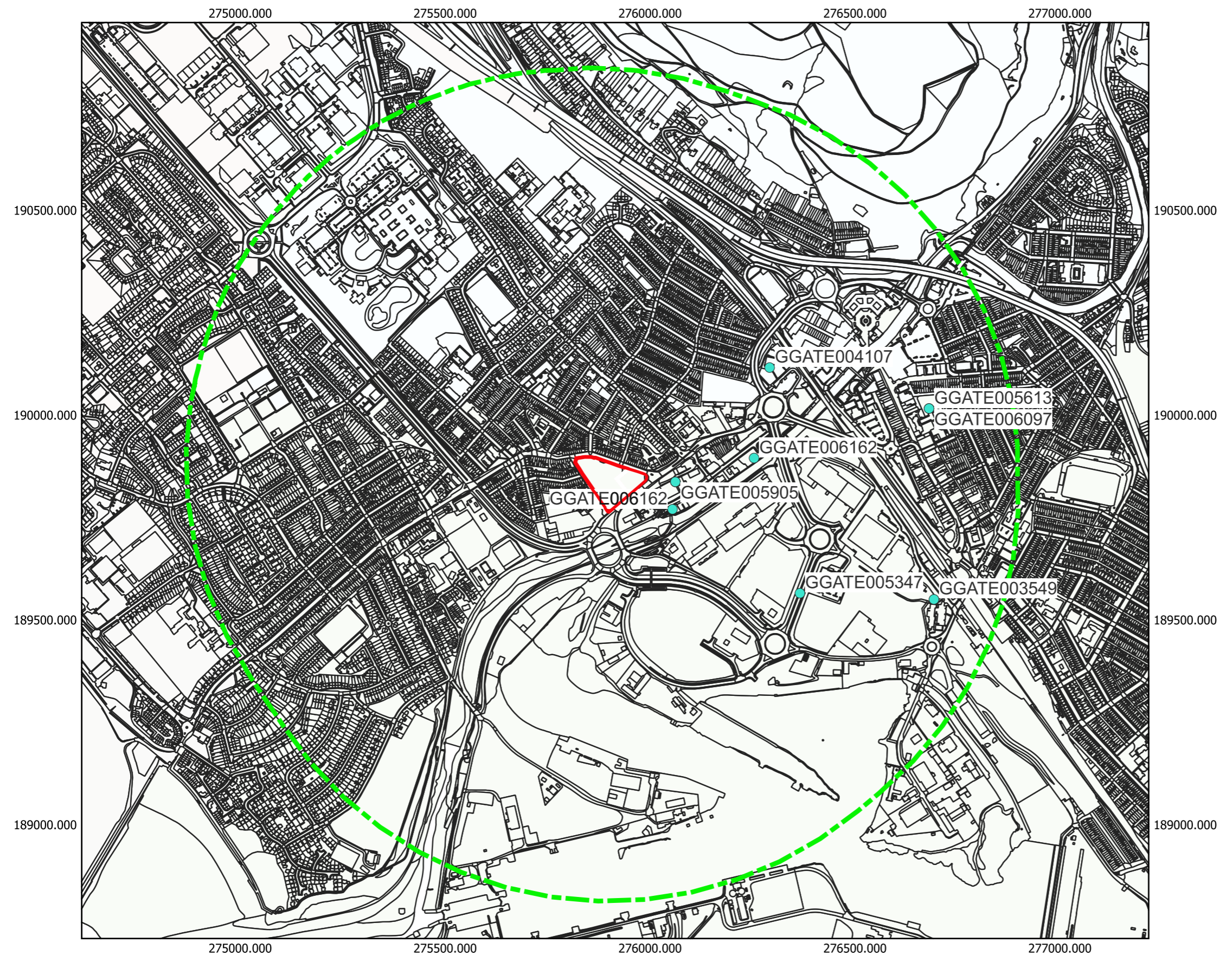
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Site Outline

1km HER Search Area

Events

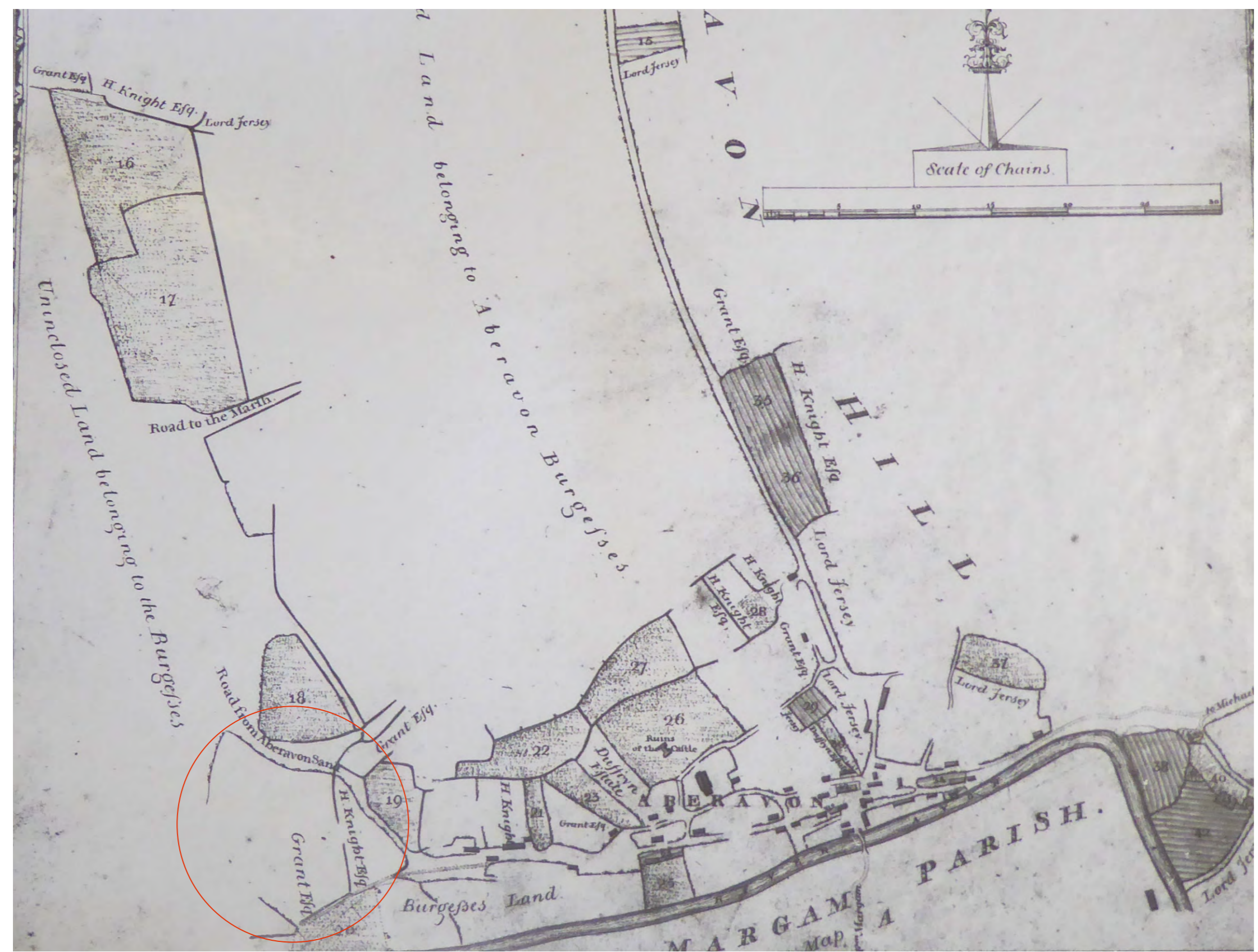


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Figure 3.1:
Estate Survey 1814



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Figure 3.2:
Estate Survey 1841



Site Outline

0m 80m



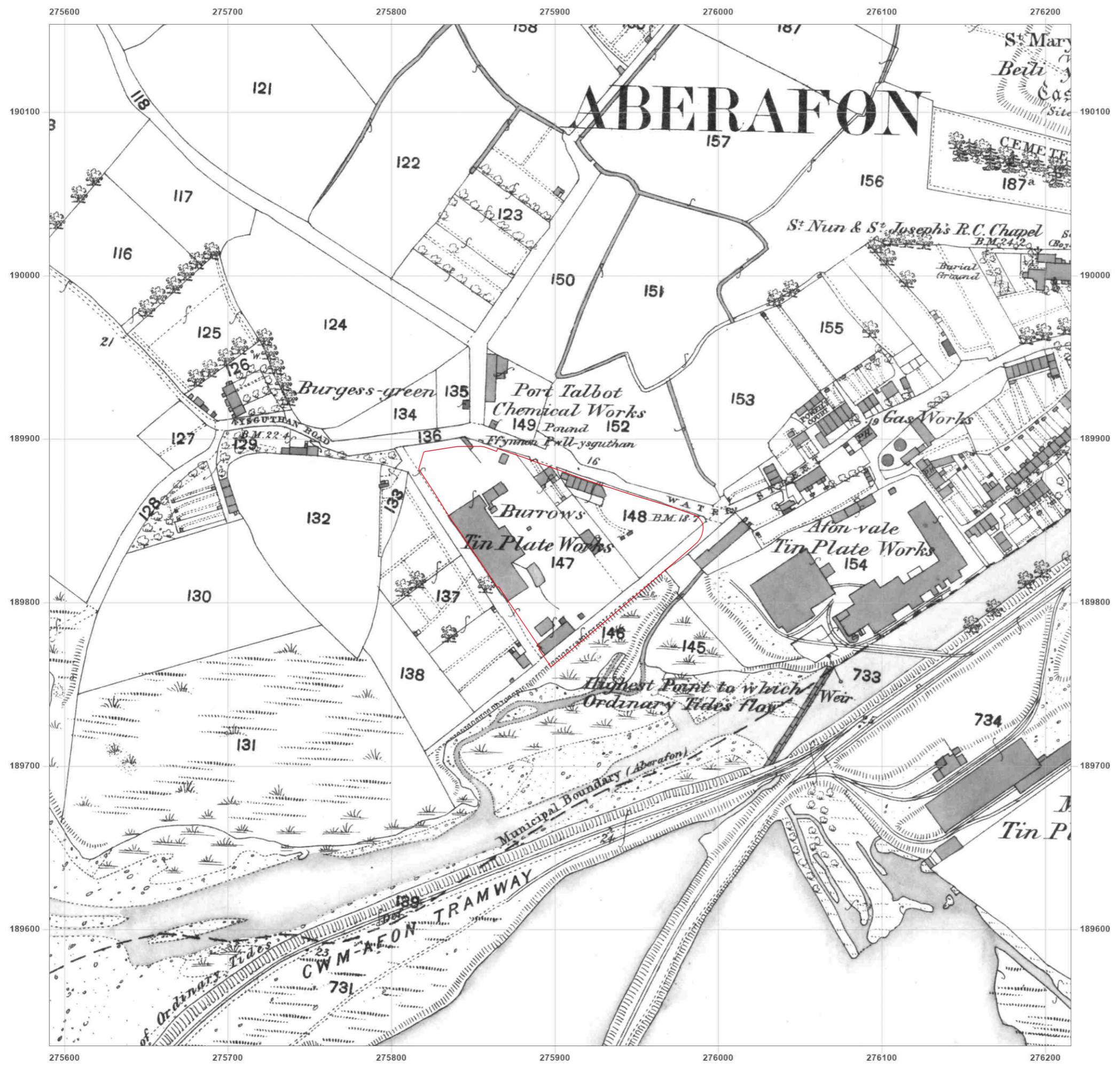
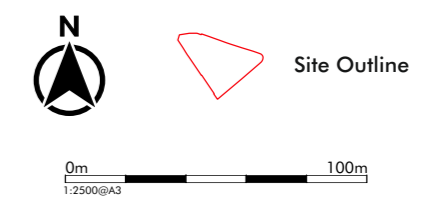
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Figure 3.3:
 Ordnance Survey Map, 1881

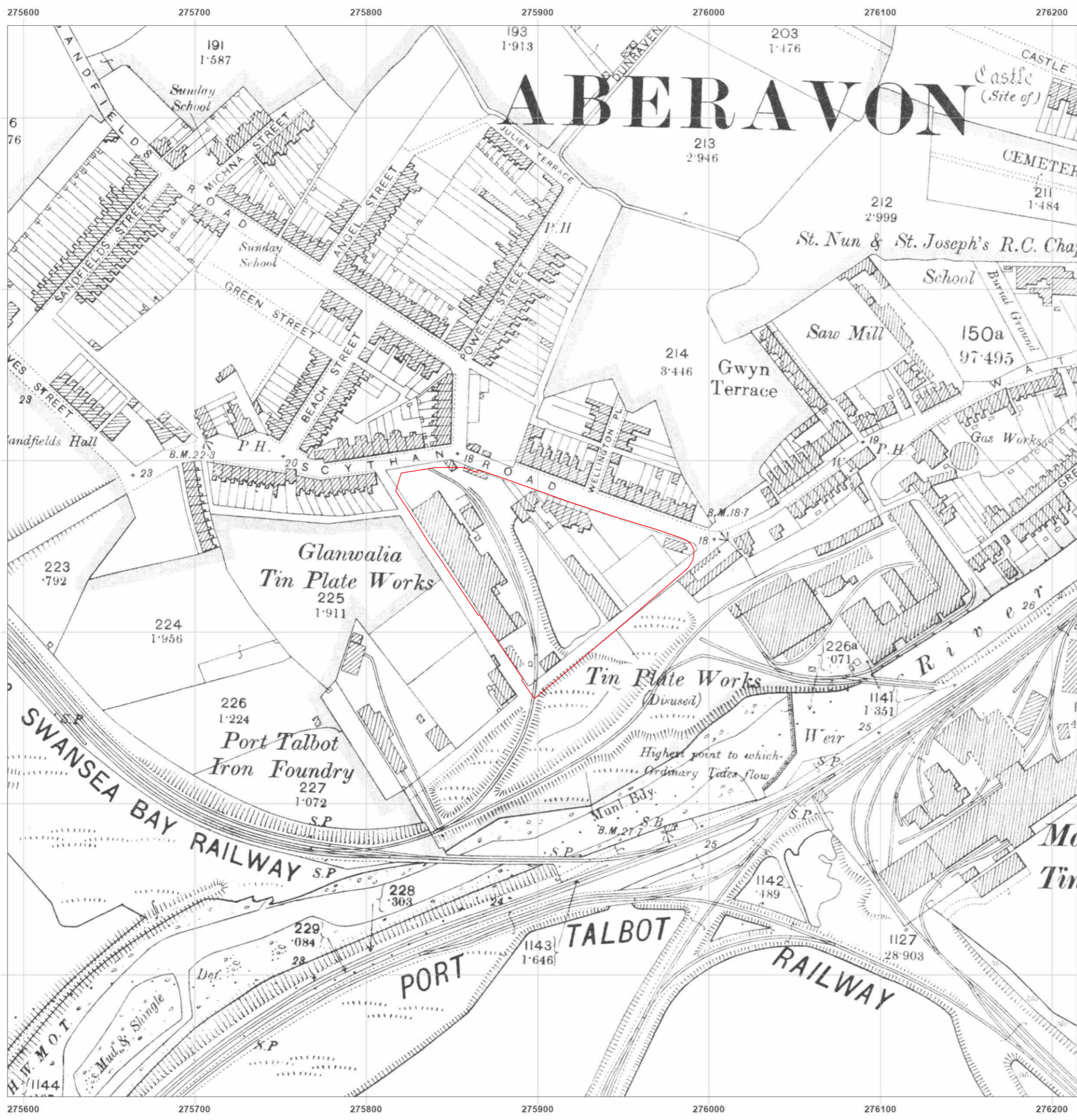
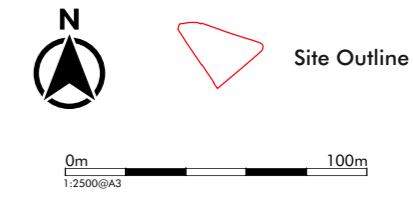


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Figure 3.4:
Ordnance Survey Map, 1899

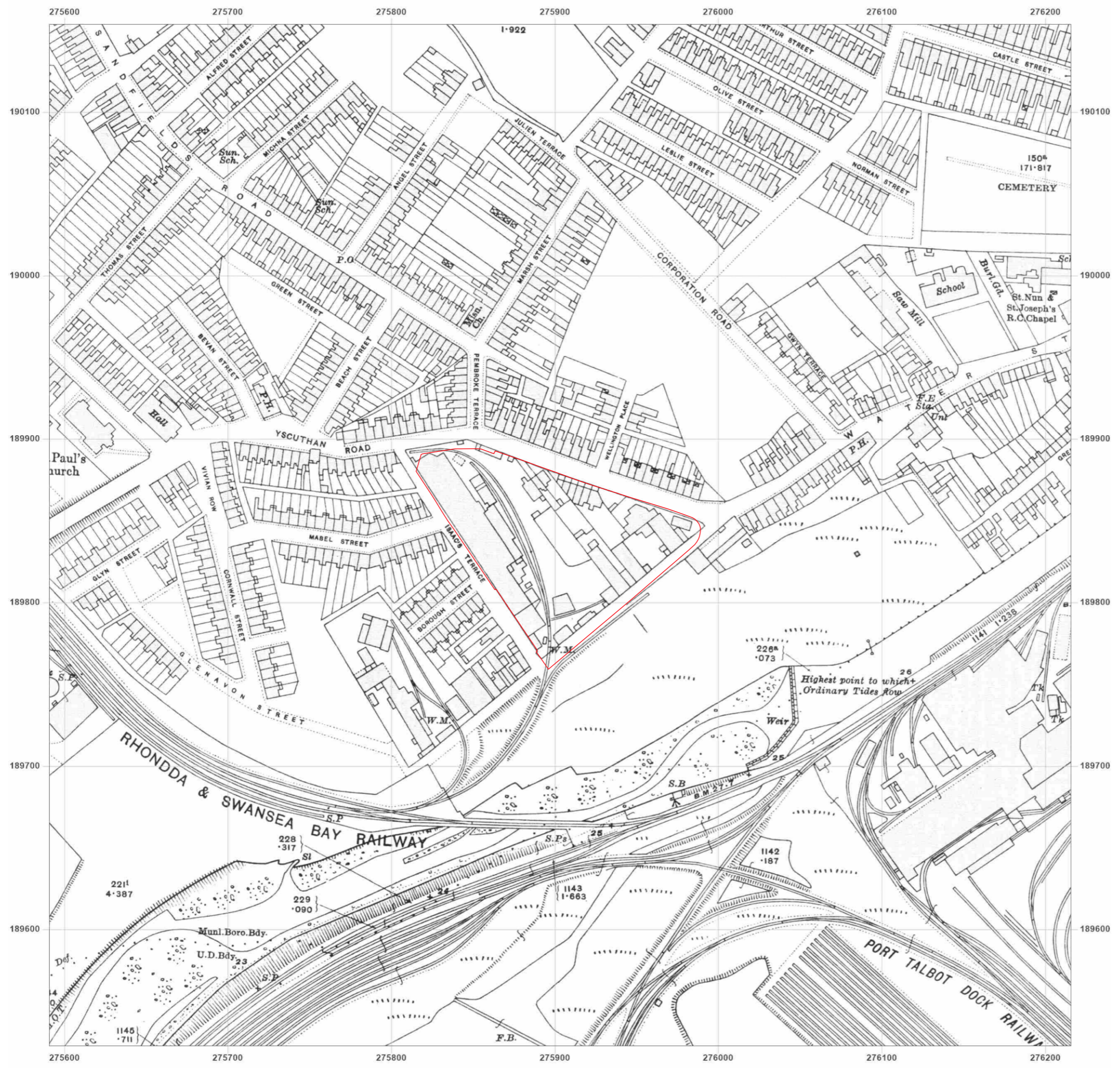
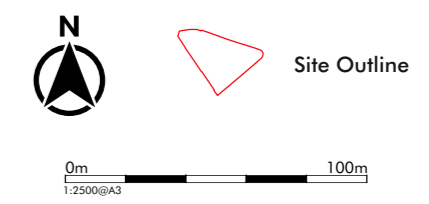


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Figure 3.5:
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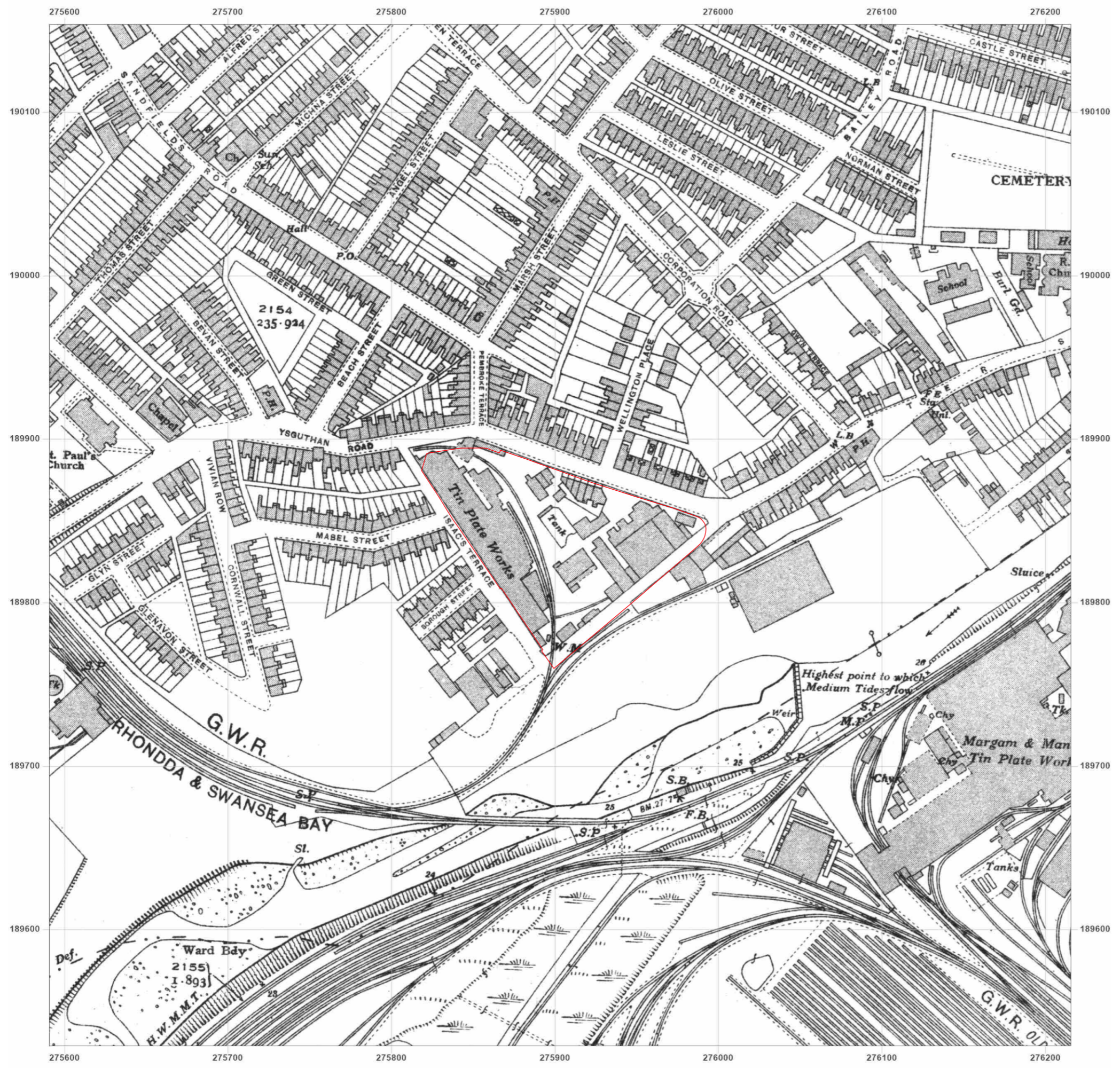
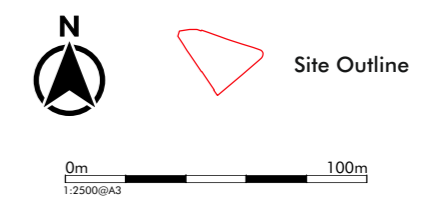


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Figure 3.6:
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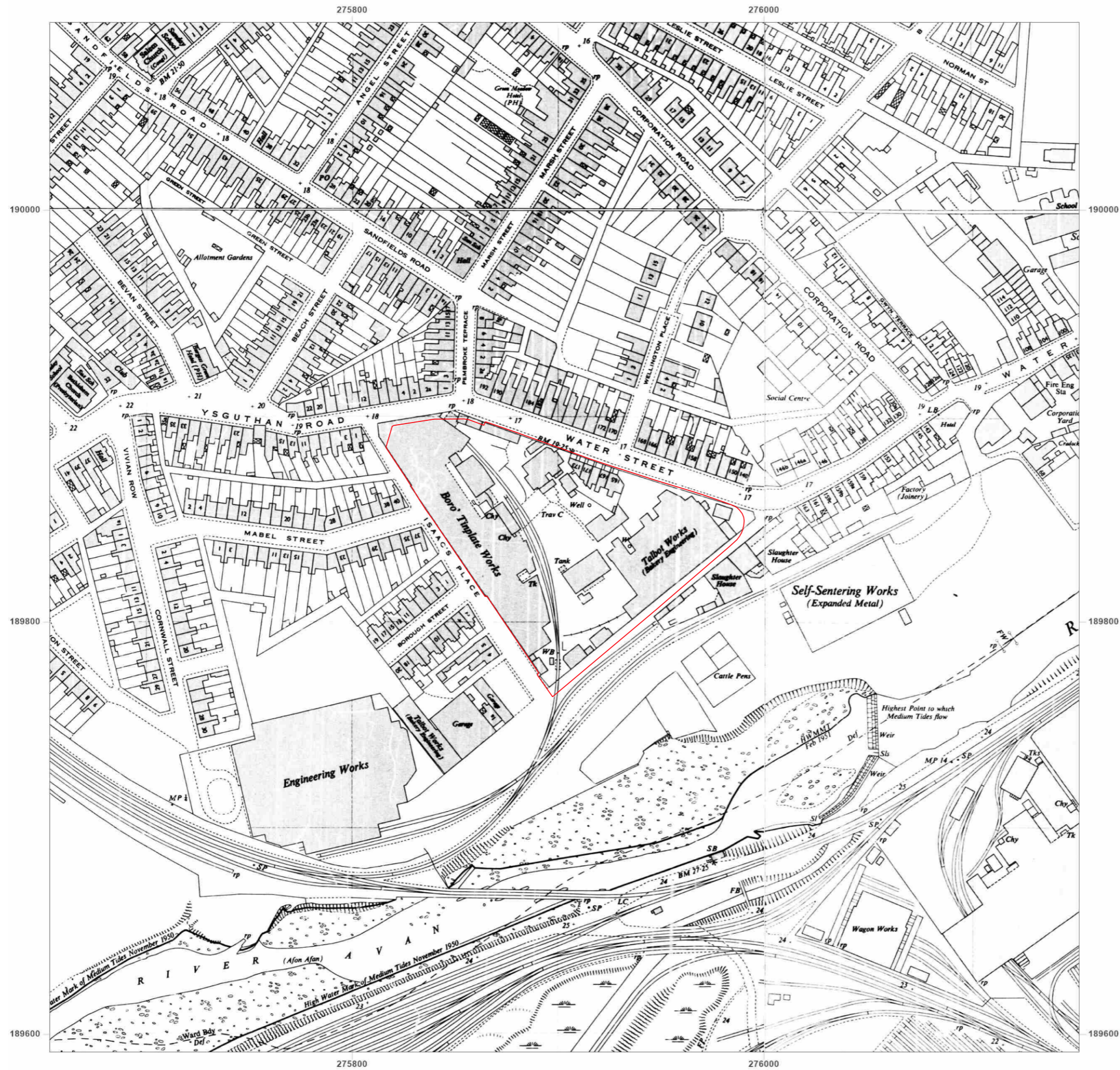


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Figure 3.7:
Ordnance Survey Map, 1951-52



Site Outline



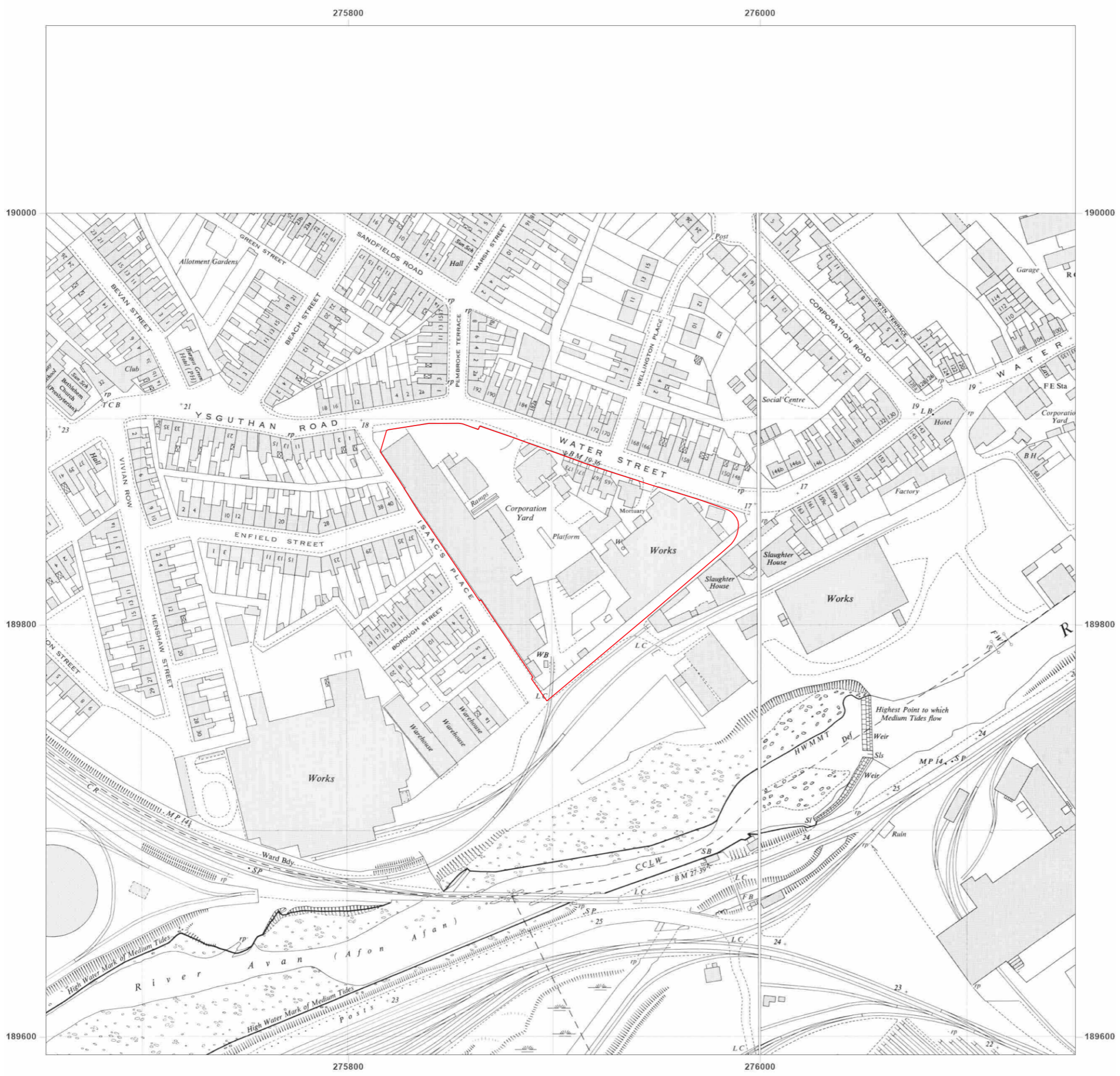
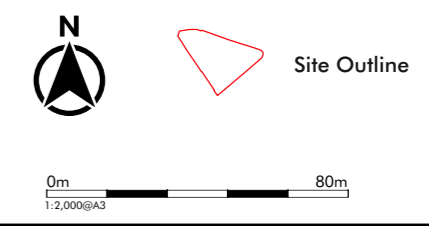
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Figure 3.8:
Ordnance Survey Map, 1957-62

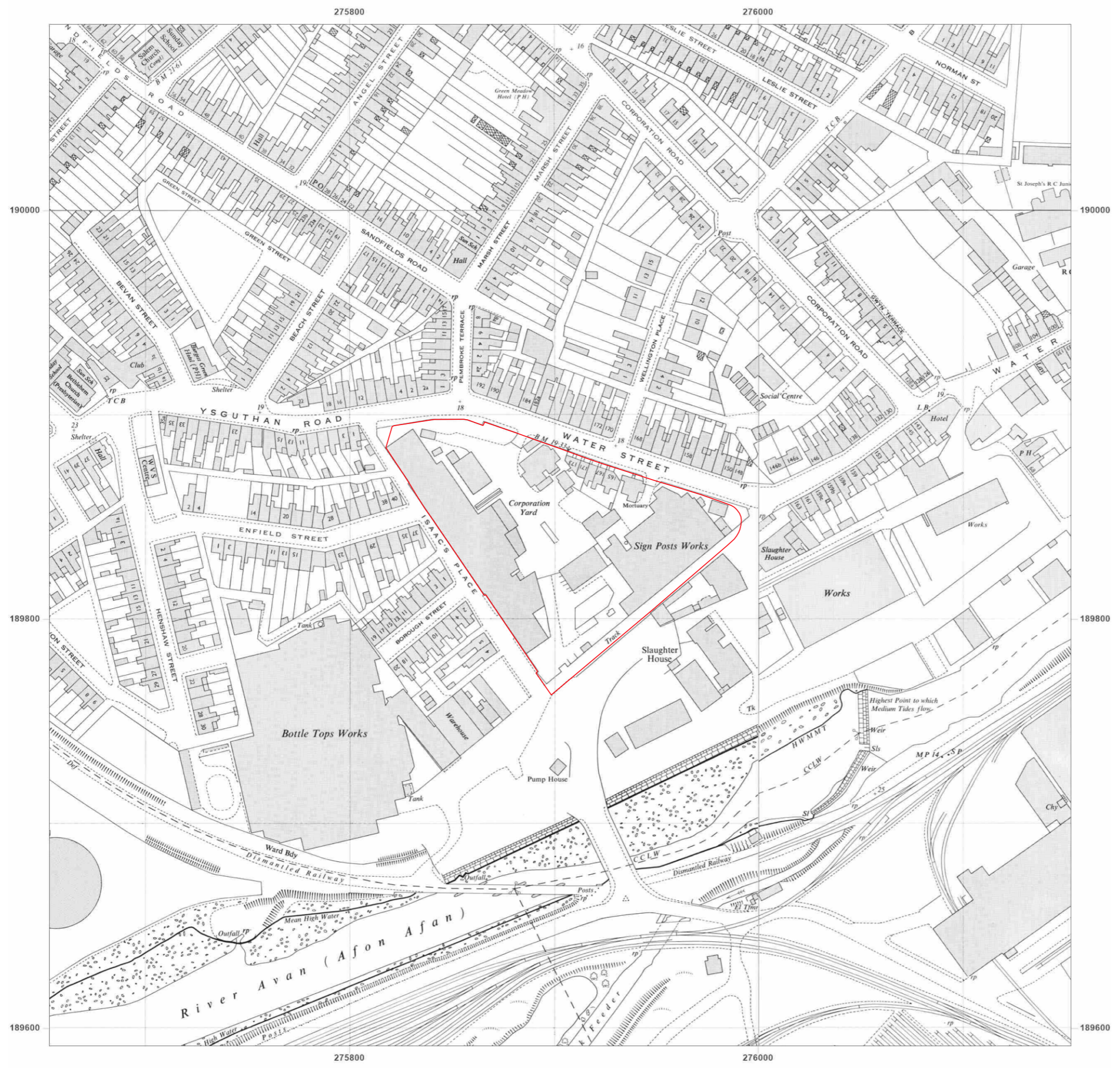


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Figure 3.9:
 Ordnance Survey Map, 1964-68



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Site Outline

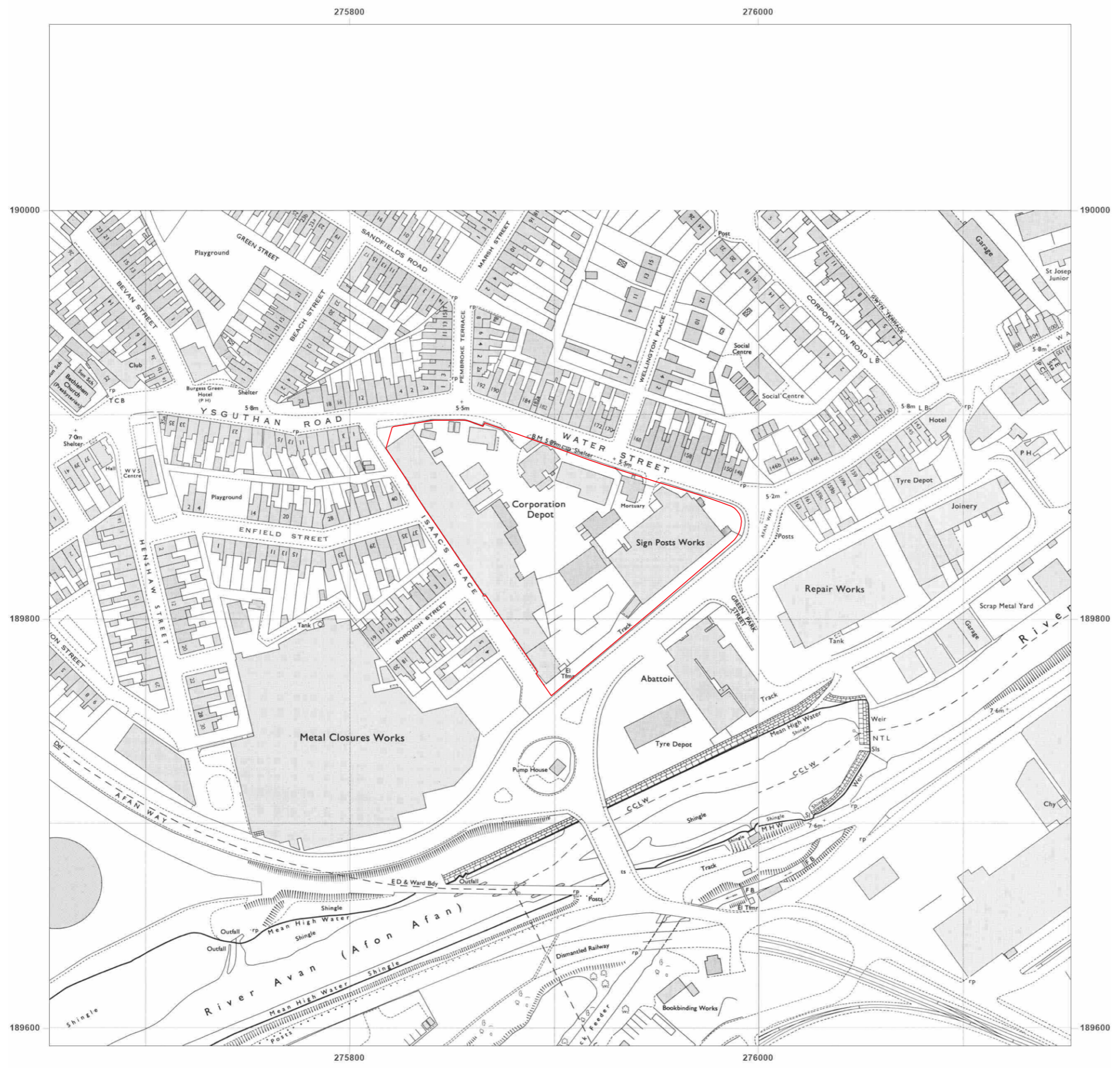
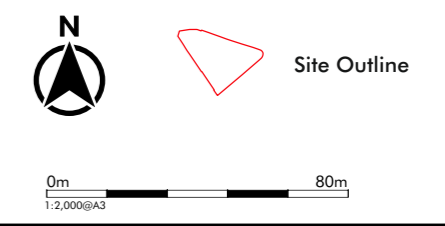
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Figure 3.10:
 Ordnance Survey Map, 1971-75

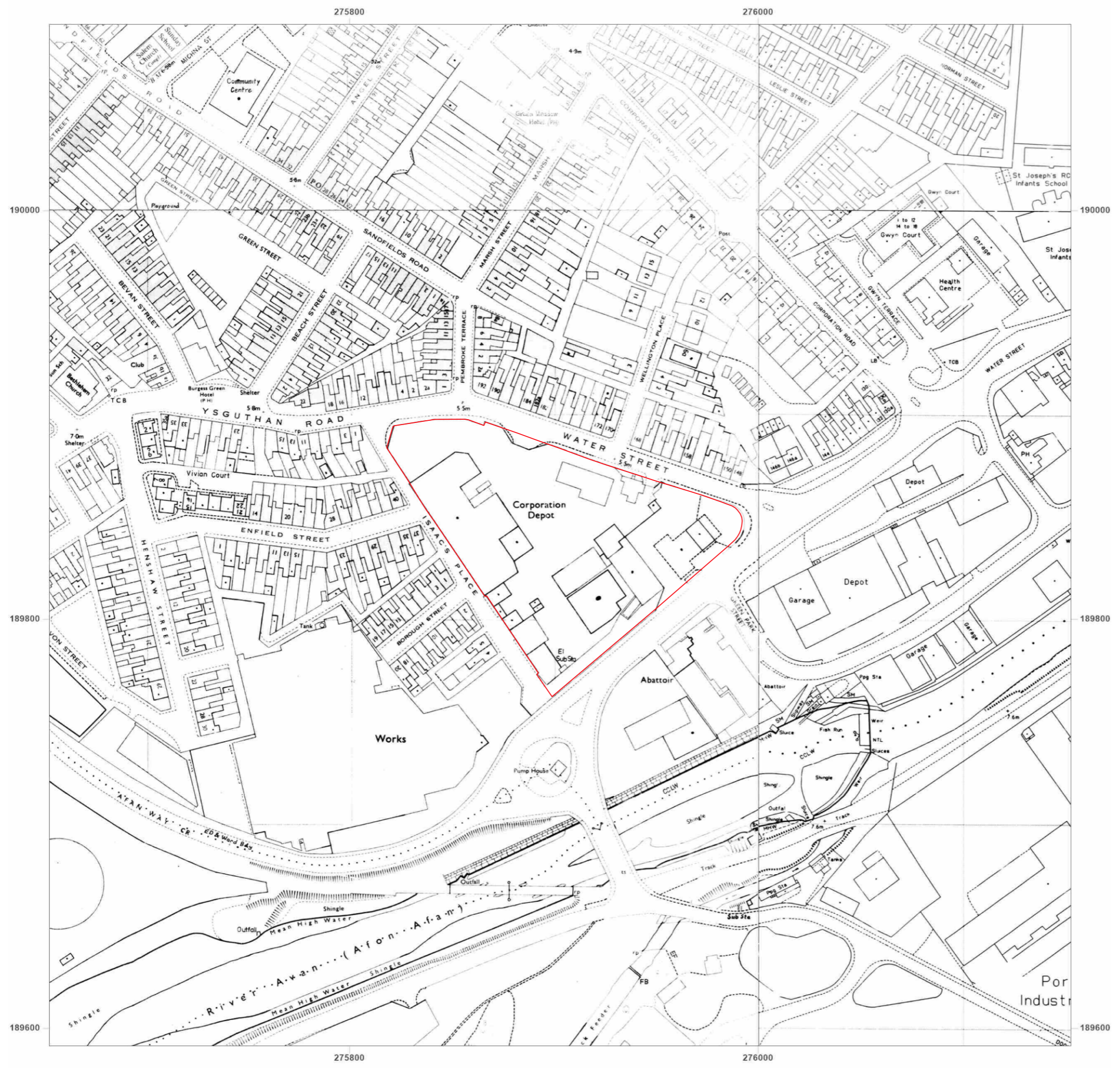
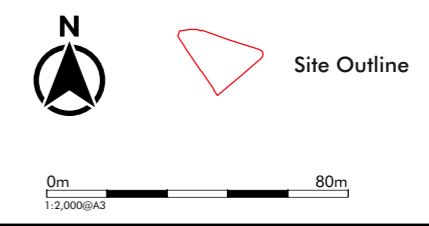


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Figure 3.11:
Ordnance Survey Map, 1989-91

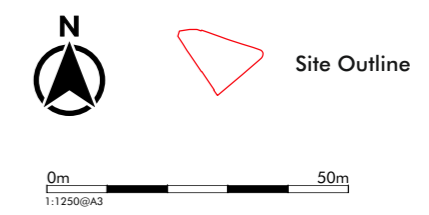


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Figure 3.12:
 Ordnance Survey Map, 2003



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Figure 4:
Site Walkover Plan



0m 40m
1:1,000@A3



Site



Photograph location and direction

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Figure 5:
Site Walkover **Photographs 1 to 14**



PHOTOGRAPH 1



PHOTOGRAPH 2



PHOTOGRAPH 3



PHOTOGRAPH 4



PHOTOGRAPH 5



PHOTOGRAPH 6



PHOTOGRAPH 7



PHOTOGRAPH 8



PHOTOGRAPH 9



PHOTOGRAPH 10



PHOTOGRAPH 11



PHOTOGRAPH 12



PHOTOGRAPH 13



PHOTOGRAPH 14

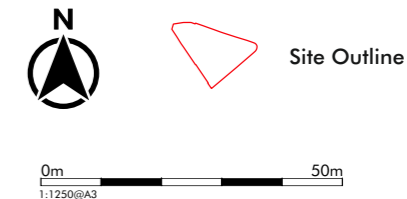
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Figure 6:
Proposals



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