

LAND AT SALT LAKE NORTH, PORTHCAWL, WALES

HERITAGE IMPACT ASSESSMENT

ON BEHALF OF
ALDI STORES LTD



**Land at Salt Lake North,
Porthcawl,
Wales**

NGR: SS 8202 7690

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Quality Assurance

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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 heritage impact assessment has considered the potential for development on land at Salt Lake North, Porthcawl, Wales to affect known and potential heritage assets, as required by Chapter 6 of National Planning Policy Wales, Edition 11 (2021).

There are a number of designated and non-designated heritage assets around the site area, which share intervisibility or other relevant relationships with the site. The nature of these assets is such that they have little in common with the site area and no adverse effect on their heritage significance as conveyed by setting has been identified.

The HIA has also 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-low* for the Prehistoric, Roman, Early Medieval and Medieval periods, with the recognition that if non-agricultural features were present, they would be of *moderate* or *moderate-high* significance, where well-preserved or able to positively contribute to identified research themes.

The potential for non-agricultural Post-medieval features has been assessed as none-negligible across the greater part of the site but as low-moderate in the location of the former shipyard and part of the associated slipway and the potential significance for these features is moderate if well-preserved as they have a clear potential to contribute to relevant research themes. Evidence for former railway tracks across the site is considered unlikely to survive in a coherent form.

The potential impact resulting from the proposals is consequently considered to be neutral across the greater part of the area, where significant, although not necessarily continuous, depths of made ground are present directly above sands; areas that are likely to have formed rough pasture in earlier periods. The proposed carparking areas, which are focussed to the west/northwest, are unlikely to penetrate through the made ground and are therefore unlikely to have any potential to impact upon any surviving archaeological deposits. In the southeastern corner of the site, however, significant remains could be disturbed, altered, truncated or possibly removed entirely by groundworks associated with the proposed new store building and their uncontrolled removal from the site would result in a loss of that significance.

Any possible adverse impact on archaeological deposits could be mitigated through a programme of archaeological recording as a mitigation strategy focussed on the location of the former shipbuilding yard and slipway. In the event that a condition is applied to a consent and a mitigation strategy be required, the residual impact on the archaeological resource is predicted to be neutral.

CRYNODEB

Mae'r asesiad cymesur hwn o'r effaith ar dreftadaeth wedi ystyried y potensial i ddatblygu ar dir yng Ngogledd Salt Lake, Porthcawl, i effeithio ar asedau treftadaeth hysbys a phosibl, fel y mynnir gan Bennod 6 Polisi Cynllunio Cenedlaethol Cymru, Rhifyn 11 (2021).

Mae yna nifer o asedau treftadaeth wedi'u dynodi a heb eu dynodi o gwmpas ardal y safle, sy'n rhannu rhyngwelededd neu gysylltiadau perthnasol eraill â'r safle. Nid oes gan natur yr asedau lawer yn gyffredin ag ardal y safle, ac nid oes unrhyw effaith andwyol ar eu pwysigrwydd treftadaeth yn ôl eu lleoliad wedi'u nodi.

Mae'r HIA hefyd wedi ystyried y potensial am asedau treftadaeth gyda diddordeb archeolegol i fod yn bresennol ar y safle, yn seiliedig ar yr unig olion archeolegol hysbys sydd wedi'u cofnodi ar hyn o bryd yn yr ardal. Aseswyd bod y potensial yn *fach iawn* ar gyfer y cyfnodau Cynhanesyddol, Rhufeinig, Canoloesol Cynnar a Chanoloesol, gyda'r gydnabyddiaeth, pe bai nodweddion nad ydynt yn rhai amaethyddol yn bresennol, y byddent o arwyddocâd *canolig* neu *ganolig-uchel*, lle maent mewn cyflwr da neu'n gallu cyfrannu'n gadarnhaol at themâu ymchwil a nodwyd.

Mae'r potensial ar gyfer nodweddion Ôl-ganoloesol nad ydynt yn rhai amaethyddol wedi cael ei asesu fel *dim-bach iawn*, ar draws y rhan fwyaf o'r safle, ond ei fod yn isel-canolig o ran lleoliad yr hen iard longau a rhan o'r llithrfa gysylltiedig, ac mae arwyddocâd posibl y nodweddion hyn yn gymedrol os ydynt mewn cyflwr da gan fod ganddynt botensial clir i gyfrannu at themâu ymchwil perthnasol. Credir bod tystiolaeth hen gledrau rheilffordd ar draws y safle yn annhebygol o oroesi ar ffurf gydlynol.

O ganlyniad, ystyrir bod yr effaith bosibl a fydd yn deillio o'r cynigion yn niwtral ar draws y rhan fwyaf o'r ardal, lle mae tir gwneud dwfn sylweddol, er nad yw o reidrwydd yn barhaus, yn bresennol yn uniongyrchol uwchben y tywod; ardaloedd sy'n debygol o fod wedi ffurfio tir pori garw mewn cyfnodau cynharach. Mae'n annhebygol y bydd yr ardaloedd parcio arfaethedig, sy'n wynebu'r gorllewin/gogledd orllewin, yn treiddio drwy'r tir gwneud, ac felly nid ydynt yn debygol o fod â'r potensial i effeithio ar unrhyw olion archeolegol sy'n goroesi. Yng nghornel dde-ddwyreiniol y safle, fodd bynnag, gellid addasu, tocio, tarfu ar olion arwyddocaol, neu o bosibl eu tynnu'n gyfan gwbl gan waith daear sy'n gysylltiedig â'r adeilad siop newydd arfaethedig, a byddai eu symud o'r safle heb reolaeth yn arwain at golli'r arwyddocâd hwnnw.

Gellid lliniaru unrhyw effaith niweidiol bosibl ar ddyddodion archeolegol drwy raglen o gofnodi archeolegol fel strategaeth liniaru sy'n canolbwyntio ar leoliad yr hen iard adeiladu llongau a'r llithrfa. Os bydd amod yn cael ei roi ar gydsyniad a bod angen strategaeth liniaru, rhagwelir y bydd yr effaith weddilliol ar yr adnodd archeolegol yn niwtral.

1 INTRODUCTION AND PROJECT BACKGROUND

- 1.1 This proportionate Baseline Heritage Impact Assessment has been prepared by Roy King and Diana King to accompany a Planning Application in relation to Land at Salt Lake North, Porthcawl, Wales; the site visit was undertaken by Andrew Hood and the Aerial Photographic work by Tracy Michaels. All staff inputting to the project are full members of the Chartered Institute for Archaeologists (MCIfA). The proposal is for the construction of a new Aldi supermarket covering an area of approximately 0.874ha and this assessment (HIA) has considered the potential for the proposed development to affect known and potential heritage assets, as required by National Planning Policy Wales, Edition 11 Chapter 6. The project was commissioned by Lloyd Collins of Planning Potential on behalf of Aldi.
- 1.2 This Heritage Impact Assessment has been prepared in accordance with the requirements of the National Planning Policy Wales, Edition 11 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. This study also considers the impact of the proposed development on any above ground heritage assets, including any effect on their settings within 1km of the site boundary.
- 1.3 The report comprises a proportionate Heritage Impact Assessment in keeping with the significance of the heritage assets identified. Due to Covid-related restrictions and closures it has been compiled without access to a number of expected data repositories as noted in Section 4. However, an online search of available archives indicates that this limitation will not have resulted in any adverse effect on the reliability of this report.

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.
- 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 Heritage 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).
- 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), which builds on the guidance published by Historic England (2008). 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.
- 2.12 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 five-level scale of significance. Effects can either be [beneficial](#) or [adverse](#).
- 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."

- 2.14 *Conservation Principles in Action* 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 2.2 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'.

Table 2.2: Table of Impacts Criteria

Impact	Archaeological Resource	Historic Buildings	Settings
Minor Beneficial	A 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.	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	No effects on known or predicted archaeological resources or their settings. Mitigation protects the resource from adverse effects.	Slight change to historic building elements that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual 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	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.

	increase archaeological knowledge.		
Moderate Adverse	Adverse effects would occur on archaeological resources at a local level by ground work 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.
Substantial Adverse	Adverse effects caused to areas of high archaeological potential, Archaeological Priority Areas, Scheduled Monuments, including their settings and to other archaeological sites of importance in breach of relevant planning policies.	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.

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 environment¹⁰² 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 6.1.23: *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.*
- 3.2.11 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.*
- 3.2.12 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.*
- 3.2.13 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.*
- 3.2.14 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.*
- 3.2.15 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.

3.3 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 Bridgend County Borough. The *Bridgend Adopted Local Development Plan Strategic Policies (2006-2021)*, contains strategic policy SP5 (Conservation of the Built and Historic Environment) which states:

“Development should conserve, preserve or enhance the built and historic environment of the County Borough and its setting.

In particular, development proposals will only be permitted where it can be demonstrated that they will not have a significant adverse impact upon the following heritage assets:

- SP5(1) *Listed Buildings and their settings*
- SP5(2) *Conservation Areas*
- SP5(3) *Scheduled Ancient Monuments*
- SP5(4) *Sites or Areas of Archaeological Significance*
- SP5(6) *Locally Significant Buildings."*

3.6.2 It also includes Policy ENV8 (Heritage Assets and Regeneration), which states:

Development which respects and utilises heritage assets and which preserve, conserve, or enhance the local distinctiveness of the County Borough will be permitted; and

Development which would materially harm heritage assets will not be permitted."

4 SOURCES

- 4.1 The information available in the Historic Environment Record has been consulted within a 1km search radius of the site.
- 4.2 The Glamorgan Record Office remains closed to visitors, although 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 RCAHMS are currently closed to visitors. An enquiry has been lodged for aerial photographs, but no results have yet been received; 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 site area comprises an area of uneven and undulating grassland, with some areas of degraded tarmac hardstanding bordered to the north and west with post and wire fencing. The site does not extend to the full width of the plot, which is also bordered to the east with post-and wire fencing. Modern car parking lies to the south. There is some evidence of former use of the site (shown on Google Earth) as car parking, but this survives only as a small patch of tarmac in the west part of the area. An earthwork bund illustrated on the site plan and presumably relating to the strip for a small compound (itself no longer visible) is present within the northwest part of the site. The ground rises up slightly towards the west and there is no visual evidence for archaeological features.
- 5.2 According to the British Geology Viewer (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>) the bedrock geology comprises "Oxwich Head Limestone Formation -

Limestone. Sedimentary Bedrock formed approximately 329 to 337 million years ago in the Carboniferous Period. Local environment previously dominated by shallow carbonate seas". There are superficial deposits of "Blown Sand - Sand. Superficial Deposits formed up to 3 million years ago in the Quaternary Period. Local environment previously dominated by wind blown deposits (U)" across the whole site area.

- 5.3 Six boreholes were excavated within the broad area of the site in 1979 (BGS ID 372545-372550). Four of these, Boreholes 1-2 and 5-6, were within the site area, with Boreholes 3-4 immediately to the east. Boreholes 1, 5-6 revealed between 2.25-3.75m of made ground (ash, clay and hardcore) above 3.5-5.55m of sand deposits, themselves over sandy and silty clays, deeper sand deposits, sands and gravel and, at a depth of 9.6m in Borehole 6, the top of the Oxwich limestone. Borehole 2 (along with boreholes 3 and 4) revealed much shallower depths of made ground in the eastern/southeastern part of the surveyed area between 0.4m and 0.85m, although the geological sequence below the made ground was broadly identical to the other four boreholes. A seventh borehole was excavated in 1995 a short distance to the north of the 1979 'borehole 5' which revealed a different stratigraphic sequence comprising 2m of soft/medium overburden over 5m of sand and gravel to limestone at 7m.
- 5.4 No further observations were made during the site walkover survey that were considered germane to this study.

6 AERIAL PHOTOGRAPHS AND LiDAR

- 6.1 The search room at the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) was closed for public consultation during the course of this assessment. A limited selection of images taken between 1985 and 2018 were examined at www.earth.google.com. The online Cambridge collection of aerial photographs (CUCAP) was also examined, along with the 'Britain from Above' website.
- 6.2 A number of photographs of the study area were available to view online from the CUCAP website. These photographs were all dated July 1972 but no crop or earthwork features were visible on the available photographs.
- 6.3 A 1m Digital Surface Model of the study area is available from the Lle website <http://lle.gov.wales/Catalogue/Item/LidarCompositeDataset/?lang=en> but this did not reveal any additional information.

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 34 monument records and four events within the 1km buffer of the site boundary.

One Scheduled Monument lies within the study area, the Hutchwns round barrow (PRN07833g MM287), 883m to the north of the site boundary. There are no other Scheduled Monuments within 1km of the study area. The nearest Conservation Area lies approximately 175m to the south of the site area at its closest point. There are 12 listed buildings within the study area. A number of additional scheduled monuments and listed buildings are present within 3km of the site, but none of these have any potential intervisibility and are not considered further in this document.

7.3 Historic Landscape Character

7.3.1 The site area does not fall within a defined historic landscape character zone.

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. There are a number of finds datable to the Prehistoric period recorded by National Museum of Wales in the area; these comprise two finds of worked flint datable to the Mesolithic period (18429 and 10575), along with a further six records relating to prehistoric flint finds (8149, 18447 and 50030-50033), and a copper tanged spearhead (10441).

7.4.2 Four records relating to the Bronze Age period within the study area are recorded on the HER. The first is the 'Hutchwns' round barrow (00194m), which lies approximately 883m to the northwest of the site boundary and which is protected as a scheduled ancient monument. The Porthcawl round barrow (00195m) was located only 102m (approximately) to the northwest of the site but was destroyed during the construction of the railway. A third barrow (06314m) near 'The Wilderness', approximately 729m to the north of the site is also recorded as being destroyed. The fourth record relates to the Bredbarrows standing stones (00208m), approximately 917m to the northwest, which are also recorded as destroyed. An undated standing stone (06315m) is known from approximately 617m to the north of the site, but is also recorded as destroyed.

7.5 Evidence for Roman period activity

7.5.1 Only a single Roman period record is included on the HER in the form of a coin hoard (01281m) recovered from Sandy Bay, approximately 626m to the southeast of the site.

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 no HER entries within the study area for the Early Medieval period.

7.7 Evidence for Medieval activity

7.7.1 There may have been no actual settlement at Porthcawl during this period, although it is possible there was a settlement near the former port recorded at Rhych Point to the east. The original village is believed to have been at Nottage, with a 'new town' (Newton) created in the 12th century by the Earl of Gloucester and incorporated as the parish of Newton Nottage around 1300. There are two HER entries for the Medieval period within the study area, in the form of a now destroyed port (01881m) at Rhych Point, approximately 725m to the southeast and a well (00196m) at Ffynnon Trebrenin, approximately 590m to the north of the site.

7.8 Evidence for Post-medieval activity

7.8.1 In the Post-medieval period, this part of Wales was involved with a number of main industries, including agriculture, fishing, coal and iron working, and the HER records around the study area broadly reflect this. The town of Porthcawl first originated as a small port associated with distribution of agricultural produce but subsequently became the main distribution point for the iron-working industry at Maesteg. The earliest post-medieval record relates to an 18th century Sergeant's halberd (01596m) found approximately 632m northwest of the site. A cannonball (01595m) found approximately 592m northeast of the site is not dated to a specific century. A harbour (02537m) is believed to have been built at Porthcawl by 1811, while the current harbour, located approximately 325m to the south of the site was opened in 1828 by the Duffryn Llynvi ironworks at Maesteg. The grade II listed Jennings Warehouse (02346m), located approximately 455m to the south (11369) was built in 1832 by the Duffryn Llynvi & Porthcawl Railway Company (DL&P) (01057.0m). At this point the railway comprised a single-line horse-drawn railway linking the Duffryn Llynvi ironworks to the harbour at Porthcawl and was constructed between 1825 and 1829, with the closest section located approximately 50m to the west of the site.

7.8.2 The earliest available map to show the site in useable detail is the Parish of Newton Nottage Tithe Map of 1843, which shows the greater part of the site as within single large land parcel numbered 602. In the apportionment document this is listed as under the ownership of the DL&P Railway Company, who are also the occupiers, and is described as "railway and waste". The south/southeastern part of the site area is illustrated as falling within the bay. No features are illustrated within the site, although a track, including a tunnel, is illustrated to the west and presumably represents the line of the horse drawn railway. A complex of buildings is clustered approximately 200m to the north of the site area focussed around a Steam Mill.

7.8.3 Samuel Lewis in 'A Topographical Dictionary of Wales' (1849) notes the contemporary condition of the town and states *"about twenty-five years ago scarcely any business was done here: in 1827, however, a breakwater was constructed, for the purpose of making the port efficient for the coal-traffic of the district, and a large trade was thus created"*. In relation to Newton Nottage, within which parish Porthcawl is located, Lewis also notes *"the sea has encroached greatly on the shore; and much land in the parish, which*

within the recollection of persons still living or but lately deceased formed excellent pasturage for sheep, is now covered with sand”.

- 7.8.4 The next available map is the 1880 1:2500 Ordnance Survey map. This shows significant changes to the site area; the DL&P Railway had been acquired by the Llynvi Valley Railway in 1848 and construction of a railway suitable for steam locomotives was undertaken and money had been raised in 1840 for the improvement of the dock, providing a small tidal harbour and breakwater. An Act of Parliament in 1864 allowed for the construction of a new inner wet dock, which opened in 1868 (02529m), along with associated infrastructure. Some of this infrastructure is grade II listed and includes the lighthouse (01481m/11370), the Customs House (19358), the breakwater (19362), the Look-out tower (19359) and the walls to the outer basin (19363), all built around 1866-7 and located between 490m-580m south of the site. The harbour was also served by new railway tracks. In 1866 the Llynvi Valley Railway merged with the Ogmore Valley Railway and continued to run services until purchased by GWR in 1883.
- 7.8.5 The 1880 plan shows the site area has been fully reclaimed from the sea, presumably as part of the harbour upgrading works during the mid-late 1860s. At this point the site area is crossed by two tracks with a shipbuilding yard (02533m), including a smithy located within the southeastern corner, along with part of a retaining wall to the slipway. The railway lines to the west are considerably more extensive at this point and a number of new houses, labelled as Hutchwns Row are shown to the north between the site and New Road, which has been constructed on or to the south of the (former) Steam Mill, with additional housing to the north of the road. A former quarry is illustrated at Hutchwns Row and a barrow with an urn containing human remains is illustrated amongst the railway tracks to the northwest of the site. This feature equates to HER 00195m, the “Porthcawl barrow”. Two piers are illustrated at the harbour; these comprise the ‘West Pier’ (08396m), which is recorded on the HER as ‘nearly destroyed’ and the East Pier (08395m), which has been restored. Other notable buildings recorded on the HER and visible on this plan comprise the Old Police Station (02036m) which is grade II listed (11354), located approximately 256m to the southwest was built in 1877, the Coastguard Station (02547m), located approximately 506m to the south and a ‘structure’ (07110m) which appears to have been originally known as Sunnybank and subsequently ‘The Vineries’ located approximately 920m to the northeast of the site area. The structure appears to have been destroyed and replaced by two small modern retail units.
- 7.8.6 The 1899 Ordnance Survey map shows considerable internal change to the site area, with the introduction of a number of new tracks and the removal of the shipbuilding yard, although the slipway is still illustrated. The docks at Porthcawl had, in fact, been closed by GWR the previous year as no longer suitable for purpose and unable to compete with the large docks at Barry and Port Talbot, which opened in 1892. In the vicinity, further housing has been constructed to the north with extensions to the railway lines to the west and the construction of a new station and housing at Victoria Road, John Street and Railway Terrace.
- 7.9 [Evidence for Modern activity](#)
- 7.9.1 There are 12 entries in the HER relating to the Modern period within the study area. The Esplanade Hotel (02546m) located approximately 355m to the southwest of the site is illustrated on the 1900 OS map, apparently originally named as the ‘Marine Hotel’. The hotel was demolished in 2004 and replaced by a modern apartment block.

The parish church of All Saints (02345m) located approximately 308m west of the site was constructed from 1912 onwards and is listed grade II (11372). The Porthcawl docks receive a second mention (07418w) on the HER for this period due to their association with ship breaking at the end of WWI. A drill hall (07507m) is also anticipated at Porthcawl but does not appear purpose built; instead utilising one of the various existing halls in the town. The Newton primary school, located approximately 500m to the northeast of the site, was opened in 1907 and includes two blocks of classrooms that are grade II listed (19371).

- 7.9.2 The 1919 OS plan shows little relevant change to the site area beyond a small alteration in the layout of the tracks crossing it. In the vicinity there has been further residential development to the north and west but little other relevant change. By this point the docks were completely out of use and were transferred from GWR to the Town Council in 1913.
- 7.9.3 There are 12 HER records dating to the 1920s-1940s. The Porthcawl War Memorial (08450m), located in the parish churchyard was unveiled in 1921. The Coney Beach fairground (07389m) was constructed on waste ground that formerly contained an engine house and a tank between the gas holders and the sea in the 1920s. It is located only approximately 60m to the east of the site and is recorded on the HER through its connection with providing accommodation for RAF personnel during WWII. The John Street public conveniences (02037m), built in 1924, are located approximately 262m southwest of the site and are grade II listed (11355). A road bridge (02549m) over the dock was constructed c.1930 approximately 317m to the south of the site. Also dating to the 1930s are the Grand Pavilion (02545m) which is listed grade II (19364) and is located approximately 380m to the southwest of the site and the Seabank Hotel (02444), located approximately 550m to the southwest of the site. The hotel also has a second HER entry (07700m) due to its use as officer accommodation during WWII. The grade II listed Welsh Congregational Chapel (19366) in Fenton Place was constructed in 1931 and is located approximately 325m northwest of the site area.
- 7.9.4 The 1943 Ordnance Survey map shows further alterations to some of the tracks crossing the site area, one of which runs into the gas works present to the northeast, although the tracks may have served this facility (first illustrated in 1880) since its inception. The docks had been infilled in the 1920s and the retaining wall in the southeastern corner of the site area is no longer illustrated. A miniature railway is depicted immediately to the east, between the site boundary and the Eastern Promenade, with the Coney Beach Amusement Park to the east of the promenade. Bowling greens and a tennis court are illustrated at Griffen Park to the northeast, while further residential development has taken place to the north around Wellfield Avenue. Mary Street (07388m) which is located approximately 275m to the west of the site and built between 1886 and 1900 is recorded on the HER due to its use as accommodation for airmen from 1941 during WWII. The railway station building, which is not included on the HER, has been relocated from northwest of the site to the southwest, closer to the surviving harbour.
- 7.9.5 The 1965 Ordnance Survey plan shows the construction of a large car park to the south, which encompasses the southeastern corner of the site. No other relevant changes are notable.
- 7.9.6 The 1993 Ordnance Survey plan illustrates that the railway lines within the site have been removed and the railway lines to the west replaced by a large roundabout and

The Portway road. A new road has been constructed along the northern boundary of the site, beyond which lie the ambulance and fire stations. No other relevant changes to the site or immediate vicinity are notable.

7.9.7 No relevant changes are illustrated on the 1:1250 Landline plan or modern 10:10000 raster plans. Aerial photographs of the site on Google Earth and Streetview show a compound within the northwestern part of the site c. 2018. A bund illustrated on the modern site plan but that is no longer present, may be associated with site stripping for this compound.

7.9.8 The final HER record dating to this period relates to a modern standing stone (06316m) erected adjacent to the Hutchwens round barrow, approximately 880m to the northwest of the site.

7.10 Evidence for Undated activity

7.10.1 There are no entries in the HER relating to undated activity.

7.11 Archaeological Events

7.11.1 There are four events recorded on the HER. The earliest event consists of “unspecified excavation” (E00158) at Porthcawl harbour in 1846, illustrated approximately 80m to the north of the site area. A field visit to the harbour (E01310) was undertaken by GGAT in 2005 and the site area is also covered by the Rapid Coastline Zone Assessment (E006100) undertaken by GGAT in 2015-16 and 2018 and the Rural Settlement of Roman Britain project (E005431) undertaken by the University of Reading in 2015. A desk-based assessment (E002957), which also covers the site area was undertaken by Wessex Archaeology on behalf of the Porthcawl Regeneration Strategy in 1999. The assessment found that the area had little occupation before the Post-medieval era, with the exception of the destroyed Porthcawl round barrow, but noted the harbour, associated buildings and railway.

8 ARCHAEOLOGICAL POTENTIAL AND 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 area comprises an area of former shoreland, of which the southeastern part was originally within the bay. Encroachment by the sea is specifically noted for the parish in the 19th century¹ and this may have been occurring

¹ Lewis 1849.

for a much longer period; consequently, in earlier periods the site may have been considerably further inland. Previous geotechnical investigations have indicated that there is a cap of between 2.25 and 3.75m of made ground overlying the blown sand deposits, other than in the southeastern corner, which appears to have a thinner cap, despite this area being reclaimed from the sea in the 19th century.

8.3 Prehistoric

- 8.3.1 There are four Historic Environment Record entries for this period within the study area. These comprise three Bronze Age burial monuments in the form of round barrows, the closest of which was located only 102m from the site boundary but was destroyed by railway construction during the 19th century and a number of standing stones almost 1km to the northwest. No other ceremonial/burial or settlement monuments are known from the immediate vicinity of the site and there is no indication that any of the barrows were part of larger barrow cemeteries. A number of finds of worked flints have also been made within the study area and testify to general utilisation of the wider area during this period. It is possible that finds and features associated with the Prehistoric period are present within the site area although, on the evidence available at this point, it is considered that the overall potential for this period is *negligible-low*. Given the nature of remains from this period in the surrounding area, the significance of any ceremonial/burial or settlement monuments discoveries would be considered *moderate-high* depending upon levels of preservation and ability to contribute to research themes².

8.4 Roman Period

- 8.4.1 The only record for this period on the HER comprises a coin hoard found on Sandy Beach, although a villa is known from Dan-y-graig, approximately 2.2km to the northwest. On the evidence available at this point, it is considered that the potential for this period is *negligible-low*, particularly given the topography. However, given the paucity of remains from this period in the surrounding area, if remains from this period were found, the significance would be considered *moderate-high* depending on preservation and ability to contribute to research themes³

8.5 Early Medieval

- 8.5.1 The HER contains no records for this period within the site area, or the wider study area. On the evidence available at this point, it is considered that the potential for this period is *negligible*. Given the lack of remains from this period in the surrounding area, if remains from this period were found, the significance would be considered *moderate*, rising to *high* if significant occupation/structural remains were present and retained potential to contribute to research themes⁴.

8.6 Medieval

- 8.6.1 There are only two records from the Medieval period within the study area, suggesting that there may have been no significant settlement at Porthcawl in this period. Tithe map evidence shows that in 1839 the site area was shoreline, with the southeastern

² A Research Framework for the Archaeology of Wales 2017: Neolithic and Earlier Bronze Age

³ RFAW: Roman Wales

⁴ RFAW: Early Medieval

corner within the bay. Given great encroachment from the sea is recorded during the earlier 19th century it is possible that the site area fell within the common rough pasture known as Back Commons during the Medieval period but it may, of course, already have been sea/seashore. It is therefore assessed as unlikely that finds and features associated with the Medieval period are present on the site and on the evidence available at this point, it is considered that the potential for this period is *negligible*. Given the nature of remains from this period in the surrounding area, the significance of any non-agricultural or agricultural features would be considered *low*, rising to *moderate* if structural or other remains were present that could contribute to research themes⁵.

8.7 Post-medieval

8.7.1 The growth of Porthcawl during the later Post-medieval period is well-documented in connection with the coming of the railway and upgrading the port, although it is not known when a harbour was first constructed or when settlement of the town began. The earliest Post-medieval records relate to a cannonball of uncertain date and an 18th century sergeant's halberd, both of which are stray finds not associated with any settlement remains. The site area may have been rough pasture during the early part of this period, possibly with encroachment by the sea occurring during the 18th and early 19th century, which may have submerged the southeast corner. It is also possible, based on the limited available evidence, that the bay was already in existence from before this period. Post-medieval evidence recorded within the site area includes railway tracks and a shipbuilding yard with an associated smithy. The yard adjoined a slipway and elements of this, particularly the retaining wall, may survive as buried features. The level of survival of these features is unknown; the railway tracks may have been constructed on a slightly raised bed of hardcore, but may also have been laid directly to the existing surface depending on how firm this was. The tracks and sleepers are likely to have been removed when the railway was dismantled but some evidence may survive in a fragmentary form. The ship building yard and smithy will have been demolished with an unknown degree of thoroughness and it is possible that foundations survive in a legible form, along with elements of the retaining wall and slipway which are likely to have merely been buried when the docks were infilled during the 1920s, although stonework may have been reclaimed. The potential for survival of Post-medieval finds and features is therefore assessed as localised *low-medium* in the location of the shipbuilding yard and part of the slipway and *negligible-none* over the greater part of the site. Any surviving evidence, particularly in regard to the shipbuilding yard, is considered to have *moderate* significance given that it's potential to contribute to identified research themes⁶.

8.8 Modern

8.8.1 There are no relevant modern records associated with this period within the study area beyond slight adjustments to the line of the railway tracks which cross it, and there is no evidence on mapping for this period of structures within the site, other than the small stable block and the shed noted during the walkover survey. The aerial photographic assessment also does not show any other structures within the site. Therefore, on the evidence available at this point, it is considered that the potential for

⁵ RFAW: Medieval

⁶ RFAW: Later Post-medieval and Industrial

non-agricultural features related to this period is *low*. If remains from this period were present, the significance would be considered to be *negligible*.

8.9 Impact

8.9.1 The potential of the site has been identified as *negligible* or *low* for all periods other than the known area of the Post-medieval shipbuilding yard and slipway, with the recognition that if features were present, they may be of *moderate-high* significance, given their potential to contribute to research themes.

8.9.2 Geotechnical investigations have indicated a significant cap of made ground over the western and central part of the site (although a later borehole may suggest this layer is not consistent across the site area). It is unknown when the hardcore was deposited; the likeliest candidates are when new dock was constructed but it may equally have been put down when the dock was infilled in the 1920s. It is also unknown whether the deposition represents a single event or a series of events gradually raising the height of the ground, although the site area appears no higher than the surrounding land and may consequently represent a 19th century intervention to stabilise the shoreline. The date and nature of this deposition is important in assessing the potential impacts resulting from the scheme. In the event that the hardcore was deposited during the 1920s there is little scope for any harm to occur to buried deposits protected by over 2m of made ground, although the borehole evidence suggests that this material is considerably thinner in the broad location of the former shipbuilding yard and slipway; which comprise the only identified assets that might survive in a coherent form and be of sufficient importance to warrant further investigation.

8.9.3 The potential impact resulting from the proposals is consequently considered to be neutral across the greater part of the area, where significant, although not necessarily continuous, depths of made ground are present directly above sands; areas that are likely to have formed rough pasture in earlier periods. The proposed carparking areas, which are focussed to the west/northwest, are unlikely to penetrate through the made ground and are therefore unlikely to have any potential to impact upon any surviving archaeological deposits. In the southeastern corner of the site, however, significant remains could be disturbed, altered, truncated or possibly removed entirely by groundworks associated with the proposed new store building and their uncontrolled removal from the site would result in a loss of that significance.

8.9.4 Any possible adverse impact on archaeological deposits could be mitigated through a programme of archaeological recording as a mitigation strategy focussed on the location of the former shipbuilding yard and slipway. In the event that a condition is applied to a consent and a mitigation strategy be required, the residual impact on the archaeological resource is predicted to be *neutral*.

9 SETTINGS APPRAISAL

9.1 During the site walkover survey, the intervisibility between the site and nearby designated assets was appraised and this section of the report will detail the findings of the settings appraisal.

9.2 This section of the assessment identifies the historic assets (Stage 1), defines and analyses the setting of the relevant historic assets and considers the existing significance

of designated and non-designated assets (Stage 2), and the resulting effect(s) on significance and the overall level of harm, evaluate the potential impact of change or development (Stage 3), consider mitigation (Stage 4), consider offsetting (Stage 5) and consider setting enhancement (Stage 6) as per CADW's *Setting of Historic Assets in Wales* (2017).

9.4 Significance rating

- 9.4.1 The significance of the Listed buildings and Scheduled Monuments can be classified as 'high' as they represent heritage assets of national importance, while Conservation Area(s) may be considered of 'medium' significance as they are normally of regional significance. For the purposes of this report locally listed buildings are considered of 'low' significance.

9.5 Identification of Historic Assets (Stage 1)

- 9.5.1 This section describes the designated and non-designated heritage assets around the site which could have their settings and consequently their heritage significance affected by the proposed development (Figure 14). This includes a brief description of the heritage assets and a significance rating. Relevant non-designated assets have also been identified whose setting may be affected by the proposals.
- 9.5.2 The relevant assets within the study area include two listed buildings, the Porthcawl Conservation Area and an unlisted fairground recorded on the HER; a further 10 listed buildings are present in the study area, however they have no intervisibility or other tangible or intangible interrelationship (noise, odours etc) with the site and the proposals would have a neutral effect on these assets. As such they are not considered further within this report. There is a single scheduled monument within the site area, Hutchwns Barrow, although there is no inter-relationship nor intervisibility with the site and this monument is therefore also not relevant to this study. Buried archaeological assets are themselves considered to have the potential for settings. However, no appropriate assets, including the former shipbuilding yard and former railway tracks, have been identified in the vicinity that for which the setting may enhance heritage significance and a neutral effect will therefore occur on these assets.
- 9.5.3 **Jennings Warehouse (02346m/11369).** This asset is a grade II listed building built in 1832 by James Allen, the proprietor of the Llynfi Iron Works, which leased the warehouse from the Duffryn Llynvi & Porthcawl Railway Company (DL&P) (01057.0m). By virtue of its designation as a grade II listed building it is considered to be of national importance and therefore high significance. It is situated on the west quay of the surviving harbour, known as the Outer Basin, which dates to 1828. The warehouse and harbour are depicted on the tithe map of 1846 (Figure 3). The building was used as a store for iron goods and iron awaiting shipment and is larger than the few other surviving warehouses as well as being a prominent building within modern Porthcawl. In 1911 it was used by Jennings and Co who were timber importers, hence the name. The building was part of Cosy Corner in the 1920s and its first floor housed a roller skating rink. During WW2 it was used as a base for RAF Sea Rescue Launch.
- 9.5.4 The listing entry states that it has been listed 'as a rare example of a very early railway company warehouse, for its important connections with the South Wales Iron Industry, and for its importance as one of the founding buildings of Porthcawl which originated with the harbour.' It also has group value along with the lighthouse, the Outer Basin,

the Old Customs House and the Lookout Tower. Within the last five years the building has been sensitively regenerated for the use of small businesses and now houses a number of cafes and restaurants.

- 9.5.5 **Walls of the Outer Basin and West Pier/Quay (19363).** This asset is grade II listed and, by virtue of this designation, it is considered to be of national importance and therefore of high significance. The walls of the first harbour known as the Outer Basin were completed in 1828, and are depicted on the tithe map (Figure 3). This original dock was a rectangular tidal basin built to aid distribution of iron and coal and associated with the D&LP. The east, south and west walls of the original harbour are retained within the existing walls. The harbour was extended north in 1840 and again in 1864-66, which was known as the Inner Basin. This larger dock, as shown on OS mapping from 1880-1919 (Figures 4-6) extended almost right up to the south edge of the site and the site area was part of a shipbuilding yard and a smithy and also had railway tracks associated with industry running through it up to at least the late 1960s. As such, the site area has links with the important heritage industry of Porthcawl and the surrounding region. The dock was closed in 1906 and the northern end/inner basin partially infilled, although infilling was halted due to WW1. In the 1920s this northern section became Salt Lake Bathing Pool, but was eventually infilled during WW2. The east quay of the outer basin, which exists today, was remodelled in 1866 and OS mapping of 1876 shows a railway on the west quay. The early 19th century remains of the west quay are still extant.
- 9.5.6 **The Porthcawl Conservation Area.** This asset has been assessed without the benefit of the Conservation Area Appraisal; no response to a request for a copy of this document was received. Conservation Areas are locally designated and are considered to be heritage assets of medium significance. The CA is located less than 200m to the south of the site and encloses the area relating to the industrial heritage of Porthcawl, which includes the harbour, Jennings Warehouse and a large area to their west (Figure 14). The area is closely associated with distribution of goods overseas as well as by rail in its heyday. Other important elements include the seafront hotels and the Grand Pavilion connected to Porthcawl as a holiday destination.
- 9.5.7 **Coney Beach Fairground.** This non-designated asset comprises an amusement park built in 1920 on the town's old ballast tip and was reputedly built to entertain American troops returning from WW1. The original attractions of a wooden roller coaster, which initially operated from a WW1 aircraft hangar, and the Water Chute built in 1932, were removed during modernisation in 1981 and 1995 respectively. During WW2 the 15th battalion of the Welsh Regiment and the Belgian Brigade's armoured car division were billeted in the fairground. The HER records that it accommodated personnel attending the Air Gunner and Air Observer courses at RAF Stormy Down. The park had its heyday from the 1950s-1980s, but a number of casualties between 1994 and 2007 caused its popularity to decline rapidly.
- 9.5.8 The heritage significance of the fairground lies in its connection to troop entertainment and accommodation during the World Wars as well as loosely with the boom in tourism in South Wales from the 1960s. As a non-designated asset it is of low significance and its current condition and existing lack of appreciable connection to troops further drains its significance.

9.6 Definition and Analysis of the Setting (Stage 2)

- 9.6.1 This section of the assessment identifies and evaluates the settings of the relevant heritage assets and also presents a general assessment of their intervisibility with the site.
- 9.6.2 No private property was accessed as part of this project and in some cases the settings assessment, with regard to views back towards the site has been made using a combination of professional judgement, views from within the site, and views from points close to the asset.
- 9.6.3 No Zone of Theoretical Visibility plan was available in relation to the development and the screening effect provided by topography, vegetation and built environment has been assessed without the benefit of this tool. Appropriate site visits were consequently undertaken to attempt to assess the levels of intervisibility and how such views may potentially impact on the setting of relevant heritage assets. A number of indicative viewpoints were taken from relevant heritage assets within the study area which show illustrative views to and from the site area to support the discussions of setting and heritage significance (Figure 9; Photos 1-4).
- 9.6.4 The site is located on the south side of Porthcawl very close to the shoreline of the Bristol Channel. Residential housing surrounds the site in an arch to the north and the early 19th century harbours and associated assets lie within the Conservation Area approximately 200m to the south of the site. Although the site area and the surrounding land is very flat, there are no wide-ranging views due the residential areas of Porthcawl present to the north, east and west of the site. There is, however, good visibility across open land out towards Sandy Bay and Porthcawl Harbour/the Bristol Channel to the south/southeast of the site.

Jennings Warehouse - Setting parameters

- 9.6.5 This asset retains a very clear maritime goods-distribution relationship as well as an evident relationship with the other features of Porthcawl's 19th century industrial heritage, namely, the harbour, the lighthouse, the customs house and the lookout. The relationship to 19th century inland distribution of coal and iron via the railway network was lost when the railway tracks were removed in the late 20th century, effectively cutting it off from this association. During the early 19th century the site was not part of this industrial activity, but remained part open ground and part sea. Following the extension of the harbour and railway system in the latter half of the 19th century, however, the site was integrated into the industrial activity, giving the site clear links with the later growth of the industry. The infilling of the Inner Basin and the replacement of the railway tracks with a modern road system has, however, divorced the warehouse from its inland heritage associations. The setting of the warehouse relates to the sea and the harbour, limiting its setting to its immediate vicinity and also to views within the immediate vicinity and seaward.
- 9.6.6 The warehouse retains much of its original look and fabric, with fairly limited modern additions. Its sensitive regeneration as a food hub further removes it from industrial usage severing it from this association. Whilst it is clearly appreciable as a 19th century industrial warehouse, its re-purposing does somewhat adversely affect its significance.

Jennings Warehouse - Intervisibility

- 9.6.7 This asset has partial intervisibility with the site, but it is worth noting that no other assets of its heritage group have intervisibility with the site, with the exception of the harbour. From the south end of the harbour (Figure 14, Plate 692) the fire station practice tower is visible in the distance as a skyline feature. The site lies just in front of the tower and mostly to its right from this angle. The majority of the ground area of the site is not visible due to intervening vegetation and built environment (although the latter may be temporary). It is possible that a new building might be partially visible from the asset, but this may depend upon its proposed height, width and mass. The distances involved and the existing residential buildings visible from the site render it unlikely that a new build of no more than two stories would be easily discernible.
- 9.6.8 The asset has high significance as well as strong local significance, although this is marginally diminished by its non-industrial usage. The low intervisibility and limited relevance between the site and the asset, as well as its restricted setting indicates that the effect upon its significance potentially caused by the proposed development is likely to be neutral (no effect on heritage significance as conveyed by the setting of the asset, Table 2.2).

Outer Basin and West Pier/Quay – Setting parameters

- 9.6.9 The industrial heritage setting of the Outer Basin is readily appreciable through the surviving stone walling and quay side, and its continued association with the sea, as well as through the remaining maritime and industrial buildings of the 19th century. In the early 19th century, when the harbour was first constructed, the site remained part open ground and part water and had no connection to the industrial activity around the harbour, essentially being utilised for agricultural exports. The coming of the railway during the mid-late 19th century and early 20th century, as well as the expansion of the harbour to the north (the Inner Basin) connected it more closely to the town and the site area and introduced an industrial connection. During this period of high industrial activity, the setting of the asset included an area stretching from the seafront to Porthcawl, which includes the site area. Since the infilling of the Inner Basin and the removal of the railway in the late 20th century, the setting of the Outer Basin has shrunk back closer to its early 19th century setting. The setting of the harbour is now seaward facing and restricted to the parameters of the CA on land. The connection to Porthcawl and the site area has been all but removed by this retraction; particularly with the introduction of the modern road network and the non-industrial usage of the site over the last 30-40 years. The inter-relationship of the site to the Outer Basin has been muddled to such an extent that it is only appreciable through historic plans.

Outer Basin and West Pier/Quay – Intervisibility

- 9.6.10 The asset has partial intervisibility with the site (Figure 14, Plate 692). As with Jennings Warehouse, the majority of the site area itself is not currently visible from the harbour, although the area of the proposed new build could be visible. Should the proposed build be less than three stories in height, the distances involved and the existing residential buildings visible from the site render it unlikely that a new would be easily discernible. Views from the site towards the harbour show the crane in the distance, but the harbour itself is not easily discernible due to its low-lying nature, intervening built environment and vegetation as well as the distance involved.

- 9.6.11 The heritage asset has high significance as well as strong local significance. The lack of good intervisibility or other legible relationship between the site and the asset, as well as the clear dissociation of the site area from its industrial heritage and the setting of the Inner Basin, indicates that the potential effect on the significance of the harbour walls and quays from the proposals is likely to be neutral (no effect on heritage significance as conveyed by the setting of the asset, Table 2.2).

Porthcawl Conservation Area – Setting Parameters

- 9.6.12 This asset has been assessed without the benefit of the Conservation Area Appraisal. The CA is located less than 200m to the south of the site and encloses the remaining area relating to the industrial heritage of Porthcawl, which includes the harbour, Jennings Warehouse, the lighthouse and lookout as well as an area to their west predominantly associated with the later use of Porthcawl as a holiday destination (Figure 14). The CA is closely associated with distribution of goods overseas as well as by rail in its heyday, however, the removal of the rail tracks has removed its associated with overland distribution. As such, the CA is focussed on its maritime and leisure heritage and the buildings within it which largely relate to this aspect of Porthcawl's history. Consequently, the residential areas of Porthcawl, the modern road network and open non-industrial landscape around and within the site have no appreciable relation to industrial heritage or a seaside setting. The setting of the CA is therefore tightly defined by its boundary and important views are inward and seaward looking, rather than inland.

Porthcawl Conservation Area – Intervisibility

- 9.6.13 There is intervisibility between the site and the east end of the CA (Figure 14, Plates 691-695). The site appears as an area of green in the short-mid distance backed by just-visible residential housing and the fire station immediately to its north; the fire practice tower stands out prominently on the skyline from every angle. A new building would be visible from the CA, however a building of less than three stories would appear as an extension to the residential area and have no appreciable effect on the CA, particularly considering that views north are not considered to comprise a significant part of the existing setting of the CA.
- 9.6.14 The CA is of medium significance and the low intervisibility and negligible importance of views looking north suggest that the effect of the proposals on the significance of the CA would be neutral.

Coney Beach Fairground – Setting Parameters

- 9.6.15 The heritage significance of this asset as identified by the HER lies in its connection to troops during WW1 and WW2 which was enhanced by the railway connection, which ran through the site and into the park. Following the decommissioning of the railway, and to an extent the infilling of the Inner Basin, the heritage setting of this asset was reduced to its own borders. The removal of the railway also severed the only heritage connection between the site and the park, as there is no evidence of World War activities from within the site area.

Coney Beach Fairground – Intervisibility

- 9.6.16 There is intervisibility between the entrance to the fairground and a few of the entertainments and the site. However, considering that the setting of this asset is now confined to its borders this intervisibility is irrelevant to its heritage significance and no other relevant relationships have been identified. Its low significance, which has been further degraded by the removal of original rides used during the World Wars and by the decommissioning of the railway, will not be affected by the proposals.

9.7 Evaluation of Potential Impact on Settings (Stage 3)

- 9.7.1 This section evaluates the potential impact of the change to existing settings which would be brought about by the proposed development.

- 9.7.2 The level of harm has been assessed using the criteria set out in Table 2.2. However, an overreliance on tabulated data is something to be viewed with caution when addressing heritage assets, particularly when applied to settings, which by their very nature can be open to a significant degree of subjective interpretation. The resulting effect given by tabulated data is therefore subject to review through professional expertise and judgement, which may alter the overall magnitude of effect accordingly.

- 9.7.3 Relevant existing built environment in the vicinity of the site is restricted to relatively low-level structures, not exceeding two to two-and-a-half stories in height, with the exception of the fire practice tower close to the northern edge of the site, and the proposed development should be consistent with this.

- 9.7.5 Settings can be affected by a number of other factors including noise and smell and are not confined to visibility. It is important to note however, that settings have no intrinsic value in themselves and are only relevant where they contribute to the heritage significance of an asset. Visibility therefore does not, in itself, necessarily affect significance and it is possible for a development to be sited immediately adjacent to an asset and in full view without affecting its setting; conversely a development does not need to be visible at all to affect significance. Views into or out from heritage assets that neither contribute to significance nor allow appreciation of significance are a matter of amenity rather than of setting.

- 9.7.6 The above settings analysis has identified that the site lies outwith the setting of Jennings Warehouse, the Outer Basin, Porthcawl Conservation Area and Coney Beach Fairground. There is some partial intervisibility between the site and all three designated assets, but this does not equate to harm. The relationship of the site area to Porthcawl's Industrial heritage has been severed by the removal of the railway tracks, the infilling of the Inner Basin, the introduction of the modern road network and the non-industrial usage of the site, while no connection to the use of Porthcawl as a holiday destination is affected. There would be no change to noise, smell or other intangible effects from the proposals that might affect these identified assets. Consequently, the proposed development will have a neutral effect on the setting of these assets.

9.8 Mitigation (Stage 4)

- 9.8.1 The proposed development would involve the creation of a new supermarket with car parking and associated infrastructure on a site which currently comprises rough ground

predominantly put to grass with some areas of gravel/degraded tarmac, and which has the trace of a former car park at the west. There is a proposed plan which sets out a broad overview of the proposals (Figure 13), whereby the supermarket building would be situated on the east side of the site with car parking to the west. The proposed development would sit at the northern end of an area of historically open ground, but which has been used for railway tracks and low scale industrial activity associated with Porthcawl's industrial heritage in the 19th-early 20th century, including the site of a former shipbuilding yard and elements of an adjacent slipway. The majority of the open ground would remain as is and development would only marginally extend southwards from the existing residential area.

- 9.8.2 The proposed development can be considered to be permanent.
- 9.8.3 No specific information is currently available as to the mass and form to the proposals but it is assumed that the proposed new build will be of high quality design that is consistent with the surrounding built environment. It is recommended that the development should not exceed two stories in height thereby reducing any potential impact that might arise from the development appearing overbearing and dominant.
- 9.9 **Off-setting (Stage 5)**
- 9.9.1 Compensatory proposals to mitigate against the potential harm on the setting of heritage assets from the proposals is not considered necessary in this instance.
- 9.10 **Enhancing the Setting (Stage 6)**
- 9.10.1 The setting of heritage assets can be enhanced through conservation management plans and can propose measures to enhance historic settings. This is not considered relevant in this instance.

10 CONCLUSIONS

- 10.1 This proportionate heritage impact assessment has considered the potential for development on land at Salt Lake North, Porthcawl, Wales to affect known and potential heritage assets, as required by Chapter 6 of National Planning Policy Wales, Edition 11.
- 10.2 There are a number of designated and non-designated heritage assets around the site area, which share intervisibility or other relevant relationships with the site. The nature of these assets is such that they have little in common with the site area and no adverse effect on their heritage significance as conveyed by setting has been identified.
- 10.3 The HIA has also 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-low* for the Prehistoric, Roman, Early Medieval and Medieval periods, with the recognition that if non-agricultural features were present, they would be of *moderate* or *moderate-high* significance, where well-preserved or able to positively contribute to identified research themes.

- 10.4 The potential for non-agricultural Post-medieval features has been assessed as none-negligible across the greater part of the site but as low-moderate in the location of the former shipyard and part of the associated slipway and the potential significance for these features is moderate if well-preserved as they have a clear potential to contribute to relevant research themes. Evidence for former railway tracks across the site is considered unlikely to survive in a coherent form.
- 10.5 The potential impact resulting from the proposals is consequently considered to be neutral across the greater part of the area, where significant, although not necessarily continuous, depths of made ground are present directly above sands; areas that are likely to have formed rough pasture in earlier periods. The proposed carparking areas, which are focussed to the west/northwest, are unlikely to penetrate through the made ground and are therefore unlikely to have any potential to impact upon any surviving archaeological deposits. In the southeastern corner of the site, however, significant remains could be disturbed, altered, truncated or possibly removed entirely by groundworks associated with the proposed new store building and their uncontrolled removal from the site would result in a loss of that significance.
- 10.6 Any possible adverse impact on archaeological deposits could be mitigated through a programme of archaeological recording as a mitigation strategy focussed on the location of the former shipbuilding yard and slipway. In the event that a condition is applied to a consent and a mitigation strategy be required, the residual impact on the archaeological resource is predicted to be neutral.

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14 ACKNOWLEDGEMENTS

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APPENDIX 1:

Gazetteer Historic Environment Information

HER Table: Core Data

PRN	Name	Summary	NGR	Period	Type	Condition
GGAT001 95m	PORTHCAWL BARROW	RCAHMW describes this thus: 'A barrow is said to have existed 'close to entrance of Porthcawl harbour' [source not given]. A boundary stone is said to have stood on it. On being dug into in 1846, it yielded fragments of an urn 0.15m in diameter at the m	SS81897701	Bronze Age	Round barrow	Destroyed
GGAT001 94m	THE HUTCHWNS ROUND BARROW	Very damaged possible barrow, of which perhaps three-quarters has now been destroyed. The remaining (SW) portion is visible in the corner of a small patch of open ground, laid out as a public amenity (and with a modern standing stone erected in its SE corner)	SS813777606	Bronze Age	Round barrow	Near destroyed
GGAT002 08m	BREDBARROWS STANDING STONE	Arch Camb 1853, p94 records removal of a standing stone in field called the Bredbarrow (?same field as PRN 00194m).	SS81347762	Bronze Age	Standing stone	Destroyed
GGAT063 14m	BARROW NEAR 'THE WILDERNESS'	A barrow formerly existed ~In the northern side of a field called the Barrow'; destroyed by the railway in 1827. A human skeleton was discovered.	SS82067770	Bronze Age	round barrow	Destroyed
GGAT001 96m	FFYNNON TREBRENIN	Reference given by Evans (1944, 389). No visible remains of a well, only small spring which is the source of water for a small ornamental canal.	SS82167755	Medieval	Well	Not known
GGAT018 81m	RHYCH POINT, PORTHCAWL	Medieval port recorded at Rych Point, situated between Sandy Bay and Trecco Bay, Porthcawl.	SS827765	Medieval	Port	Destroyed
GGAT063 16m	MODERN STANDING STONE AT THE HUTCHWNS	A modern standing stone erected next to the Hutchwns round barrow.	SS81357761	Modern	standing stone	Intact

HER Table: Core Data

GGAT073 89m	CONEY BEECH FAIRGROUND	Buildings at Coney Beech Fairground, Porthcawl were taken over to accommodate personnel attending the Air Gunner and Air Observer courses at RAF Stormy Down.	SS 82264 76969	Modern	FAIRGROUND	Converted
GGAT073 88m	MARY STREET, PORTHCAWL	Properties in Mary Street were used as accommodation for airmen of No. 23 Air Gunnery and No.8 Observer Courses from 1941.	SS 81673 76761	Modern	TERRACED HOUSE	INTACT
GGAT075 07m	Drill Hall, Porthcawl	No description available. Not seen on cartographic sources. It was home to the drill station of B Squadron the Glamorgan Yeomanry (Drill Halls Project). A Drill Station made use of an existing large building such as an institute meeting hall or church hall. As such it is impossible to distinguish a military role from cartographic sources. It is unusual that Porthcawl did not possess its own dedicated Drill Hall, given the strong association it had with the pre-war Territorial Army and Volunteer units previous to that.	SS818770	Modern	Drill hall	Not known
GGAT077 00m	Seabank Hotel, Porthcawl	The Seabank Hotel, Porthcawl was used as accommodation for 37 Officers from No.2 Flying Training School from the latter stages of 1939.	SS 81442 76668	Modern	HOTEL	Converted
GGAT025 44m	Seabank Hotel, Porthcawl	Hotel (Seabank Hotel); modern (1930s?)	SS814764	Modern	Hotel	Not known
GGAT025 46m	Esplanade Hotel, Porthcawl	Hotel (Esplanade Hotel); modern (1927; first built 1877; Morgan 1987	SS8168976652	Modern	Hotel	NEAR DESTROYED
GGAT025 45m	GRAND PAVILION	Building (Grand Pavilion); modern (1932)	SS8162876677	Modern	Pavilion	NEAR INTACT
GGAT025 47m	Coastguard Station, Porthcawl	Post-medieval (Coastguard station), visible from the 1st Edition OS Mapping onward (1877)	SS8186976383	Modern	Coastguard station	NEAR DESTROYED

HER Table: Core Data

GGAT074 18w	Porthcawl Docks	Porthcawl Docks, used to dismantle vessels at the end of WWI.	SS8195376460	MODERN	DOCK	NEAR INTACT
GGAT084 50m	Porthcawl War Memorial, Porthcawl	War memorial located in the churchyard of All Saints Church.	SS8166077010	MODERN	WAR MEMORIAL	INTACT
GGAT025 49m	Bridge, Porthcawl	Bridge, of modern date (c. 1930). Road bridge over dock.	SS8194576562	MODERN	Bridge	NEAR INTACT
GGAT083 95m	East Pier, Outer Basin, Porthcawl Dock	Pier projecting south of the east side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'East Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps, unchanged apart from indication of Mooring Posts from 3rd ed.	SS8198876413	POST MEDIEVAL	PIER	RESTORED
GGAT010 57.0m	PORTHCAWL-DYFFRYN LLYNFI RAILWAY	Dismantled railway built in 1828, travelling from Porthcawl Harbour north to Pyle, Tondy and Dyffryn Llynfi.	SS8921585951	POST MEDIEVAL	Railway	Destroyed
GGAT015 95m	Canon ball, Porthcawl	Canon ball found in Porthcawl (HILLIER, A.T: 1982).	SS82547738	POST MEDIEVAL	Findspot	Not known
GGAT083 96m	West Pier, Outer Basin, Porthcawl Dock	Pier projecting south of the west side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'West Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps with a Foot Bridge leading from S tip to Breakwater; unchanged on all editions apart from indication of Mooring Posts and a Flag Staff from 3rd ed.	SS8195376415	POST MEDIEVAL	PIER	NEAR DESTROYED
GGAT014 81m	Porthcawl Lighthouse	Tapering hexagonal cast-iron harbour light stands 4.57m high on a stone plinth at Porthcawl Point. Built 1866 to aid ports shipping refined metals. Original lantern was replaced in 1911 to a dioptric Chance lens, now converted to natural gas in 1974.	SS821763	POST MEDIEVAL	Lighthouse	Intact

HER Table: Core Data

GGAT015 96m	Sergeant's Halberd, Porthcawl	Sergeant's Halberd from the 18th century, found in a damaged condition in Porthcawl (HILLIER, A.T: 1982).	SS81697752	POST MEDIEVAL	Findspot	Damaged
GGAT020 36m	THE OLD POLICE STATION MERTHYR MAWR	Built 1877 by John Ptitchard Tudibeathan 2-storey 6-bay front	SS8174076766	POST MEDIEVAL	Police station	Intact
GGAT023 46m	Jennings Warehouse, Porthcawl	The warehouse belonged to one of the earliest railway companies (Dyffryn Llynfi and Porthcawl, 1832) connected with South Wales Iron industry. In 1911 it belonged to Jennings and Co, timber importers. Constructed of limestone and bricks, with hipped slate roof.	SS8191876418	POST MEDIEVAL	Warehouse	Intact,Converted
GGAT025 29m	Porthcawl Dock, Porthcawl	Labelled as Dock on 1st edition OS map of 1877, in-filled by 4th edition OS map of 1949, when rail sidings cover the area.	SS8197876721	POST MEDIEVAL	DOCK	NEAR DESTROYED,D ESTROYED
GGAT025 37m	Harbour, Porthcawl	Post-medieval harbour, built by 1811 (Higgins 1968) (Locock 1993, 31). Visible from the 1st edition Ordnance Survey map (1877) onwards (1st ed.1:2500 OS map 1877).	SS8198576358	POST MEDIEVAL	HARBOUR	NEAR INTACT
GGAT012 81m	SANDY BAY, NEWTON	Mr TJ Richards found a metal box 'shaped like a bell', whilst digging in the sand,.containing coins which were said to be bright and well preserved - 10 in number. Box was not retained.	SS82607654	Roman	Coin hoard	Near intact
GGAT020 37m	JOHN STREET PUB CON	1924 simple classical purpose built public convenience	SS8173776752	Unknown	Public convenience	Intact
GGAT023 45m	All Saints Parish Church, Porthcawl	The church was designed by George Halliday in 1909; the foundation stone laid in 1912; a Lady Chapel and choir vestry were added in the 1960s. The church, of red sandstone with slate roof in Late Gothic style, retains a number of original features.	SS8163676993	Unknown	Church	Intact

HER Table: Core Data

GGAT025 33m	Ship Yard, Porthcawl	A post-medieval shipbuilding yard depicted on the 1st edition Ordnance Survey map (1877). The site is not indicated on later maps.	SS820769	Unknown	Shipyard	NOT KNOWN,NEAR DESTROYED
GGAT063 15m	STANDING STONES NEAR 'THE WILDERNESS'	Standing stones shown on 25" OS 2nd edn.	SS82137765	Unknown	standing stone	Destroyed
GGAT071 10m	Structure, Porthcawl	Structure depicted on 1st edition OS mapping.	SS8283777516	UNKNOWN	STRUCTURE	NOT KNOWN

HER Table: Events

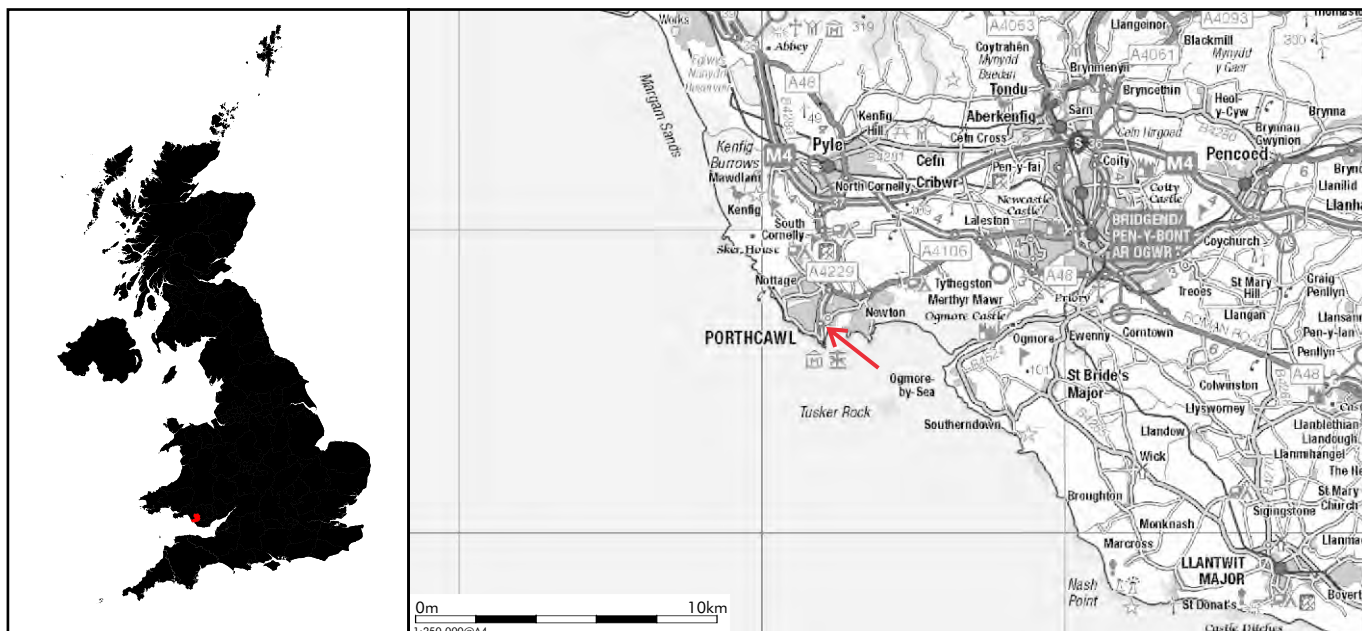
PRN	Name	Summary	Event Type	Organisation	Year	NGR
GGATE001310	Field visit harbour	Field visit harbour (02537m) undertaken as part of GGAT 76 Waterfronts in Southeast Wales	Field visit	Glamorgan-Gwent Archaeological Trust (GGAT)	2005	SS820764
GGATE006100	GGAT150: Rapid Coastline Zone Assessment	A series of Rapid Coastline Zone Assessments were undertaken by the Welsh Archaeological Trusts in the 1990s around the whole of the coast of Wales. They have since been used to inform our input into coastline management plans and other conservation measures, but with the advances made elsewhere in methodology and techniques, they are no longer fit for this purpose in the 21st century. The purpose of this project is to bring the existing Rapid Coastline Zone Assessment, carried out in the 1990s, into line with recent assessments in England, where a rolling programme of Rapid Coastline Zone Assessment is still ongoing.	PROJECT	Glamorgan-Gwent Archaeological Trust (GGAT)	2016-18	SS5711599529
GGATE000158	PORTHCAWL HARBOUR	Unspecified excavation at PORTHCAWL HARBOUR by Anon	Field observation		1846	SS81897701

HER Table: Events

GGATE002957, E002957	Porthcawl Regeneration Strategy Phase 1	Wessex Archaeology were commissioned to carry out a desk-based assessment by Bridgend County Borough Council on land near Porthcawl due to be used for a mixed-use development. The assessment found that the area had little occupation before the post-medieval era with only a single Bronze Age cairn being noted, however the site is noted for a post-medieval harbour and its 19th and 20th century equivalents and associated buildings and railway. Because the development was not yet finalised, the assessment could not make any recommendations but does suggest a site visit and gathering of geotechnical data (Manning 1999).	DESK BASED ASSESSMENT	Wessex Archaeology	1999	SS81937652
GGATE005431, E005431	The Rural Settlement of Roman Britain	The Rural Settlement of Roman Britain project was undertaken by Reading University and Cotswold Archaeology, on behalf of Historic England and the Leverhulme Trust, with the aim of creating a resource that brings together the excavated evidence for the rural settlement of Roman Britain with the over-arching aim to inform a comprehensive reassessment of the countryside of Roman Britain.	PROJECT	University of Reading	2015	SS5858587907

HER Table: Rail and Tram Lines

prn	name	ngr	period	summary	broadclass	type	condition	old_county
01057.0m	PORTHCAWL-DYFFRYN LLYNUI RAILWAY	SS875925	Post-Medieval	Dismantled railway built in 1828, travelling from Porthcawl Harbour north to Pyle, Tondy and Dyffryn Llynui.	Transport	Railway	Destroyed	Glamorganshire
01057.0m	PORTHCAWL-DYFFRYN LLYNUI RAILWAY	SS875925	Post-Medieval	Dismantled railway built in 1828, travelling from Porthcawl Harbour north to Pyle, Tondy and Dyffryn Llynui.	Transport	Railway	Destroyed	Glamorganshire



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Figure 1:
Site Location



Site Outline

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HERITAGE**
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Figure 2.1:
Map of Historic Environment Data,
Monuments of Prehistoric to Medieval Date



Site Outline

1 km Buffer

0m 200m 400m
1:10,000@A3

KEY

- Bronze Age
- Roman
- Medieval

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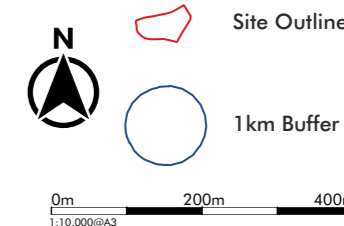
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Figure 2.2:
Map of Historic Environment Data, Monuments of
Post-medieval to Modern and Unknown Date



KEY

- Post-medieval
- Modern
- Unknown

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Figure 2.3:
Map of Historic Environment Data,
Events and Conservation Areas



Site Outline

1 km Buffer

0m 200m 400m
1:10,000@A3

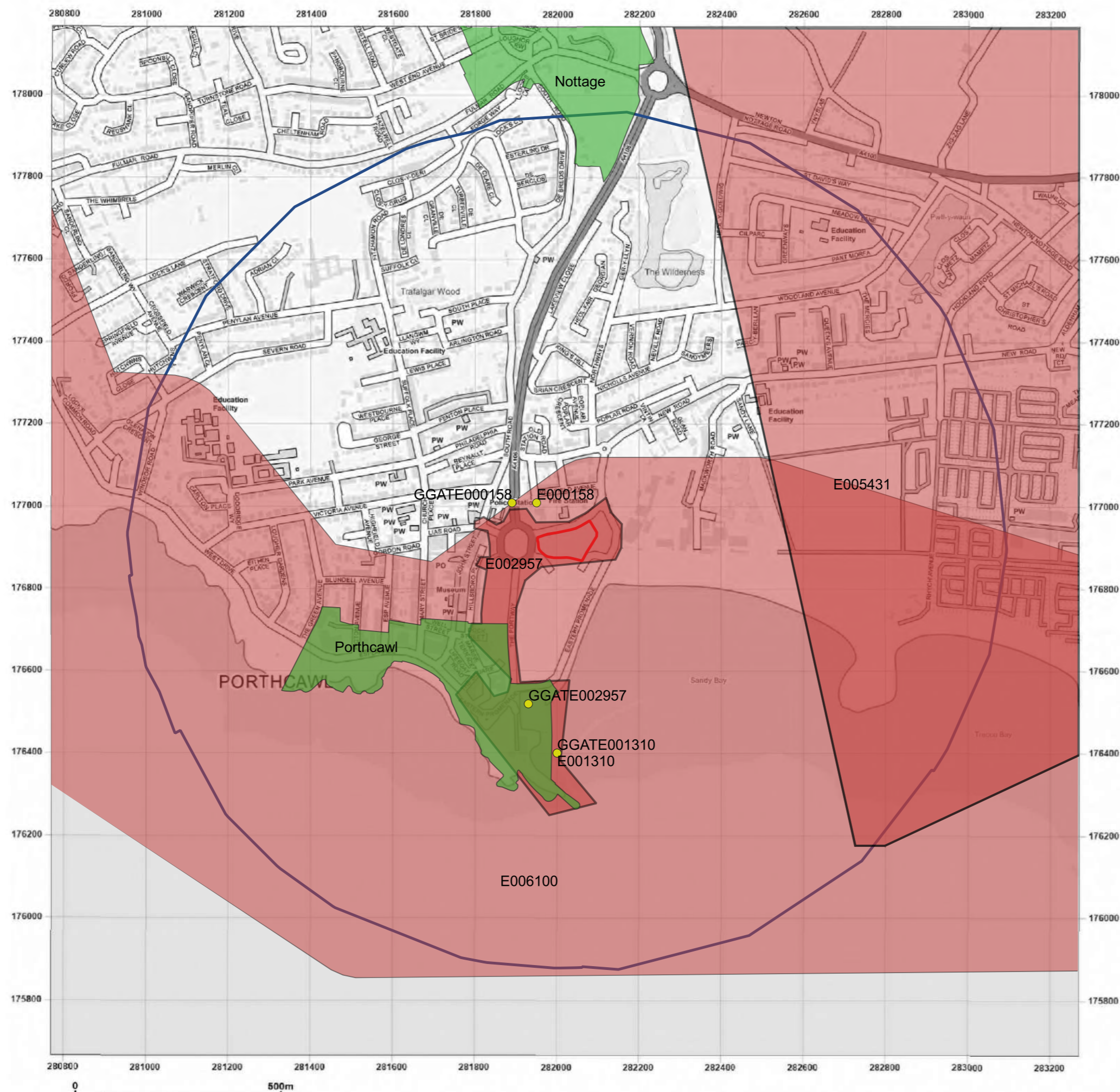
KEY

- Event polygon
- Event point
- Conservation Area

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Figure 3:
Parish of Newton Nottage Tithe Map, 1843



Site Outline

0m 100m
1:2500@A3



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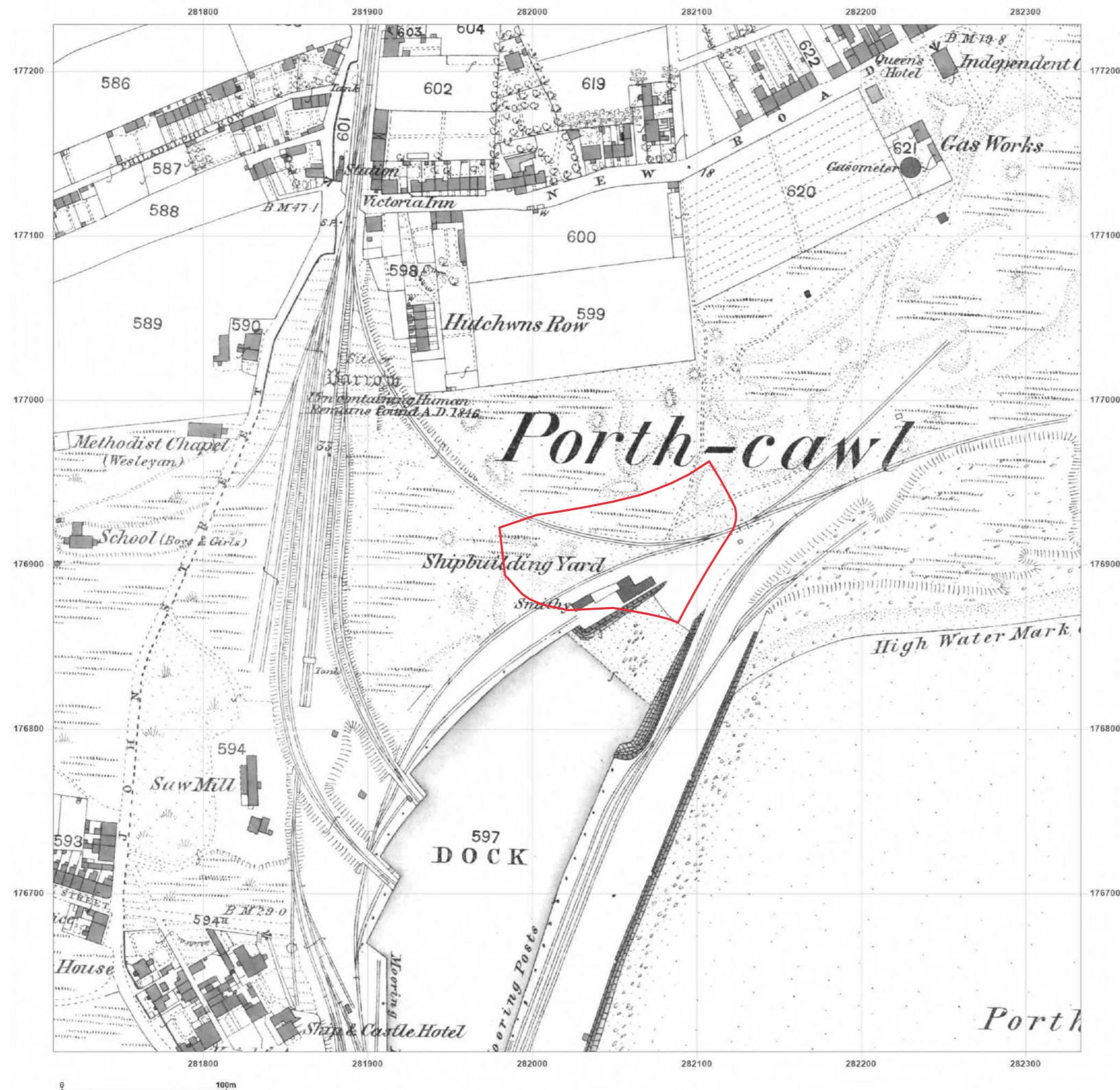
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Figure 4:
Ordnance Survey Map, 1880



Site Outline

0m 100m
1:2500@A3



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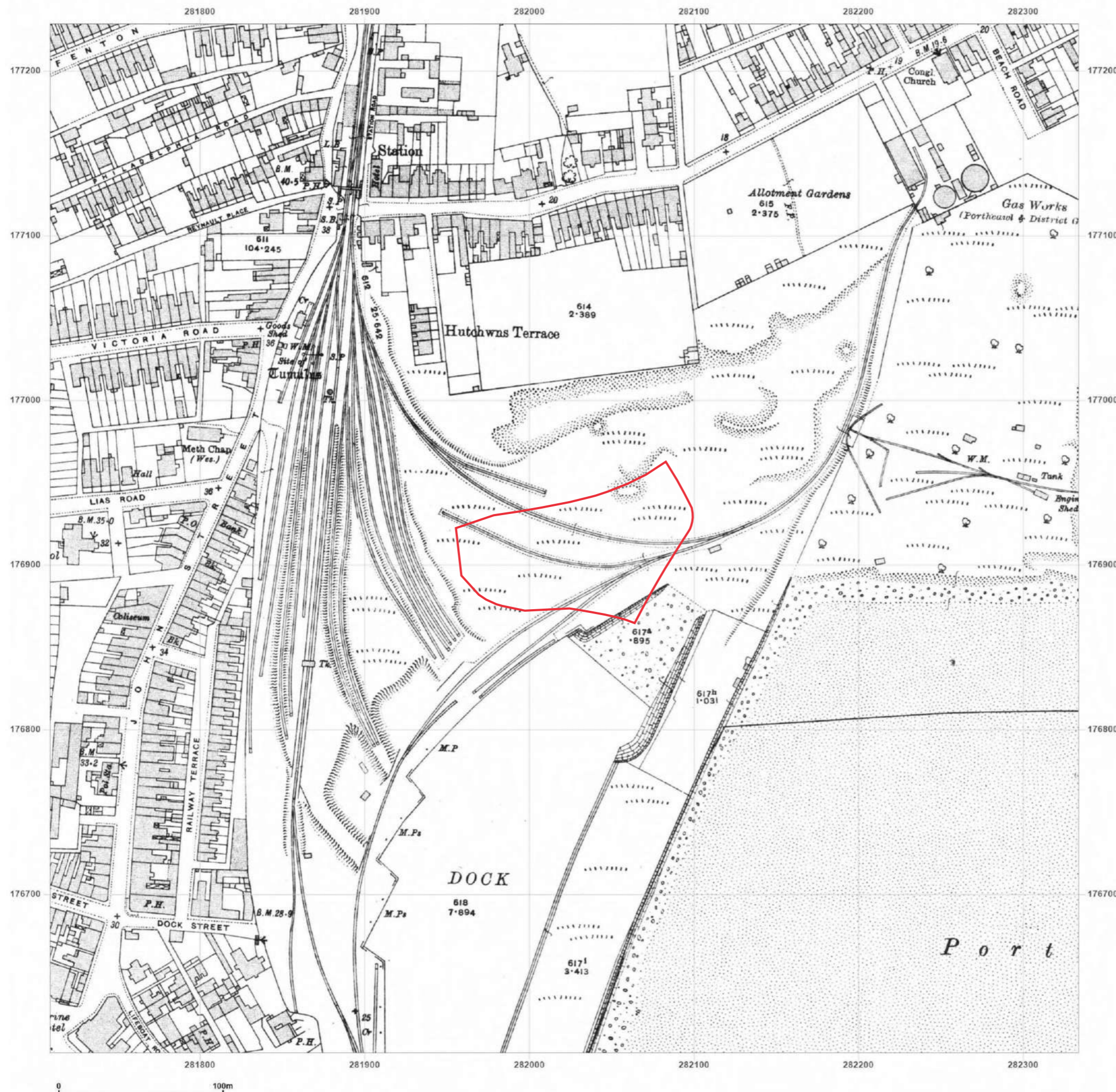
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Figure 6:
Ordnance Survey Map, 1919



Site Outline

0m 100m
1:2500@A3



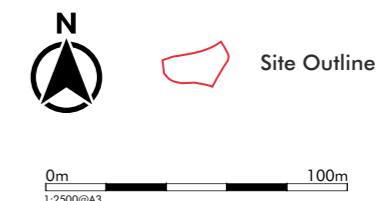
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Figure 7:
Ordnance Survey Map, 1943



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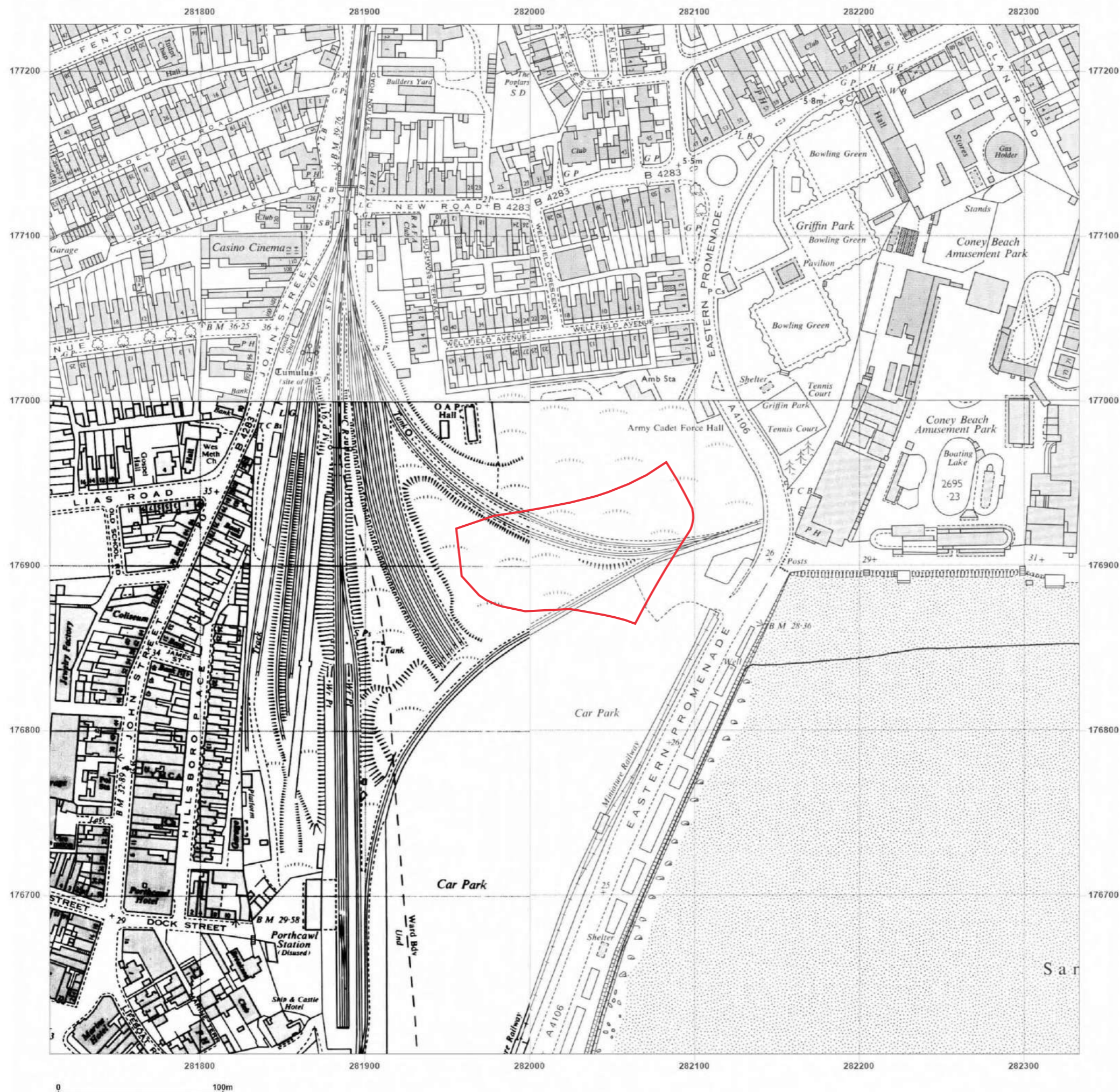
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Figure 8:
Ordnance Survey Map, 1965



Site Outline

0m 100m
1:2500@A3



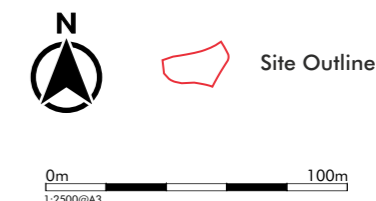
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Figure 9:
Ordnance Survey Map, 1968



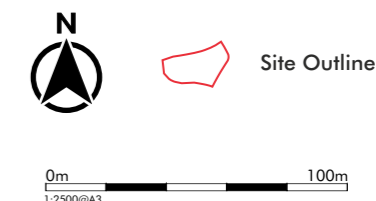
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Figure 10:
Ordnance Survey Map, 1993



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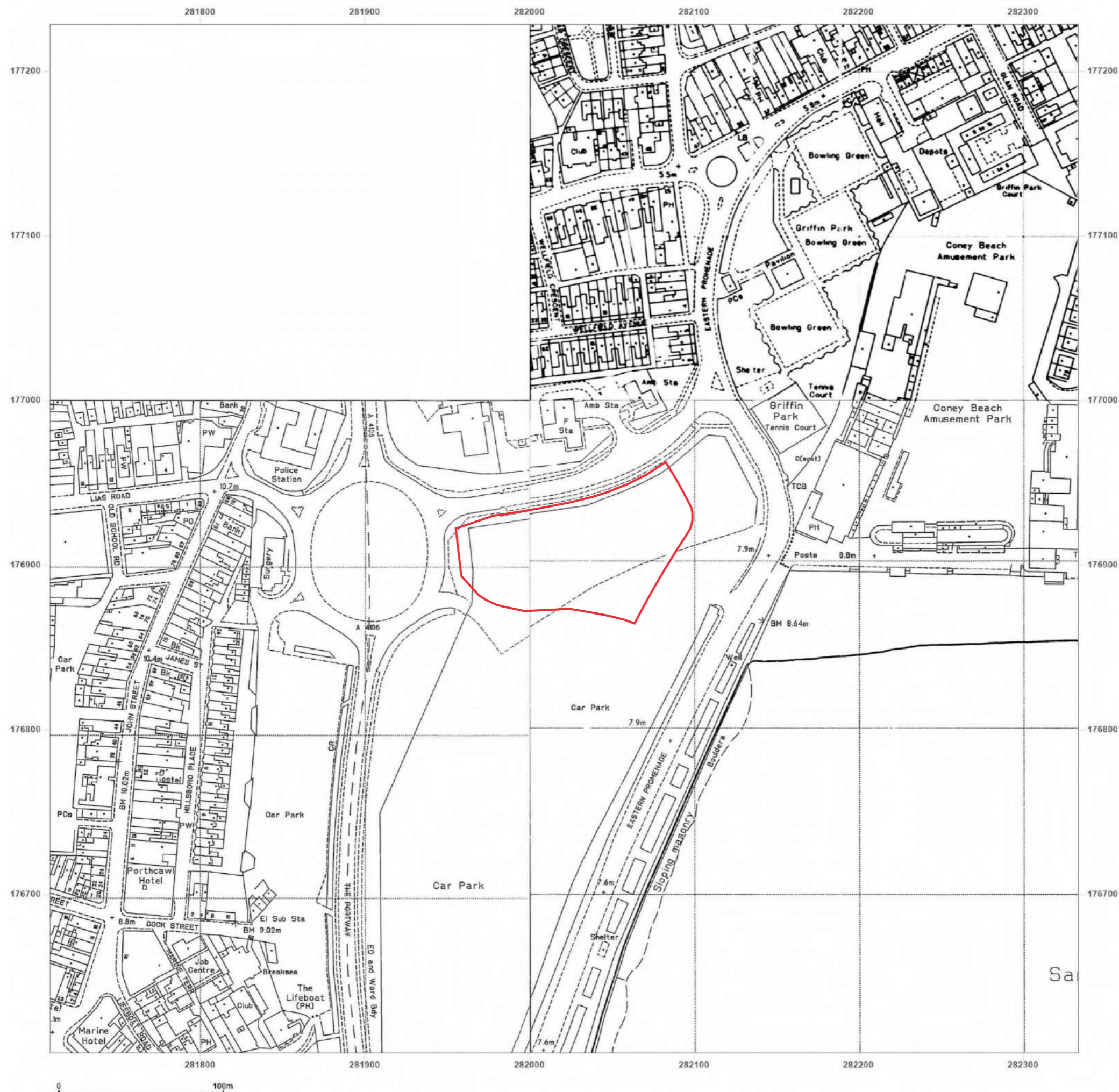
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Figure 11:
Ordnance Survey Map, 1995



Site Outline

0m 100m
1:2500@A3



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Figure 12:
Ordnance Survey Map, 2003



Site Outline

0m 50m
1:1,250@A3



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Figure 13:
Proposals



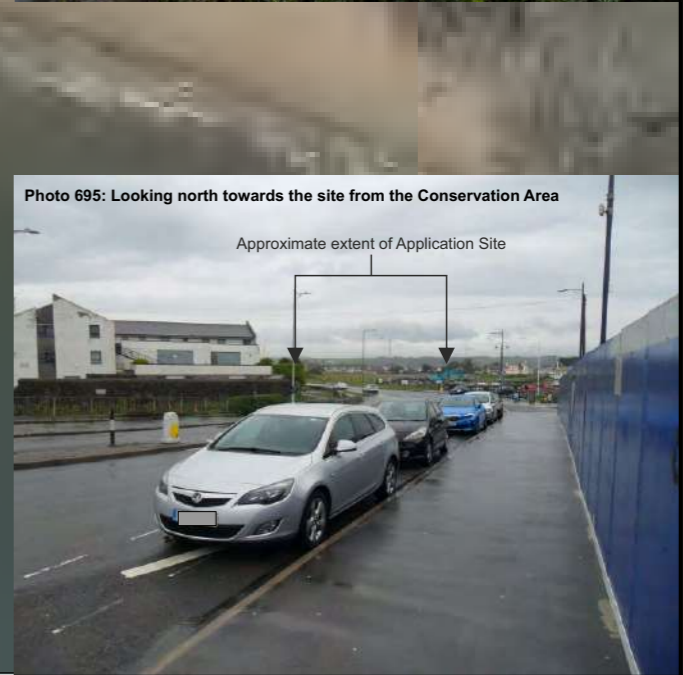
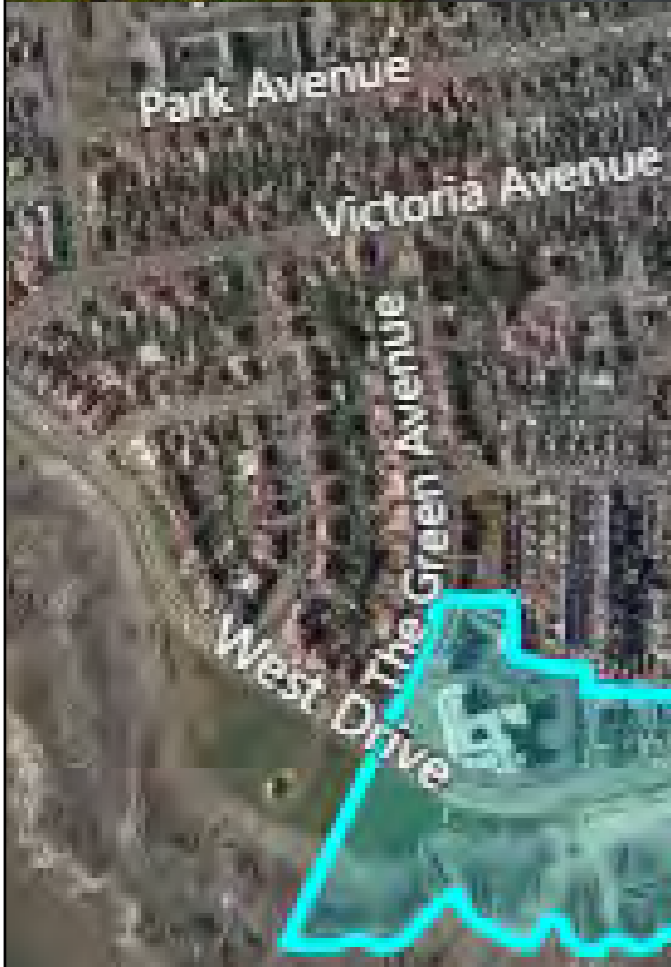
Site Outline

NOT TO SCALE



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Figure 14:
Viewpoint Plan

Site Outline

KEY

- 692 Photo number and direction
- Listed Building with intervisibility
- Listed Building without intervisibility
- Porthcawl Conservation Area

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