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Barry Waterfront

**Environmental Statement
Chapter G**

Archaeology

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1.0 Introduction

1.1 Nathaniel Lichfield and Partners are acting on behalf of Persimmon Homes, Taylor Wimpey and Barratt Homes (The Consortium) in providing a development brief for the mixed-use development of Barry Docks, Barry, Vale of Glamorgan. The development comprises residential apartments, commercial floor space, public open space, an integrated pedestrian and cycle path and a parking area.

1.2 The Glamorgan-Gwent Archaeological Trust, Projects Division (GGAT Projects) have been commissioned to undertake an assessment of the impact of the proposed development upon the archaeological resource of the area, which forms the present chapter of the Environmental Impact Assessment.

1.3 The cultural heritage outcomes for this chapter are summarised in section 8.0, for specific discussions please refer to individual chapter headings.

Acknowledgements

1.4 The project has been managed by Richard Lewis BA MIFA and the report was researched and prepared by Fay Bowen BA of GGAT Projects. The illustrations were prepared by Paul Jones (Senior Illustrator). The author is grateful to Leonora Goldsmith BA, Rob Dunning BSc and Andrew Sherman BA (GGAT Projects), the staff of Cadw, the RCAHMW, and the Glamorgan Record Office, for their help and assistance during this project.

Copyright Notice

1.5 The copyright of this report is held by the Glamorgan-Gwent Archaeological Trust Ltd, who have granted an exclusive licence Persimmon Homes, Taylor Wimpey and Barratt Homes (The Consortium) and their agents to use and reproduce the material it contains. Ordnance Survey maps are reproduced under licence (AL10005976), unless otherwise stated. Annotations are GGAT copyright.

2.0 Planning Policy Context

Planning History

2.1 Nathaniel Lichfield and Partners are acting on behalf of Persimmon Homes, Taylor Wimpey and Barratt Homes (The Consortium) in providing a development brief for the mixed-use development of Barry Docks, Barry, Vale of Glamorgan. The development comprises residential apartments, commercial floor space, public open space, an integrated pedestrian and cycle path and a parking area.

2.2 The Glamorgan-Gwent Archaeological Trust, Projects Division (GGAT Projects) have been commissioned to undertake an assessment of the impact of the proposed development upon the archaeological resource of the area, which forms the present chapter of the Environmental Impact Assessment.

Specification and methodology for study

2.3 The assessment comprises a review of existing information about the archaeological resource of an area approximately 2.837km² on which Barry Docks is situated. The study area is centred on NGR ST 1173567154 and is outlined in green in Figure G, Appendix G1. The assessment is intended to conform to the Institute for Archaeologists' *Standards in British Archaeology: Archaeological desk-based assessments (1994: amended 1999 and 2008)*.

2.4 Detailed advice on archaeology in the planning process is contained in *Welsh Office Circular 60/96 Planning and the Historic Environment: Archaeology*. Works affecting an ancient monument and its setting are protected through implementation of the *Ancient Monument and Archaeological Areas Act 1979*. Detailed advice on Environmental Impact Assessment is contained within *Welsh Office Circular 11/99 Environmental Impact Assessment*, which forms part of the wider *Archaeology Planning Policy Wales (PPW)*. This document sets out the land use planning policies of the Welsh Assembly Government. *Planning Policy Wales* is supplemented by a series of Technical Advice Notes (TANs), and together with the Welsh Office Circulars comprise the *National Planning Policy*.

2.5 *Planning Policy Wales* requires consideration of a wide range of factors in respect of the built environment. These factors include consideration of issues such as Design, Access and Disability, Historic Environment, Listed Buildings, Conservation Areas and Archaeology. *Planning Policy Wales* clearly outlines the role of the Unitary Development Plan (UDP) in respect of the historic environment. Paragraphs 6.1 1 and 6.1 2 state:

"It is important that the historic environment encompassing archaeology and ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes - is protected. The Assembly Government's objectives in this field are to:

- *Preserve and enhance the historic environment, recognising its contribution to economic vitality and culture, civic pride and the quality of life, and its importance as a resource for future generations; and specifically to*
- *Protect archaeological remains, which are a finite and non-renewable resource, part of the historical and cultural identity of Wales, and valuable both for their own sake and for their role in education, leisure and the economy, particularly tourism;*
- *Ensure that the character of historic buildings is safeguarded from alterations, extensions or demolition that would compromise a build's special architectural and historic interest; and to*
- *Ensure that conservation areas are protected and enhanced, while at the same time remaining alive and prosperous, avoiding unnecessarily detailed controls over businesses and householders."*

2.6

Information recorded on the regional Historic Environment Record (HER) and National Monuments Record (NMR) was assessed. Cartographic and documentary sources were studied, along with relevant published information. Current Listed Building data and information on Scheduled Ancient Monuments and registered landscapes was obtained from Cadw. Collections of aerial photographs held by the Central Register of Air Photography for Wales (CRAPW) were examined and additional information requested from the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW). Additionally, LANDMAP and Historic Landscape Surveys have been considered in detail, where appropriate. The Vale of Glamorgan County Council Supplementary Planning Guidance, relating to the locally important buildings, which supplements its Adopted Unitary Development Plan, has been consulted for additional information. The Glamorgan Record Office was consulted for documentary, cartographic and pictorial records of the study area and where relevant reproduced in the appendices (Figures G3-4 Appendix G1, Plates G13-G15 Appendix G2). A site visit was made on 8th July 2009.

3.0 Assessment Methodology & Significance Criteria

Criteria for Evaluation of the Archaeological Resource

3.1 The archaeological sites within the study area are categorised in accordance with the only available criteria that are nationally agreed; these are set out in the *Department of Transport/Welsh Office/Scottish Office Design Manual for Roads and Bridges* paragraph 3.4 Vol. 11 Section 3 Part 2 (Cultural Heritage).

- Category A: national importance
- Category B: regional importance
- Category C: local importance
- Category D: low importance

To these two additional categories have been added:

- Category U: unknown
- Category N/A: not applicable

3.2 The assessment of the importance of individual sites is essentially a subjective exercise based upon the experience of the project team. The importance of certain sites will be implied by their status within the statutory framework. Scheduled Ancient Monuments will always be of national importance; Listed Buildings will be of at least regional importance. **Values** assigned to other sites are given both in relation to their individual importance and to their context within the wider landscape.

3.3 The **condition** of individual sites and the general overall condition of surviving remains has bearing on the value of the sites themselves and on the value that they impart within a wider landscape context. The condition of sites is recorded following the system used by the GGAT HER, using the following criteria:

- Intact: the site is intact
- Near intact: the site is nearly intact
- Damaged: the site has been moderately damaged
- Near destroyed: the site has nearly been destroyed
- Destroyed: the site has been destroyed
- Restored: the site has been restored
- Moved: the site has been moved (usually finds)
- Not known: the condition of the site is not known

3.4 For the purposes of desk-based assessments, **rarity** is assessed at regional level only. The following criteria are used:

- High: very few sites of this type are known
- Medium: the site is not unusual, but cannot be considered common
- Low: the site is quite common

3.5 **Group association** is where a connection between sites within the landscape can be demonstrated. These will usually be of the same period, but may include groups where the presence of an earlier site or sites has led to the formation of a later complex, or where an earlier site or sites can be shown to have acquired importance as part of a later complex. The criteria are as follows:

- High: the site forms part of an interconnected complex occupying a clearly definable landscape where little or no fragmentation has occurred
- Medium: the site is part of an interconnected complex which is either limited in scope or badly fragmented
- Low: there are few or no other sites which are associated

3.6 **Historical association** is where there is a link between the site and known historical or cultural persons or events. Prehistoric sites, which are by definition before historical evidence, cannot have any contemporary historical association, but they may acquire later associations. For the Roman and Early-medieval periods, where survival of historical evidence is poor and patchy, any contemporary documentation at all will be important. Two classifications are given for historical association, one reflecting the certainty of the identification, and the other its importance. Only sites with certain or possible association can be assessed for importance, and historical association can only increase the importance of a site; the absence of it will never decrease its importance.

Historical association- identification

- Certain
- Possible
- Unknown

Historical association- importance

- High
- Medium
- Low

3.7 The assignment of values to identified interests requires consideration of the reliability and accuracy of the source data, ranging from fully-recorded features seen in open excavation to antiquarian comments on finds of note from a poorly-defined location. The **confidence** with which the values have been assigned is noted, using the following criteria:

- High: existing information is reliable and detailed
- Medium: existing information is apparently reliable but limited in detail
- Low: existing information is too limited to allow its reliability to be assessed
- The **effect** of the proposal on the archaeological resource has been assessed using the following criteria:
 - High: total loss
 - Medium: significant loss, likely to result in a reduction of value of the surviving site
 - Low: loss unlikely to result in a reduction of value of the surviving site
 - None: no identifiable effect

Archaeological assessment criteria: Direct Effects

3.8 The **magnitude** of the direct effect/change on the archaeological resource will be assessed using the following criteria:

- High: total loss
- Medium: significant loss, likely to result in a reduction of value of the surviving site
- Low: loss unlikely to result in a reduction of value of the surviving site
- None: no identifiable effect
- Beneficial: development will protect, preserve or enhance the site better than if the development did not occur

3.9 **Significance of effects** on archaeological sites whether known or potential are significant considerations in Environmental Impact Assessments. There is no standard measure for significance, as each instance needs to be measured in terms of context. However, the following can be used as a general guide:

- Major: development will result in an irrevocable decrease in the value of the monument; and as a consequence will compromise the cultural integrity of the monument and its setting resulting in severance of historical links and/or degradation of an unaltered setting.

- Major to Moderate: development will result in a considerable decrease in the value of the monument; and as a consequence is likely to compromise the cultural integrity of the monument and its setting resulting in the severance of some historical links and/or degradation of a largely unaltered setting.
- Moderate to Minor: development will result in a perceptible decrease in the value of the monument; and as a consequence there maybe some minor change to the cultural integrity of the monument and its setting resulting in the alteration of some historical links and/or slight reduction to a largely unaltered setting.
- None: development will result in no decrease in the value or cultural integrity of the monument.

3.10

Table G1 below sets out determinations of significance on the identified resource, weighting intrinsic value of site categories (A-U) against the magnitude of effect.

Table G1: Matrix for Determining Significance of Effects

		Sensitivity of Receptor/Receiving Environment to Change/Effect			
		High (A-B)	Medium (B-C)	Low (D)	Unknown (U)
Magnitude of Change /Effect	High	Major	Major to Moderate	Moderate	Unknown
	Medium	Major	Major to Moderate	Minor	Unknown
	Low	Moderate	Moderate to Minor	Minor	Unknown
	None	None	None	None	None

4.0 Baseline Conditions

Location and Topography

- 4.1 The town of Barry lies on the southeastern edge of the Vale of Glamorgan on the northern coast of the Bristol Channel. Increasing demands of the coal export industry in the mid nineteenth century led to the identification of Barry as a suitable site for docks and a railway. The development area is located within Barry Docks and is centred on NGR ST 1173567154 (Figure G1, Appendix G1). The area presently occupied by the docks was once a shallow passage of water known as Barry Sound, which separated Barry Island from the mainland. The construction of the docks united the island and mainland.
- 4.2 The proposed development areas are East Quay (Plates G1-6), Castle Land Quay (Plate G7), Arno Quay (Plates G8-9), West Pond (Plate G12) and South Quay (Plates G10-11). These can be found in Appendix 2.
- 4.3 The East Quay area is divided by a stretch of Cory Way to the east. The Docks Office (O2152s/34235/LB13443) is situated to the northeast overlooking the area (Plate G6, Appendix G2). Two graving docks and a pump house (BW01) were originally located in the area. The southern graving dock still remains, with a heavily corroded metal pontoon at the dock mouth (Plate G5, Appendix G2). There is a slight visible raise in the ground level where the pump house was located, and a distinct flat area where the northern dock was located. The ground level of the area to the south of the remaining dock is higher than that to the north.
- 4.4 The Castle Land Quay area has been landscaped with a flat gravel surface (Plate G7, Appendix G2) and is bounded to the north by Y Rhoddfa and modern housing blocks. Approximately 300m to the west is the Arno Quay area, which comprises two quays (Plate G8, Appendix G2) and an area of scrubland to the north (Plate G9, Appendix G2). The quays are also flat with gravel surfaces and fenced around the water's edge. The scrubland is bounded to the north by Ffordd y Mileniwm and a car parking area to the south. A ridge approximately 5m high runs along eastern and northern edges. The ground surface is grassed with some patches of rubble.
- 4.5 The West Pond area is bounded to the southwest by a stretch of the A4055 and the railway line to Barry Island. The ground surface is grassed and relatively flat, however, there are a number of rubble tips. A gravel path runs through the centre. At the southeastern edge of the development area are the derelict remains of a Warehouse (BW34) (Plate G12, Appendix G2).
- 4.6 Within the South Quay area are the remains of an Oil Storage Terminal (BW35). The concrete bases of the tanks still remain *in situ* (Plate G10, Appendix G2), as does a tiled floor surface (Plate G11, Appendix G2). The Research Vessels Services building of the National Environment Research Council (BW33) is also

located within this area. The embankment forming the edge of Barry Island bounds the area to the south. A number of sunken concrete pits housing pipe outlets also remain, which are cordoned off due to their hazardous nature. Remnants of railway lines are still present along the dock edge.

Geology

- 4.7 Barry and Barry Island are not included in the 'The Soil Survey of England and Wales' due to their urban aspect. However, the underlying geology of the development area is varied and includes Carboniferous Limestone, Triassic Keuper Marls, later Triassic Rhaetic Conglomerates, Jurassic Lias Limestone and alluvium (Beaudette and Beaudette 1984, 17).
- 4.8 The remains of submerged land surfaces were discovered in excavations during the construction of East Barry Dock in 1895. A section taken through the strata demonstrated the changing relationship between land and sea. The sequence of layers represented a period of intermittent subsidence when land surfaces became waterlogged, and occasionally dried when submergence ended, culminating in the final incursion of the sea, which probably took place during the Bronze Age and is represented by a layer of sand and gravel. The lowest and therefore earliest deposit identified consisted of soil with roots and land shells, which represent a previous land surface. The peat bed above it contained the remains of a submerged forest. In the uppermost peat bed, approximately 1.2m below sea level two bone needles were discovered and considered to be Neolithic in date (Beaudette and Beaudette 1984, 22-23).

Walkover Survey

- 4.9 A walkover survey was conducted on 8th July 2009. The area was photographed; all sites previously identified from a search of the regional Historic Environment Record (HER) and National Monuments Record (NMR) were visited in order to assess their current condition. A sample of photographs taken illustrating the current condition of the archaeological interests and the site in general can be seen in Appendix G2.

General historical and archaeological background

Prehistoric (up to AD43) and Roman AD43 – 410

- 4.10 The earliest human activity in Barry dates to the prehistoric periods, evidenced by numerous small flint tools such as those found at Paget Road (00567s). A large flint assemblage recovered during excavations at the Atlantic Trading Estate (02276s) on Bendricks Point also affirms prehistoric activity; whilst roundhouses, stake built structures and fence lines with supporting artefactual evidence attest to continuous occupation of the site throughout the Bronze Age (02277s, 01997s). Funerary activity is also manifest during this period particularly at Friars Point in a number of burial mounds (03828s) and crouch burials (00568s at ST11406630 and 00581s at ST10776644).
- 4.11 A possible early Iron Age Farmstead, dating to the fourth century BC, was uncovered near Colcot Road during the construction of the College of Further Education (Dowdell 1984, 41); and considerable quantities of Iron Age pottery have been recovered at Cadoxton Park.
- 4.12 Archaeological evidence suggests a proliferation in small-scale occupation in Barry during the Roman Period. There is a possible farmstead at the site of Barry Castle (02204s) and a larger nucleated settlement was situated in the Victoria Park area of Cadoxton. A substantial Roman site was found at Cold Knap (GM149), which was occupied from the late first century. The principal structure dates to the late third century AD and was in use to the late fourth century. It was a sizeable rectilinear courtyard structure with 22 rooms but it was never fully completed. It has been suggested that the building was intended for official use given its proximity to the harbour, possibly in conjunction with naval activity (Newman 1995, 151; Dowdell 1984, 48).
- 4.13 A strong Roman presence in Barry is also implied by a number of finds including coins, pottery, jewellery and building materials (00577s and 02967s). A Roman hoard found at Sully in 1889 comprised gold, silver and bronze coins dated to AD 211-296. The coins appear to be similar to those found during the excavation of 45 east-west orientated skeletons at the Atlantic Trading Estate dated to between AD 240 and 890 by radiocarbon analysis (Sell 1996, 21), which roughly coincides with building work at Cold Knap.

Early-Medieval (410 to 1066)

- 4.14 In general, archaeological and documentary evidence for the Early-medieval period in Wales is relatively sparse. From the breakdown of centralised Roman government through to the arrival of the Normans in Wales, known settlement sites in the Vale of Glamorgan are few. However, evidence of a multiphase fortified settlement dating from the fifth to seventh century AD was excavated at Cwrt-yr-ala near Dinas Powys (Lewis and Hudson 2006).

- 4.15 At Cold Knap, a round cornered building dated by radiocarbon analysis to AD 780 – 1045/1155 was constructed over part of a late third century building. The recovered artefactual material does not definitively support this date, and as such it has been suggested that some of the less diagnostic finds could be Roman. Food debris found in post-roman contexts, and animal bone from one of the re-occupied rooms, radiocarbon dated to AD 600-860, provided more conclusive evidence. Further radiocarbon dates from samples taken elsewhere in the building have given another possible phase of occupation as the sixth or seventh century (Lane 1988, 77).
- 4.16 It is possible that St Burch's Chapel (00553s/94570/GM120) had its origins in the Early-medieval period, as Dowdell and Thomas (1984) suggested the porch of the chapel might belong to a pre-Norman pilgrimage chapel, believed to have housed the bones of St Burch. Knight, who excavated the site in 1968, concluded the burials under the walls of the chapel indicated an earlier structure would have had to have stood elsewhere (Knight 1981, 57).

Medieval (1066 to 1485), Post-medieval (1485 to 1901) and Modern (1901 to present)

- 4.17 The name Barry is thought to have been in use since the eleventh century and possibly even earlier, however, its derivation is unclear as there are a number of interpretations.
- 4.18 The village of Barry was probably founded in the twelfth century as a sub-manor of Penmark and was held by the de Barri family who owned the island and adjoining estates, from which they adopted their name (Thomas 1984, 198). During the medieval period their manorial estates incorporated Barry, Cwmcidy, Cadoxton, Merthyr Dyfan, and Uchelolau, which were established as a result of Norman Conquest and colonisation.
- 4.19 Barry Castle (02204s) was constructed soon after conquest and hearths, pits and pottery all put a twelfth century date to its initial earthwork form. The gatehouse and part of the hall abutting it are the only structural remains, belonging to the de Barri family that survive; both can be dated to the early fourteenth century. It was from this time that the new settlement around the castle expanded into a linear village and the parish is known to have had around twenty houses with a port and several mills (Thomas 1984). The village of Cadoxton, to the northeast of the development area, was located on the edge of a common around the parish church dedicated to St Cadoc. The village is known to have had nine medieval houses, although the population increased into the Post-medieval period when it became one of the largest villages in the area.

- 4.20 Other medieval remnants include St Barruch's chapel (00553s/94570/GM120), which survived from the Early-medieval period and formed part of a religious complex including a cemetery, priest's house and possibly the habitation site known as 'The British Kitchen' (0555s). Hearths, fires and a considerable amount of cooking debris were found beneath sand deposits measuring 4.5m in depth. Glazed and unglazed pottery was found in abundance, as well as many fish and animal bones and shells. The site was later re-evaluated in 1936 by Aileen Fox, who found that the pottery from the chapel and habitation site were of such similar character that they could be assigned to the same period and regarded as a consistent group (Fox 1936, 23). The extent of the cemetery has never been fully ascertained. Excavations in 1895 for the sewer on the western side of Friars Road unearthed several skeletons and part of a wall. However, an archaeological evaluation in 1999, on land adjacent to the junction of Breaksea Drive and Friars Road, provided no evidence to confirm the extent of the cemetery (Vyce 1999).
- 4.21 South of the chapel, on Nell's Point, is a holy well (00556s/32331) famed for its healing capabilities. Articles associated with ritual healing and wishing, such as rags and bent pins, have been recovered from the well. A report of the island given circa 1700, stated that the well was attributed with medicinal properties, describing it as "a well of very good water which cures ye Kings evil agues and is also good for pain in the Head and for sore eyes" (Fox 1936 26). Lewis's Topographical Dictionary of 1883 also mentions that the well was "much resorted to on Holy Thursday by females, who having washed their eyes with the water, each drop a pin into it." (Fox 1936 26).
- 4.22 Another well originally interpreted to be Roman (00564s), is located less than 150m away from the development area. The well is in close proximity to a site Storrie wrongly interpreted as 'St Piero's Abbey'. The remains, which he supposed were the abbey, comprised a principal wall of lias stone running east west, with an entrance in the middle. Approximately seven small enclosures were found either side of the wall. Additionally, he found a paved area and large hearth. Storrie noted a lack of roof tile, which he attributed to a wattle and daub construction, a theory supported by the recovery of burnt daub fragments during an archaeological evaluation on the western side of Paget road, directly opposite the site (Howell 2001). Overall an occupation from the twelfth to seventeenth centuries can be implied from finds such as pottery, consequently the function of the structure and enclosures has been disputed. Fox (1936) postulated that the enclosures were used to house animals, and Thomas (1993) believed them to be thirteenth century workmen's huts, whereas Knight (1981) interprets the evidence as a multi period group of medieval house sites. Stray finds in the area, such as those at the site of Barry Island Farm (00970s) demonstrate that there is no shortage of evidence pertaining to medieval occupation.

- 4.23 By 1600 the farmers of Barry were playing a small but significant part in the production of goods for an integrated market that comprised west England, Ireland and France. In 1662 Evans Mouse produced a survey and map of Barry Manor, which provides an indication of the structure of landholding at the time. Only six dwellings stood along Barry Street which extended from the castle, and other houses in the Parish were widely dispersed, lying either at the harbour or in isolation of the medieval focus of the settlement to the west of the development area. The field boundaries recorded by Mouse are essentially those depicted on the first edition Ordnance Survey map of the 1870's (Griffiths 1984). By the publication of the second edition map Barry was completely altered by the construction of the docks and railway, the latter also benefiting Barry Island, which became a popular tourist destination in the early twentieth century.

Specific historical and archaeological background

- 4.24 A polished Neolithic Axe (00565s) found in the Docks suggests early human activity in the area. The accuracy of the artefact's location within the docks is imprecise. However, there is clear evidence for prehistoric occupation in the surrounding area, in the form of burial mounds and domestic settlement, namely at Barry Island and the Atlantic Trading Estate.
- 4.25 Increasing demands of the coal export industry in the mid nineteenth century led to the identification of Barry as a suitable site for docks and a railway. Coal shipments from Cardiff had risen to over eight million tons a year causing serious congestion. A number of attempts were made to develop the area but the plans were met with much opposition, and lacking in sufficient financial support, they failed. Eventually an act of Parliament was passed in 1884, establishing the Barry Dock and Railway Company. David Davies, among others, planned to make a modern port at Barry with rail connections to the coalfields. Davies was the owner of Ocean Collieries and had been involved in the construction of other local railways (Barrie 1980, 125). Financial backing from his colleagues led to the first dock opening in July 1889, followed by the railway (BW31) and culminated with the completion of the Docks Office (02152s/34235/LB13443) in 1898/9.
- 4.26 Coal was exported to markets all over the world. The port was at the height of its prosperity from the opening of the first dock until 1914. Initially coal exports began at 3,000,000 tons per annum and rose to a world record of 11,000,000 tons in 1913. It has been said that no place in Wales developed so rapidly, which is clear in the population growth from 500 in 1881 to 33,763 in 1911. In 1896 only one third to a quarter of the population of 20,000 were Welsh, demonstrating the influx of immigrant workers taking advantage of the boom (Luxton 1984).

- 4.27 In its heyday the most characteristic features of the docks were the coal hoists or tips. The hoist consisted of a metal and wood framework designed to receive a loaded coal wagon, which could be raised up and tilted to unload its contents into the hold of ship by way of a coal chute. The hoists protruded from the dock edge into the water. There were two kinds of hoist: low-level and high-level. The Mole and all the quays except the northern were characterised with low-level hoists, which received a wagon on the quayside and hoisted it to the necessary height to reach the chute. The northern quay of Dock No. 1 and also the newer docks used high-level tips, which raised the wagons to the required height via an embankment. Machinery such as the tips, cranes and dock gates were all driven by hydraulic power, and a number of hydraulic pump houses are recorded within the development area. However a considerable amount of manpower was also required, particularly to operate the tips and ensure every yard of storage capacity was filled (Prothero 1984).
- 4.28 The Graving Docks at East Quay (BW01) and Bailey's Graving Docks (NPRN91514) were probably the biggest employers in the docks. The large Pump House (BW01) was once fitted with equipment that was capable of pumping 118,000 gallons of water per minute and was one of the first businesses on the docks to have its lighting powered by electricity (Clemett 2003).
- 4.29 It can be said that the modern town of Barry owes its existence to the docks. The development of the town itself began during the late 1890s as a result of the influx of construction and dockworkers. The bricks that were used to build the town were mainly supplied by the colliery owners, which proved to be rather lucrative as the clay used was a waste product of coal mining (Clemett 1998). As a result of the expansion of the town, the parish villages of Cadoxton and Merthyr Dyfan became assimilated into Barry, resulting in the modern settlement visible today (Lewis and Hudson 2006). The First World War saw a decline in trade and subsequent building, a trend repeated following the conclusion of the Second World War in 1945.

Review of Documentary, Cartographic and Aerial Resources

Documentary Sources

- 4.30 The earliest account of Barry comes from Gerald Cambrensis, author of the late twelfth century *Itinerary of Archbishop Baldwin through Wales*, he mentions that the remains of a second chapel were visible on Friars Point at low water. Lewis's *Topographical dictionary of Wales* (1833) gives a similar but more elaborate portrayal: "On the western side of the island, opposite the ruins of the Barry Castle, are faint vestiges of a similar structure, and of two ancient chapels, in one of which the hermit, St Barruch, was interred" (Storrie 1896, 12).

- 4.31 John Leland's systematic survey of the realm (conducted at the request of King Henry VIII) in 1536-39 mentions the ruinous Barry Castle and Barry Island. He states that at high tide the island is separate from the mainland, but can be crossed by a causeway at low tide (Harvey 1969, 139; Storrie 1896, 12).
- 4.32 The historical background of the docks has been well documented, notably by Rimell (1923). The mud in Barry Sound initially made the construction of the docks difficult, causing initial attempts to dam the area to fail. Rimell states that approximately 5,000,000 cubic yards of soil was excavated. At the height of construction 3,000 men were working day and night. Seventeen tips were initially built and it was calculated that around 3,130,000 tons of coal could be dealt with per annum (Rimell 1923). The desire to increase business and revenue culminated in the gradual addition of another fourteen hoists (Prothero 1984).
- 4.33 A wealth of documents and accounts relating to the docks have been preserved, such as sale papers detailing the purchase of land for the docks and railway system by the Barry Docks and Railway Company. Records of ship repairs from the East Quay graving dock are also among the documents preserved at the Glamorgan Record Office.
- 4.34 A number of archaeological investigations have been carried out in the study area, namely at Paget Road, Nell's Point and Barry Island Pleasure Park, although the Historic Environment Record documents no archaeological work in the development area itself. During the Paget Road field evaluation, less than 200m south of the West Pond development area, a shard of thirteenth century pottery, fragments of burnt daub, animal bone and charcoal were recovered (Howell 2001). Material likely to be associated with a medieval structure that was excavated to the east (Fox 1936) was also found. However, an archaeological field evaluation at Barry Island Pleasure Park in 2009 provided very little positive archaeological evidence (Tuck 2009)

Cartographic Sources

- 4.35 The Wenvoe Estate map (Figure G3, Appendix G1), produced in 1762, clearly shows the area later to be occupied by the docks as marshland. The development area is recorded as 'slime', through which ran the course of River Cadoxton. To the west of the island areas are delineated for keeping ewes and rams. To the east the ground surface is marked as 'suff of coal'. The entrance to Barry Harbour is also clearly depicted to the east of the island. The only buildings visible are Barry Church, Barry Island Farm, Austray Farm and St Burruch's chapel and well and 'Coal Knap' (Cold Knap).
- 4.36 The Tithe Map of the Parish of Sully (Figure G4, Appendix G1), produced in 1846, shows the development area as the land between high and low water marks, delineating clearly the separate nature of Barry Island and mainland. The limekilns marked on the map possibly correspond with those identified on the First Edition Ordnance Survey map of 1878/9 (BW13 and BW32).

- 4.37 The Ordnance Survey Maps discussed in the present section are 1:2500 and 1:10560 scale, however, for consistency the only reproduced map figures are at 1:10560 scale, and as such some of the smaller (minor) sites depicted on the 1:2500 are omitted from the 1:10560.
- 4.38 At the time of the First Edition Ordnance Survey map of 1878/9 (Figure G5, Appendix G1) Barry was a modest village. The core of settlement was located outside the study area to the west of the development area. It consisted of Barry House, Barry Cottage, Coastguard Cottages, Storehouse, Austray Farm, St Nicholas Church and a few small dwellings. East Barry was located approximately 150m to the northeast of the present West Pond development area along with several quarries and limekilns.
- 4.39 The First Edition Ordnance Survey map of 1878/9 also shows the development area to have been located in a muddy tidal passage between Barry Island and the mainland, through which the River Cadoxton flowed. The East Quay development area was cut directly by the River Cadoxton and the northern part was located at a headland named Castle-Land Point, from which the present Castle Land Quay takes its name. The location of the Arno Quay development area was at the 'ordinary' high tide mark at the time of publication. Two Limekilns (BW13 and BW32) and a Quarry (BW32) are recorded within the within the South Quay development area.
- 4.40 By the publication of the Second Edition Ordnance Survey map (Figure G6, Appendix G1) in 1900, Barry was completely transformed by the establishment of the docks and resultant urbanisation. Three docks were constructed in all, No.1 (BW29) and No.3 (BW30) docks are located within the study area; No.2 dock is largely outside the study area.
- 4.41 The mainland and island were joined by the construction of the docks. The East Quay development area housed two graving docks owned by the Barry Docks and Railway Company (BW01), enclosed by caissons and served by a pump house and travelling crane. Two coal tips (BW02, BW03) with approaches from the Barry Railway network (BW31), were also situated within this area. The Dock Offices (O2152s/147/34235/LB13443) were located approximately 540m to the northeast of this development area.
- 4.42 The Castle Land Quay area consisted of a coal hoist (BW07) and travelling hoist (BW06), also approached by railway sidings. Within the Arno Quay development area, two groups of small structures (BW10, BW11), whose function is undesignated on the map, were located between the railway sidings that served two coal hoists (BW08, BW09). Within the South Quay area an Import Shed (BW16), Hydraulic Engine House (BW14) and a number of cranes (BW21, BW22 and BW23) and an undesignated structure (BW15) were identified. The Cadoxton River is no longer extant, but a large pond (BW12) was situated to the west of the West Pond development area, giving it the present name. A number of undesignated structures (BW24, BW25 and BW28) were also identified within the West Pond area.

- 4.43 The East Quay, Castle Land Quay and Arno Quay areas appear relatively unchanged by the publication of the 1920 Third Edition Ordnance Survey map (Figure G7, Appendix G1), aside from the addition of some small structures of undesignated function at East Quay. An engine shed (BW29) and a number of coal hoists (BW20, BW21 and BW22) and associated winding machines were added to the West Pond area, which also increased the concentration of railway sidings. Outside the development area along the northern quay of Dock No.1, a number of large structures, whose functions were not designated on the map, were identified at NGRs ST1201567588, ST1134367616, ST1137167662, ST1214367629, ST1147667565 and ST1079967082.
- 4.44 Plans of the docks made by Great Western Railway also provide a useful outline of how the docks appeared between 1926 and 1932 (Plates G13, 14 and 15, Appendix G2). The plans indicate that coal hoists BW18, BW20, and BW22 were fixed and BW19 was movable. However, the plans show that the layout of the docks remains largely the same between the Third and Fourth Edition Ordnance Survey maps of 1920 and 1936/1943 respectively (Figure G8, Appendix G1).
- 4.45 The Fourth Edition Ordnance Survey maps of 1936/1943 (Figure G8, Appendix G1) depict little significant change within the development areas. Outside the development areas some of the large structures along the northern quay of Dock No.1 have been recorded as an Engineering Works (NGRs ST1208067583 and ST1184967652) and a Wagon Works (NGR ST1189967681).
- 4.46 No. 2 Dock is outside the development and study areas, however, the dock and its associated structural elements are intrinsic to Barry Docks as a whole. As such, a number of sites were identified on historic maps, such as Atlantic Mills (NGR ST1301867716), Transit Shed (NGR ST1293967616), Hydraulic Engine House (NGR ST1341767785), Timber Pond (NGR ST1330168152), New Mill Cottage (NGR ST1309868238) and a Water Accumulator (NGR ST1267667271).

Aerial Photography

- 4.47 The earliest coverage of the development area dates to 1942 in which seven large round tanks were identified in the West Pond area near the Mole (FNO/17, frame 6.68). The tanks were located within a 200m radius of NGR ST1126067270 and were not present on the 1936 Fourth Edition Ordnance Survey map.
- 4.48 A sortie dating to 1950 (58 RAF 473, frame 5021) shows that the boundaries of the West Pond (BW12) delineated in historical mapping have changed. The pond had narrowed at the southern end. By 1951 there was a linear track to the east of West Pond. The track appeared to be a footpath or road surface and three small rectangular features, possibly structures were identified along it. To

the southeast a group of three small structures were present in a line parallel to the track.

- 4.49 It is apparent that the West Pond was filled in by 1959 (58 RAF 3066, frames 263-269); the area appears to be scrubland. Tanks were identified in the South Quay area and on the Mole. The number of tanks at South Quay has increased by 1962, as the site was used as an oil storage terminal (58 RAF 5154, frame 451). It is also apparent that The Arno Quay Coal Hoist (BW08) has been removed.
- 4.50 Coverage dating to 1971 (39 RAF 3764) shows a structure approached by a road on the southern part of the East Quay area. At this time the South Quay Hydraulic Engine House (BW14) appears to still be present, but by 1978 it is no longer identifiable (OS 78 137). The National Environmental Research Council building (BW33) is apparent on the 1978 sortie. By 1981 a large structure was built in the south of the West Pond area, modern mapping labels the structure as a Warehouse (BW34). The remains of railway lines were visible in the West Pond area (J A Story 8669).
- 4.51 Sorties dating to 1989 (OS 90 160) show a decline in the number of tanks along the Mole. It is also apparent that the coal hoists along the North Quay have all been removed, including BW06, BW07 and BW09.
- 4.52 The northern graving dock at East Quay was filled in between 1992 when it is still identifiable (1 PRU RAF 2470), and 2000 where it has been removed (COWI). By this time the structure to the south has also been removed, along with the tanks along the Mole. A full list of the observed aerial photographs can be found in Appendix G3.

Walkover Survey

- 4.53 During the walkover survey remnants of railway chairs for the travelling crane were identified at NGR ST1223767474, along the northern edge of the remaining graving dock (Plate G2, Appendix G2). Four rows were noted, and a number of wooden planks were situated at the base of a stepped ramp. A large metal circular feature possibly associated with the pumping house was also observed to the north of the chairs, the mark 'Stanley' was embossed on the lip (Plate G4, Appendix G2). A series of metal plates were also located near NGR ST1230967503 (Plate G3, Appendix G2).
- 4.54 The walkover survey confirmed that the Environmental Research Council's Research Vessels Services building (BW33) and the Warehouse (BW34) are still standing (Plate G12, Appendix G2), though in a slight state of dereliction. Furthermore the remains of concrete tank bases (Plate G11, Appendix G2) and tile floor slabs (Plate G10, Appendix G2), associated with the Oil Storage Terminal (BW35) in the South Quay Area were also identified during the survey.

Archaeological Interests

- 4.55 There are 84 sites of archaeological interest identified within the study area (Table G2 below). The remains of St Barruch's Chapel (GM120) is a Scheduled Ancient Monument. There are twenty Listed Buildings in the area; seventeen are Grade II and three are Grade II*, namely the former Docks Office (LB13443), the statue of David Davies (LB13445) and the Docks Sliding Bridge (LB16562). Further information relating to these interests can be found in the gazetteer in Appendix G5.
- 4.56 Numbers with a letter suffix are Primary Record Numbers (PRNs) in the regional Historic Environment Record (HER). Five and six figure numbers without a letter suffix are National Primary Record Numbers (NPRNs) of the National Monuments Record, as supplied to the HER under the ENDEX agreement. Numbers with a 'LB' prefix are Listed Buildings, as provided by Cadw. Numbers with a 'Gm' prefix are Scheduled Ancient Monuments (SAMs). Sites with a 'BW' prefix are new sites identified during the course of the study.

Table G2: Identified archaeological interests

ID	NAME	NGR	PERIOD	STATUS	VALUE
00542s/02712s	INHUMATION	ST108664	Unknown	None	U
00553s/94570/ GM120	ST BARRUCH'S CHAPEL	ST11936667	Medieval	SAM	A
00554s	BARRY ISLAND ABBEY	ST11346663	Medieval	None	B
00555s	BRITISH KITCHEN	ST11896670	Medieval/ Roman	None	C
00556s/32331	ST BARRUCH'S WELL	ST12006642	Medieval	None	C
00564s	ROMAN WELL	ST11346667	Medieval	None	C
00565s	BARRY DOCKS NEOLITHIC AXE	ST1167	Neolithic	None	C
00566s	CEMETERY SITE AT BARRY	ST11456765	Unknown	None	U
00567s	PAGET ROAD FINDSPOT	ST11336664	Prehistoric	None	C
00577s	BARRY HARBOUR / STOREHOUSE POINT	ST108667	Roman	None	C
00889s	STOREHOUSE POINT	ST10806685	Post-medieval	None	C
00970s	MEDIEVAL POTTERY FINDSPOT	ST11726683	Medieval	None	C
00972s	SITE OF A MEDIEVAL STRUCTURE	ST11436783	Medieval	None	C
0100s	BEGGARS WELL MIDDEN5	ST109674	Medieval	None	C
01006s	BEGGARS WELL HEARTH	ST109674	Medieval	None	C
01007s	EAST BARRY HOUSE	ST109675	Medieval	None	C
01461s/9173	BETHESDA CHAPEL	ST10886762	Post-medieval	None	C

ID	NAME	NGR	PERIOD	STATUS	VALUE
01563s/307854/ LB16838	BARRY DOCK LIGHTHOUSE	ST125665	Post- medieval	LBII	B
02152s/34235/ LB13443	BARRY DOCK BOARD OFFICE	ST1221067670	Post- medieval	LBII*	A
02153s/34259/ LB13446	CUSTOMS HOUSE MERCANTILE MARINE OFFICE	ST123678	Unknown	LBII	B
02204s	BARRY / WESTBARRY	ST117668	Medieval	None	C
02251s/18692/ LB13455	FRIARS POINT HOUSE/MARINE HOTEL	ST109663	Post- medieval	LBII	B
02252s/ LB13456	GATES AND GATEPIERS AT FRIARS POINT HOUSE	ST109663	Post- medieval	LBII	B
02253s/188693/ LB13457	FRIARS POINT LODGE	ST109663	Post- medieval	LBII	B
02300s/02301s/ 33739/LB13468	NO 1 DOCK NORTH HYDRAULIC PUMPING HOUSE NORTHERN RANGE	ST11176755	Post- medieval	LBII	B
02301s/13468/ 33739	NO 1 DOCK NORTH HYDRAULIC PUMPING HOUSE SOUTHERN RANGE	ST11176755	Post- medieval	LBII	B
02711s	TREHARNES PIER	ST110665	Post- medieval	None	D
02967s	BARRY ISLAND ROMAN POTTERY FINDSPOT	ST115666	Roman	None	C
03014s	BARRY DOCKS STATION	ST1234467802	Post- medieval	None	C
03016s/41427	BARRY ISLAND STATION	ST1161066740	Post- medieval	None	C
03805s	BARREN (BARRY ISLAND)	ST11936667	Early- medieval	None	U
03832s	CEMETERY, BARRY ISLAND	ST11936667	Medieval	None	C
03834s	INHUMATIONS AT ST BARRUCH'S CHAPEL	ST11936667	Early- medieval	None	C
14079	ST BARUCH'S (2) CHURCH	ST11606686	Post- medieval	None	D
308857	BARRY DOCKS SEA LOCK	ST12366677	Post- medieval	None	C
32761/LB13445	PEDESTAL AND STATUE OF DAVID DAVIES	ST1221067610	Post- medieval	LBII*	A
404879/ LB15894	LIFEBOATHOUSE	ST1217566726	Post- medieval	LBII	B
406838	POST OFFICE	ST11986787	Post- medieval	None	C
406839	BOARD OF TRADE LABOUR EXCHANGE	ST1224067825	Post- medieval	None	C

ID	NAME	NGR	PERIOD	STATUS	VALUE
41437	BARRY PIER STATION	ST12196679	Post-medieval	None	C
91514/91515	BAILEY'S GRAVING DOCK AND PUMP HOUSE	ST12206696	Post-medieval	None	C
9182	BETHANY ENGLISH BAPTIST CHAPEL	ST11616696	Post-medieval	None	C
9191	SEAMAN'S INSTITUTE BRITISH AND FOREIGN BIBLE SOCIETY CHAPEL	ST12276771	Post-medieval	None	C
9202	PENUEL WELSH CALVINISTIC METHODIST CHAPEL	ST11006769	Post-medieval	None	C
9204	HOLY TRINITY ENGLISH PRESBYTERIAN CHAPEL	ST11046777	Post-medieval	None	C
9205	BARRY ISLAND ENGLISH PRESBYTERIAN CHURCH	ST11986680	Post-medieval	None	C
9217	BARRY ISLAND ENGLISH WESLEYAN METHODIST CHAPEL	ST11876673	Post-medieval	None	C
97242	ST BARUCH'S CHURCH (3)	ST11606699	Post-medieval	None	C
LB13444/LB15896/LB15897/ LB15898/LB15899/LB15900	SIX LAMP STANDARDS OUTSIDE THE BARRY DOCK OFFICES	ST1220567705	Post-medieval	LBII	B
BW01	EAST QUAY GRAVING DOCKS	ST1229167561	Post-medieval	None	C
BW02	EAST QUAY COAL HOIST 1	ST1221067392	Post-medieval	None	C
BW03	EAST QUAY COAL HOIST 2	ST1223267321	Post-medieval	None	C
BW04	STRUCTURES AT EAST QUAY	ST1246367496	Post-medieval	None	C
BW05	EAST QUAY LANDING STAGE	ST1217967492	Post-medieval	None	C
BW06	CASTLE LAND QUAY TRAVELLING HOIST	ST1198267506	Post-medieval	None	C
BW07	CASTLE LAND QUAY COAL HOIST	ST1195567513	Post-medieval	None	C
BW08	ARNO QUAY COAL HOIST 1	ST1161267531	Post-medieval	None	C
BW09	ARNO QUAY COAL HOIST 2	ST1153467518	Post-medieval	None	C
BW10	ARNO QUAY STRUCTURES 1	ST1167067597	Post-medieval	None	C
BW11	ARNO QUAY STRUCTURES 2	ST1157767599	Post-medieval	None	C
BW12	WEST POND	ST1101667122	Post-medieval	None	C
BW13	LIMEKILN	ST1186567137	Post-medieval	None	C
BW14	SOUTH QUAY HYDRAULIC ENGINE	ST1199867047	Post-	None	C

ID	NAME	NGR	PERIOD	STATUS	VALUE
	HOUSE		medieval		
BW15	SOUTH QUAY STRUCTURE	ST1208467043	Post-medieval	None	C
BW16	SOUTH QUAY IMPORT SHED	ST1187167167	Post-medieval	None	C
BW17	SOUTH QUAY URINAL	ST1201567126	Post-medieval	None	D
BW18	SOUTH QUAY COAL HOIST 1	ST1205867108	Post-medieval	None	C
BW19	SOUTH QUAY COAL HOIST 2	ST1192667181	Post-medieval	None	C
BW20	SOUTH QUAY COAL HOIST 3	ST1180567198	Post-medieval	None	C
BW21	SOUTH QUAY CRANE	ST1169867213	Post-medieval	None	C
BW22	SOUTH QUAY COAL HOIST 4	ST1159567210	Post-medieval	None	C
BW23	SOUTH QUAY COAL HOIST 5	ST1150967201	Post-medieval	None	C
BW24	WEST POND STRUCTURES 1	ST1138367179	Post-medieval	None	C
BW25	WEST POND STRUCTURES 2	ST1129967289	Post-medieval	None	C
BW26	WEST POND COAL HOIST 6	ST1128967356	Post-medieval	None	C
BW27	ENGINE SHED	ST1127066926	Post-medieval	None	C
BW28	WEST POND STRUCTURES 3	ST1125867032	Post-medieval	None	C
BW29	NO. 1 DOCK	ST1187067370	Post-medieval	None	B
BW30	NO. 3 DOCK	ST12266714	Post-medieval	None	B
BW31	BARRY DOCKS RAILWAY SYSTEM	ST1177067860	Post-medieval	None	B
BW32	QUARRY AND LIMEKILN	ST1141967102	Post-medieval	None	C
BW33	RESEARCH VESSEL SERVICES	ST1192067140	Post-medieval	None	C
BW34	WAREHOUSE	ST1124066930	Post-medieval	None	C
BW35	OIL STORAGE TERMINAL	ST1165067140	Post-medieval	None	C

4.57

It should be noted that the study area considered for the purposes of the current assessment differs to that considered in terms of landscape and visual impacts in Chapter E. The study area for this assessment contains twenty listed buildings, whilst Chapter E (which considers a wider study area of 2km

radius) considers the potential effects across approximately 40 Listed Buildings.

5.0 Potential Impacts

Construction Impacts (effect) on archaeological sites

- 5.1 A total of 84 sites have been identified within the study area, of these sites 33 are located within the proposed development area.
- 5.2 The magnitude of direct effect/change on No. 1 Dock (BW29), Barry Docks Railway System (BW31), East Quay Graving Dock (BW01), Research Vessel Services (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35) has been assessed as 'Medium' as the development is likely to result in a reduction of value of the surviving sites. The impact on the other 27 sites has been assessed as 'Low' as the degree to which they survive is unknown.
- 5.3 The cultural heritage impact of the proposed development on the twenty Listed Buildings outside the development area has been assessed as 'None'; this rationalisation is due to the specific criteria of their particular listing and extended distance from the proposed development area. The exception, situated close to East Quay, is the former Docks Office (LB13443), listed as one of the most monumental commercial buildings in south Wales. Based on the current proposed development of terrace housing key views to and from the building are not thought to be interrupted. However, should the proposed development plan of terrace housing be altered, a revised assessment of the visual effect may be required.
- 5.4 The impact of the proposed development on the remaining 31 sites situated outside the development area has been assessed as 'None'.

Table G3: Effect of the development on known archaeological interests

ID	NAME	NGR	PERIOD	VALUE	EFFECT
BW29	NO. 1 DOCK	ST1187067370	Post-medieval	B	Medium
BW31	BARRY DOCKS RAILWAY SYSTEM	ST1177067860	Post-medieval	B	Medium
BW01	EAST QUAY GRAVING DOCKS	ST1229167561	Post-medieval	C	Medium
BW33	RESEARCH VESSEL SERVICES	ST1192067140	Post-medieval	C	Medium
BW34	WAREHOUSE	ST1124066930	Post-medieval	C	Medium
BW35	OIL STORAGE TERMINAL	ST1165067140	Post-medieval	C	Medium
BW02	EAST QUAY COAL HOIST 1	ST1221067392	Post-medieval	C	Low
BW03	EAST QUAY COAL HOIST 2	ST1223267321	Post-medieval	C	Low
BW04	STRUCTURES AT EAST QUAY	ST1246367496	Post-medieval	C	Low
BW06	CASTLE LAND QUAY TRAVELLING HOIST	ST1198267506	Post-medieval	C	Low
BW07	CASTLE LAND QUAY COAL HOIST	ST1195567513	Post-medieval	C	Low
BW08	ARNO QUAY COAL HOIST 1	ST1161267531	Post-medieval	C	Low
BW09	ARNO QUAY COAL HOIST 2	ST1153467518	Post-medieval	C	Low

ID	NAME	NGR	PERIOD	VALUE	EFFECT
BW10	ARNO QUAY STRUCTURES 1	ST1167067597	Post-medieval	C	Low
BW11	ARNO QUAY STRUCTURES 2	ST1157767599	Post-medieval	C	Low
BW12	WEST POND	ST1101667122	Post-medieval	C	Low
BW13	LIMEKILN	ST1186567137	Post-medieval	C	Low
BW14	SOUTH QUAY HYDRAULIC ENGINE HOUSE	ST1199867047	Post-medieval	C	Low
BW15	SOUTH QUAY STRUCTURE	ST1208467043	Post-medieval	C	Low
BW16	SOUTH QUAY IMPORT SHED	ST1187167167	Post-medieval	C	Low
BW17	SOUTH QUAY URINAL	ST1201567126	Post-medieval	D	Low
BW18	SOUTH QUAY COAL HOIST 1	ST1205867108	Post-medieval	C	Low
BW19	SOUTH QUAY COAL HOIST 2	ST1192667181	Post-medieval	C	Low
BW20	SOUTH QUAY COAL HOIST 3	ST1180567198	Post-medieval	C	Low
BW21	SOUTH QUAY CRANE	ST1169867213	Post-medieval	C	Low
BW22	SOUTH QUAY COAL HOIST 4	ST1159567210	Post-medieval	C	Low
BW23	SOUTH QUAY COAL HOIST 5	ST1150967201	Post-medieval	C	Low
BW24	WEST POND STRUCTURES 1	ST1138367179	Post-medieval	C	Low
BW25	WEST POND STRUCTURES 2	ST1129967289	Post-medieval	C	Low
BW26	WEST POND COAL HOIST 6	ST1128967356	Post-medieval	C	Low
BW27	ENGINE SHED	ST1127066926	Post-medieval	C	Low
BW28	WEST POND STRUCTURES 3	ST1125867032	Post-medieval	C	Low
BW32	QUARRY AND LIMEKILN	ST1141967102	Post-medieval	C	Low

Operational Impacts (effect) on archaeological sites

- 5.5 Prior to the commencement of construction, information pertaining to the extent to which archaeological sites survive is limited. As a consequence the nature and survival of the archaeological resource is not fully understood, therefore the operational impacts cannot be assessed at this time.

Significance of effect on archaeological sites

- 5.6 The archaeological sites located within the area of interest that have the potential to be affected by the proposed development are identified in Table G3 (above). For each of these sites a significance assessment was undertaken using the matrix in Table G1 (above). Sites for which the magnitude of effect was determined as 'None' are not listed. The assessment takes into account the magnitude of direct effects as well as the importance and sensitivity of each site, determined from its value categorisation (A-U).
- 5.7 The magnitude of direct effect/change of the proposed development upon No. 1 Dock (BW29), Barry Docks Railway System (BW31), East Quay Graving Dock (BW01), Research Vessel Services (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35) has been assessed as 'Medium'. The significance of effect on

No. 1 Dock (BW29) and Barry Docks Railway System (BW31) has been determined as 'Major'. The significance of effect on East Quay Graving Dock (BW01), Research Vessel Services (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35) has been determined as 'Moderate'.

5.8

The magnitude of direct effect/change upon the sites East Quay Coal Hoist 1 (BW02), East Quay Coal Hoist 2 (BW03), Structures at East Quay (BW04), East Quay Landing Stage (BW05), Castle Land Quay Travelling Hoist (BW06), Castle Land Quay Coal Hoist (BW07), Arno Quay Coal Hoist 1 (BW08), Arno Quay Coal Hoist 2 (BW09), Arno Quay Structures 1 (BW10), Arno Quay Structures 2 (BW11), West Pond (BW12), Limekiln (BW13), South Quay Hydraulic Engine House (BW14), South Quay Structure (BW15), South Quay Import Shed (BW16), South Quay Urinal (BW17), South Quay Coal Hoist 1 (BW18), South Quay Coal Hoist 2 (BW19), South Quay Coal Hoist 3 (BW20), South Quay Crane (BW21), South Quay Coal Hoist 4 (BW22), South Quay Coal Hoist 5 (BW23), West Pond Structures 1 (BW24), West Pond Structures 2 (BW25), West Pond Coal Hoist 6 (BW26), Engine Shed (BW27) and West Pond Structures 3 (BW28) has been assessed as 'Low'. The significance of effect on these sites has been determined as 'Minor'.

Table G4: Significance of effect on archaeological sites

ID	NAME	VALUE	MAGNITUDE OF EFFECT	SIGNIFICANCE OF EFFECT
BW29	NO. 1 DOCK	B	Medium	Major
BW31	BARRY DOCKS RAILWAY SYSTEM	B	Medium	Major
BW01	EAST QUAY GRAVING DOCKS	C	Medium	Moderate
BW33	RESEARCH VESSEL SERVICES	C	Medium	Moderate
BW34	WAREHOUSE	C	Medium	Moderate
BW35	OIL STORAGE TERMINAL	C	Medium	Moderate
BW19	SOUTH QUAY COAL HOIST 2	C	Low	Minor
BW21	SOUTH QUAY CRANE	C	Low	Minor
BW15	SOUTH QUAY STRUCTURE	C	Low	Minor
BW14	SOUTH QUAY HYDRAULIC ENGINE HOUSE	C	Low	Minor
BW16	SOUTH QUAY IMPORT SHED	C	Low	Minor
BW32	QUARRY AND LIMEKILN	C	Low	Minor
BW28	WEST POND STRUCTURES 3	C	Low	Minor
BW27	ENGINE SHED	C	Low	Minor
BW26	WEST POND COAL HOIST 6	C	Low	Minor
BW25	WEST POND STRUCTURES 2	C	Low	Minor
BW24	WEST POND STRUCTURES 1	C	Low	Minor
BW07	CASTLE LAND QUAY COAL HOIST	C	Low	Minor
BW22	SOUTH QUAY COAL HOIST 4	C	Low	Minor
BW02	EAST QUAY COAL HOIST 1	C	Low	Minor

ID	NAME	VALUE	MAGNITUDE OF EFFECT	SIGNIFICANCE OF EFFECT
BW20	SOUTH QUAY COAL HOIST 3	C	Low	Minor
BW18	SOUTH QUAY COAL HOIST 1	C	Low	Minor
BW13	LIMEKILN	C	Low	Minor
BW11	ARNO QUAY STRUCTURES 2	C	Low	Minor
BW10	ARNO QUAY STRUCTURES 1	C	Low	Minor
BW09	ARNO QUAY COAL HOIST 2	C	Low	Minor
BW08	ARNO QUAY COAL HOIST 1	C	Low	Minor
BW12	WEST POND	C	Low	Minor
BW06	CASTLE LAND QUAY TRAVELLING HOIST	C	Low	Minor
BW04	STRUCTURES AT EAST QUAY	C	Low	Minor
BW03	EAST QUAY COAL HOIST 2	C	Low	Minor
BW23	SOUTH QUAY COAL HOIST 5	C	Low	Minor
BW17	SOUTH QUAY URINAL	D	Low	Minor

Justification of assessment

- 5.9 The development area lies within a landscape of archaeological complexity, with important remains of all periods. The exact nature of the archaeological resource is not fully understood, however, substantial evidence exists to provide an indication of the archaeological potential. The possibility of discovering discrete prehistoric material is suggested within the development area by the recovery of a polished Neolithic Axe (00565s). A flint knife (00567s) was also found at the nearby Paget Road. Prehistoric activity is further demonstrated in the wider locality on Barry Island and at the Atlantic Trading Estate, namely in the form of Bronze Age funerary monuments.
- 5.10 Prior to the construction of the docks the western stretch of Barry Sound was used as a harbour from at least the Roman period, and prehistoric maritime activity is also likely; as such it is possible that archaeological features relating to the harbour could remain, particularly in the West Pond area. The geology of the area partly consists of alluvial silts, increasing the potential for disturbing archaeological remains during groundworks (see Figure G9, Appendix G1). Alluvial clays are known to preserve organic remains to a higher degree than other ground conditions, as they produce an anaerobic environment with a low salt content and can provide excellent conditions for the survival of organic and in-organic material, which may well be archaeologically and or palaeoenvironmentally significant. As such it is possible for maritime structures, such as timber boats and quays, to survive remarkably intact, as is attested by the discovery of a Roman coastal vessel and quay a short distance along the coast at Magor, Newport, during the construction of a retail distributor park (Nayling and McGrail 2004).
- 5.11 The possibility that Roman remains could be encountered during groundworks is suggested by discrete finds at Barry Island (00555s) and Barry Harbour (00577s). There is also a possibility of disturbing Early-medieval and medieval remains, as the area is in close proximity to the Scheduled Ancient Monument area of St Barruch's Chapel (00553s/94570/GM120). Numerous deposits from these periods have been discovered on Barry Island, such as inhumations associated with the chapel (03834s), Barry Island Abbey (00554s) and St Barruch's Well (00556s/32331). To the immediate northeast of the development area Beggar's Well Hearth (01006s) and Midden (01005s), form part of a small cluster of medieval remains.
- 5.12 The development area is located in an area of former graving docks, jetties, coal hoists and associated structures all interconnected by a network of railroads. Although most of the original structural features of the docks have been demolished, evidence of Post-medieval industrial and maritime activity is likely to be encountered, as map regression, along with analysis of documentary sources and aerial photographs, have highlighted 35 archaeological interests within the development area. The survival of structural elements of the travelling crane at East Quay and the remains of train lines at South Quay demonstrates this potential to some degree.

- 5.13 Chapter I of the environmental impact assessment details Ground Conditions and Contamination, and provides an indication of the potential for buried remains of Barry Docks. It should be noted that deposits identified as 'made ground' often indicate the presence of archaeological deposits, structures and features.
- 5.14 At East Quay the northern dock was drained, de-silted coated with HDPE, filled in with contaminated soils, then capped and grassed over during Phase 1 of the Barry Docks Reclamation Scheme in the 1990's. No remediation or reclamation works were carried out in the area between the northern and southern docks where the Pump House was situated. The undulation of the ground at this location suggests there is potential for the survival of structural elements, however, the fill in this area varies from 1m to 6m, as such is it possible that the undulation represents made ground. Remediation works required in this area could still have an adverse effect on any remaining elements. Site investigations have indicated that the depth of made ground and alluvium varies across the area, in the north the made ground and alluvium are fairly shallow. The band of peat 0.9m thick in the eastern and southern parts of the area has a high potential to preserve organic archaeological deposits.
- 5.15 Geo-technical investigation indicated alluvium was absent in the north of Arno Quay, the southeast of West Pond and the south of South Quay. Remediation works during the 1900's at Arno Quay removed foundations and sub-surface structures from the approximately 1m below the current ground surface and shaped the current landform, suggesting there is little potential for the survival of elements of the structures and coal hoists originally situated in the area. Similarly, reclamation works were carried out in the north of West Pond removing hardstandings and foundations. However, as alluvium is present in this area mitigation will still be required.

6.0 Mitigation Measures

Construction Mitigation

- 6.1 The proposed development has been assessed as having a 'Major' significance of effect on No. 1 Dock (BW29) and Barry Docks Railway System (BW31), and a 'Moderate' significance of effect on East Quay Graving Docks (BW01), Research Vessel Services building (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35). The significance of effect on the remaining 27 sites has been assessed as 'Minor'. To mitigate the effect of the development on all of these sites it is recommended that any intrusive excavations such as piling and ground remediation works, except in the north of Arno Quay, the southeast of West Pond and the southern area of South Quay, be carried out under the conditions of an archaeological watching brief with contingencies.
- 6.2 Standing remains of the Research Vessels Services building (BW33), and the floor-slab, concrete tank bases (BW35), Warehouse (BW34) and East Quay Travelling Crane (BW01) were identified during the walkover survey. The Research Vessels Services building, and the floor-slab, concrete tank bases and Warehouse are of a late twentieth century date. The chairs associated with the travelling crane remaining *in situ* may not be the original nineteenth century installations. However, the proposed development has been assessed as having a 'Moderate' significance of effect on these sites and as such should be mitigated by a Level 1 Building Survey, as set out in English Heritage's *Understanding Historic Buildings: A guide to good recording practice* (2006). The survey should be conducted before the commencement of any demolition of the remaining buildings, or the break up of slabs/ hardstandings at surface level.
- 6.3 The original characteristic features of the docks, such as, coal hoists, cranes, railway lines and industrial buildings appear to have been substantially demolished throughout the twentieth century and also during the Barry Docks Reclamation Scheme. However, it is possible that remains could exist below the ground surface in certain areas or submerged at the dock edge (See Figure G9, Appendix G1). The undulation of the ground at the location of the demolished Pump House at Easy Quay (BW01), the survival of a possible pipe identified during the walkover survey (Plate G4, Appendix G2) and the lack of previous remediation works in the area may indicate the survival of other subterranean structural elements. Therefore, to mitigate the effect of the development on this site it is recommended that any intrusive groundworks, such as piling and ground remediation works, be carried out under the conditions of an archaeological watching brief with contingencies.
- 6.4 Drainage runs will need to break through the wall of No. 1 Dock (BW29) at four, as yet unidentified, locations. Although elements of the dock wall have undergone alteration, it is possible that parts may be original and therefore of archaeological interest, as such a watching brief would be required to mitigate the potential effect on the dock wall of No. 1 Dock (BW29).

- 6.5 Though in general the excavations will largely be in made ground it is sometimes shallow and mostly underlain by estuarine alluvium. This increases the potential for disturbing archaeological remains during deep excavation, as alluvium is known to preserve organic remains to a higher degree than other ground conditions. The need for ground remediation works dealing with contaminated ground and the insertion of piles could potentially affect the buried archaeological resource. Geo-technical investigation has proven the presence of alluvium across the site, except in the north of Arno Quay, the southeast of West Pond and the southern area of South Quay as the made ground is underlain by rock (see Figure G9, Appendix G1). As there is a high potential to encounter preserved archaeological deposits in alluvium, a watching brief on all deep excavation such as piling and ground remediation works except in the north of Arno Quay, the southeast of West Pond and the southern area of South Quay will mitigate the effect on the potential archaeological resource.
- 6.6 Figure G9 (Appendix G1) shows the extent of potential and known alluvial deposits in the proposed development area and also outlines areas of high and low archaeological potential based on the findings of the present assessment.

Operational Mitigation

- 6.7 The operational mitigation is entirely reliant on the nature of archaeological discovery during the construction phase. Only on completion of this phase (construction) can a concise, informed and appropriate operational mitigation be formulated.

7.0

Residual Impact Assessment

7.1

Provided that the mitigation recommendations are followed then the effect of the proposed development will be reduced to 'None' and as a consequence there will be no residual impact on the archaeological resource.

Table G5: Residual Impact Assessment

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW29 NO. 1 DOCK' caused by construction programme	Major/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW31 BARRY DOCKS RAILWAY SYSTEM' caused by construction programme	Major/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW01 EAST QUAY GRAVING DOCKS AND TRAVELIING CRANE RAILWAY CHAIRS' caused by construction programme	Moderate / Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks Level 1 Building Survey	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW33 RESEARCH VESSEL SERVICES' caused by construction programme	Moderate / Adverse Direct / Permanent Long-Term	Level 1 Building Survey	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW34 WAREHOUSE' caused by construction programme	Moderate / Adverse Direct / Permanent Long-Term	Level 1 Building Survey	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW35 OIL STORAGE TERMINAL' caused by construction programme	Moderate / Adverse Direct / Permanent Long-Term	Level 1 Building Survey	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW19 SOUTH QUAY COAL HOIST 2' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW21 SOUTH QUAY CRANE' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW17 SOUTH QUAY URINAL' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW15 SOUTH QUAY STRUCTURE' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW14 SOUTH QUAY HYDRAULIC ENGINE HOUSE' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW16 SOUTH QUAY IMPORT SHED' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW32 QUARRY AND LIMEKILN' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site BW32 QUARRY AND LIMEKILN' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW28 WEST POND STRUCTURES 3' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW27 ENGINE SHED' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW26 WEST POND COAL HOIST 6' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW25 WEST POND STRUCTURES 2' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	No residual effects	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW24 WEST POND STRUCTURES 1' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW07 CASTLE LAND QUAY COAL HOIST' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW22 SOUTH QUAY COAL HOIST 4' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW02 EAST QUAY COAL HOIST 1' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW20 SOUTH QUAY COAL HOIST 3' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW18 SOUTH QUAY COAL HOIST 1' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW13 LIMEKILN' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW11 ARNO QUAY STRUCTURES 2' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW10 ARNO QUAY STRUCTURES 1' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW09 ARNO QUAY COAL HOIST 2' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW08 ARNO QUAY COAL HOIST 1' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW12 WEST POND' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW06 CASTLE LAND QUAY TRAVELLING HOIST' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW04 STRUCTURES AT EAST QUAY' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None
	Potential damage/loss to site 'BW03 EAST QUAY COAL HOIST 2' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

Environmental Topic	Description of Impact		Description of Mitigation Measures	Description of Residual Impact	
	Description	Significance		Description	Significance
Cultural Heritage Construction Impacts	Potential damage/loss to site 'BW23 SOUTH QUAY COAL HOIST 5' caused by construction programme	Minor/ Adverse Direct / Permanent Long-Term	Archaeological Watching Brief on groundworks	Provided that the full mitigation is followed, there will be no residual effect	None

- 8.0 **Summary and Conclusions**
- 8.1 The Glamorgan-Gwent Archaeological Trust, Projects Division (GGAT Projects) have undertaken an assessment of the effect on the archaeological resource of a proposed development at Barry Waterfront, Barry, Vale of Glamorgan. The assessment reviewed information held by the regional Historic Environment Record (HER) and the National Monuments Record (NMR), as well as cartographic and documentary sources. Aerial photographs were examined and a site visit conducted.
- 8.2 A total of 84 sites of archaeological interest were identified within the study area. A single Scheduled Ancient Monument St Barruch's Chapel (GM120) is located 0.37km east of the development area. There are twenty Listed Buildings in the area; seventeen are Grade II and three are Grade II*, namely the former Docks Office (LB13443), the statue of David Davies (LB13445) and the Docks Sliding Bridge (LB16562).
- 8.3 The development area lies within a landscape of archaeological complexity, with important remains of all periods. The potential for buried prehistoric remains in the development area is indicated by the discovery of a Neolithic Axe (00565s). The present study has proved the existence of number of prehistoric, Roman, Early-medieval and medieval sites in the surrounding area, providing an indication of the archaeological potential of the site.
- 8.4 The proposed development has been assessed as having a 'Major' significance of effect on No. 1 Dock (BW29) and Barry Docks Railway System (BW31). The significance of effect on the remaining 27 sites has been assessed as 'Minor'. To mitigate the effect on these sites it is recommended that any intrusive excavations such as piling and ground remediation works, except in the north of Arno Quay, the southeast of West Pond and the southern area of South Quay, be carried out under the conditions of an archaeological watching brief with contingencies.
- 8.5 Drainage runs will need to break through the wall of No. 1 Dock (BW29) at four, as yet unidentified, locations. Although elements of the dock wall have undergone alteration, it is possible that parts may be original and therefore of archaeological interest, as such a watching brief would be required to mitigate the potential effect on the dock wall of No. 1 Dock (BW29).
- 8.6 The proposed development has been assessed as having a 'Moderate' significance of effect on East Quay Graving Docks (BW01), Research Vessel Services (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35). In order to mitigate the effect on East Quay Graving Docks Travelling Crane Railway Chairs (BW01), Research Vessel Services (BW33), Warehouse (BW34) and Oil Storage Terminal (BW35) a Level 1 Building Survey, as set out in English Heritage's *Understanding Historic Buildings: A guide to good recording practice* (2006),

should be conducted before the commencement of any site demolition of remaining buildings and break-up of slabs/hardstandings at surface level.

8.7

There is potential for the survival of subterranean structural elements of the Pump House at East Quay (BW01) as no remediation works have been carried out at this location; as such an archaeological watching brief with contingencies on any ground clearance, levelling and excavations in this area will mitigate the effect on such remains.

9.0

Abbreviations

NGR:	National Grid Reference
PRN:	Primary Record Number (in HER: indicated by a letter suffix)
NPRN:	National Primary Record Number (in NMR)
NMGW:	National Museums and Galleries of Wales
LB:	Listed Buildings as provided by Cadw
RCAHMW:	Royal Commission on the Ancient and Historical Monuments of Wales
HER:	Historic Environment Record (curated by the Glamorgan-Gwent Archaeological Trust)
UDP	Unitary Development Plan
TANs	Technical Advice Notes

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Great Western Railway Engineers Plan of Barry Docks, 1926

Great Western Railway Engineers Plan of Barry Docks, c1929

Great Western Railway Engineers Plan of Barry Docks, 1932

Appendix G1 Figure G1 – G9 including Map Regression

Fig G 1: Location plan of the study area (green) and development area (shaded red)

FIGURE G1 – G9 ARE PROVIDED AT THE BACK OF THIS CHAPTER.

Fig G 2: Location of the development area (red), study area (green). Site of archaeological interest within the development area are shown red, sites of archaeological interest outside the development area but inside the study area are shown blue, BW29 is shown in red as it represents the whole of the Dock 1 area

Fig G 3: Wenvoe Estate Map X, 1762, (William Morrice) with development boundary (red)

Fig G 4: Parish of Sully Tithe Map; 1846

Fig G 5: First Edition Ordnance Survey Map; 1885

Fig G 6: Second Edition Ordnance Survey Map; 1901

Fig G 7: Third Edition Ordnance Survey Map; 1921

Fig G 8: Fourth Edition Ordnance Survey Map; 1938

Fig G 9: Plan showing study area (green), development area (red), extent of alluvial deposits (brown), area of high archaeological potential (blue) and areas of low archaeological potential (black hatching)

Appendix G2 Walkover Survey Plates G1 – G15



Plate G1: View to northeast of East Quay



Plate G2: View to southwest of Travelling Crane Remains at East Quay



Plate G3: View to northeast of Metal Plates at East Quay



Plate G4: View to northwest of Metal pipe at East Quay



Plate G5: View to southwest Pontoon at East Quay



Plate G6: View to northwest Barry Docks Board Office



Plate G7: View to southwest of Castle Land Quay



Plate G8: View to east of Arno Quay



Plate G9: View to east of Scrubland at Arno Quay



Plate G10: View to south of Floor slab of Oil Storage Terminal



Plate G11: View to southwest of concrete tank base of Oil Storage Terminal



Plate G12: View to southeast of Warehouse

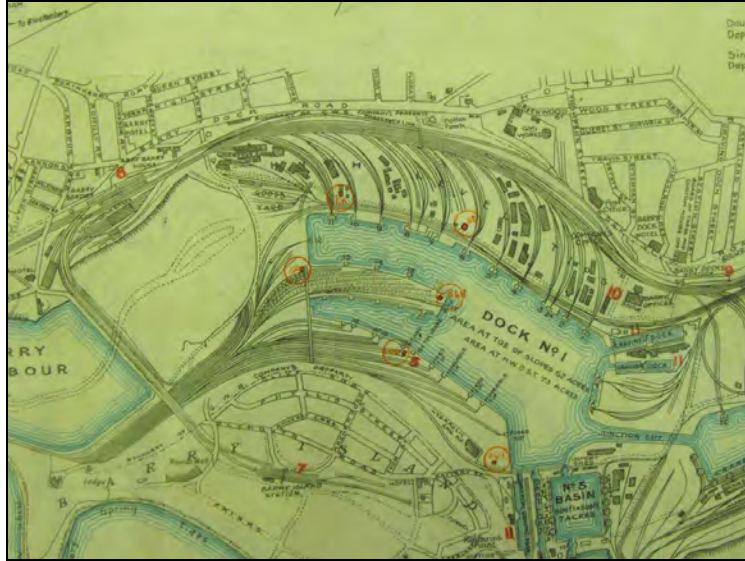


Plate G13: Great Western Railway Engineers Plan of Barry Docks, 1926 (Glamorgan Record Office)



Plate G14: Great Western Railway Engineers Plan of Barry Docks, c1929 (Glamorgan Record Office)

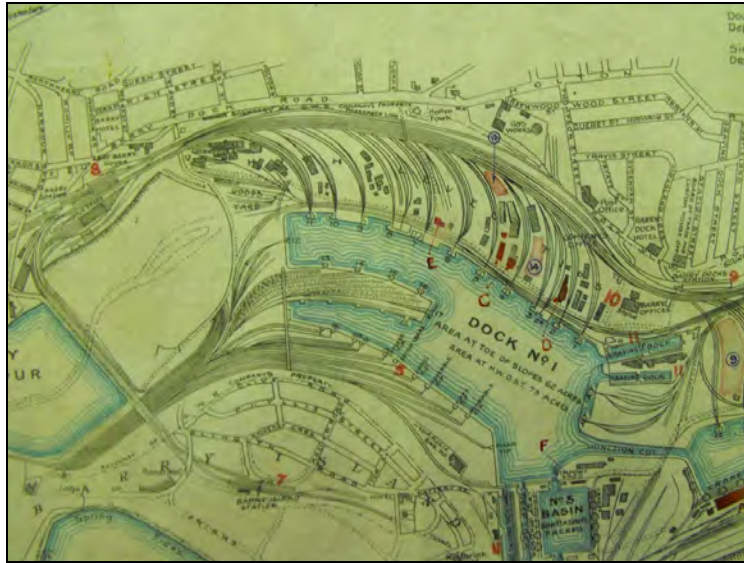


Plate G15: Great Western Railway Engineers Plan of Barry Docks, 1932 (Glamorgan Record Office)

Appendix G3 Aerial Photographs with Coverage of the Evaluation Area

The following is a list of the aerial photographs with coverage of the study area held by the Central Registry of Air Photography for Wales. However, no new sites were identified during this process.

RAF Sorties

Sortie	Scale	Date	Frames
CPE UK 1871	1:10000	04/12/1946	1077-1079
540 RAF 227	-	24/06/1949	5131-5133
58 RAF 473	1:3420	03/06/1950	5003-5005, 5017-5023
58 RAF 690	OBLIQUE	24/05/1951	62-65, 71-78
58 RAF 3066	OBLIQUE	07/08/1959	263-269
58 RAF 5154	VARIOUS	01/06/1962	F21: 377-379. F22: 426- 428, 449-452
58 RAF 8659	1:52000	18/03/1968	28-30
39 RAF 3764	VARIOUS	07/09/1971	F41 & F42, 18
PRU RAF 2470	1:25150	06/07/1992	131

Ordnance Survey

Sortie	Scale	Date	Frames
OS 63 051	1:24000	06/05/1963	5-7
OS 63 074	1:2400	31/05/1963	82-83
OS 66 200	1:7500	16/08/1966	28-30
OS 78 137	1:10000	03/09/1978	14-16, 24-26
OS 79 130	1:24400	22/09/1979	140, 147-148
OS 89 072	1:5300	08/04/1989	404-409, 417-421
OS 90 160	1:8200	13/07/1990	109-112, 115-117
OS 97 696	1:4300	22/07/1997	4-7, 19-20
OS 97 232	1:5000	10/09/1997	35-40, 10-14 (NPH)

Commercial and other Sorties

Sortie	Scale	Date	Frames
Medenham 42/2	-	27/04/1942	42/4: 1 AC. 43

Medenham 42/2	-	27/04/1942	42/4: 1 AC. 43
Medenham FNO/17	-	25/06/1942	6.62-64, 6.66-69
Meridian 60/68	1:5000	05/08/1968	60/68: 88-91, 100-103
JA Story 8669	1:5000	29/06/1981	2181: 15-19, 87-91
Geonex (NRSC)	1:5000	01/07/1991	7891: 57-61. 7391: 210-225
Getmapping	1:10000	01/01/2000	On screen
COWI	1:10000	01/06/2006	On screen

Appendix G4 Apportionments relating to the tithe map of 1846 for the parish of Sully

Parcel number	Land owner	Name and description of parcel
118		Land between high and low water marks
119	John Thomas	Red Brink Field
120	John Thomas	Land Field
121	John Thomas	Nell's Point
122	John Thomas	Warren
123	John Thomas	Farm house, building, sand and gardens etc.
124	John Thomas	(?) sand
125	John Thomas	Home Field
126	John Thomas	Waste banks, bushes etc.
127	John Thomas	Home Twelve Acre Field
128	John Thomas	Salt Marsh
129	John Thomas	Waste, banks, bushes etc.
130	John Thomas	Twelve Acres Field
131	John Thomas	Six Acres (?)
132	John Thomas	Field under house
133	John Thomas	Leach Pool and rough grass
134	John Thomas	Leach Pool Field
135	John Thomas	Three Acre (?)
136	John Thomas	Harbour (?)

137	John Thomas	Little Island
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Note: (?) = Entry in tithe apportionment is illegible

Appendix G5 Gazetteer of archaeological interests

ID

00542s/02712s

Name INHUMATION**NGR** ST108664**Period** Unknown

Full description

In 1876 human remains were discovered on the west side of Friars Point. Gerald Cambrensis makes mention that a second chapel was located on this side of Barry Island (00549s/02712s) and it has generally been assumed that the remains were associated with this religious structure. However, it should not be forgotten that a cairn cemetery of Bronze Age date, as well as two crouched inhumations of the same date have also been found on Friars Point, and an association with these is equally as likely given the absence of details regarding the burial.

Type	Condition	Status
Inhumation	Destroyed	None
Rarity	Group association	Historical association
Medium	Medium	Possible-Low
Confidence	Value	Effect
Low	U	None

ID

00553s/94570/GM120

Name ST BARRUCH'S CHAPEL**NGR** ST11936667**Period** Medieval

Full description

The dedication is suggested by Gerald Cambrensis in 1187-8 and confirmed by Leland in 1540. The Norman structure with apsidal chancel was demolished in the late thirteenth to early fourteenth century and rebuilt with a square east end. The north half of the chancel was later rebuilt and a south porch were added to the nave. A rectangular cist-like structure beneath the floor in front of the chancel at the east end of the nave was interpreted as a people's altar with associated curb and wooden rail. North of the chapel was a priest's house, which is later than the second rebuilding of the chancel, and comprised of a rectangular two-bay hall with roof supports, and a small chamber block. Traces of a fresco painting were found in the north side of the chancel. Other finds included medieval pottery, primarily unglazed. Also associated with the chapel is a cemetery (PRN 03834s).

Type	Condition	Status
Chapel	Not known	SAM
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	A	None

ID

00554s

Name BARRY ISLAND ABBEY**NGR** ST11346663 **Period** Medieval**Full description**

Excavated by John Storrie in 1894/5 this structure was originally interpreted as the monastery of St Peiro, which has since been identified on Caldey Island. The structure has a principal wall that runs east west with a doorway almost in the middle. It averages 0.66m in thickness, and is built of lias stones. On either side of the wall are enclosures 2m by 0.8m. A paved area with associated burning and pottery was also discovered, which dated to the thirteenth to fourteenth century.

Type	Condition	Status
Abbey	Not known	None
Rarity	Group association	Historical association
Medium	Medium	Certain-Medium
Confidence	Value	Effect
Medium	B	None

ID

00555s

Name BRITISH KITCHEN**NGR** ST11896670 **Period** Medieval/Roman**Full description**

In 1885, following the discovery of human remains during the construction of Friars Road, John Storrie (curator of Cardiff Museum) was asked to make a general survey of the island. Storrie discovered and investigated six sites, one of which he called the 'British Kitchen'. This site was situated west of Friars Road, and before excavation appeared as two large sand dunes approximately 4.5m high. These covered the remains of hearths, cooking vessels, and cooking debris remains - including charred bones, as well as piles of limpet, periwinkle, oyster and other shells. A collection of roughly worked flints including one discoidal scraper, one rough core and six flakes with worked edges, were also found. Now in the National Museum of Wales, these are believed to be of Roman date. Storrie originally interpreted the site as Early-medieval, however, it has since been dated to the medieval period and is viewed as contemporary to St Barruch's chapel. The site has been entirely built over.

Type	Condition	Status
Midden	Destroyed	None
Rarity	Group association	Historical association
Medium	Low	Certain-Medium
Confidence	Value	Effect
Medium	C	None

ID

00556s/32331

Name ST BARRUCH'S WELL**NGR** ST12006642 **Period** Medieval**Full description**

On Nell's Point on Barry Island, 301m south of the chapel of St Barruch's. It is a holy well, a type once common throughout the British Isles. Rags and bent pins have been recovered from the well, both of which are articles associated with ritual healing and wishing. Lewis's Topographical Dictionary written in 1883 also mentions that the well was "much resorted to on Holy Thursday by females, who having washed their eyes with the water, each drop a pin into it" (Fox 1936, 26). The water was used up until the early twentieth century as eye water and for other diseases. The well was built over.

Type	Condition	Status
Holy well	Not known	None
Rarity	Group association	Historical association
Medium	Medium	Certain-Medium
Confidence	Value	Effect
High	C	None

ID

00564s

Name ROMAN WELL**NGR** ST11346667 **Period** Medieval**Full description**

The well is situated close to railway embankment where it crosses Paget Road. It is built in lias masonry, and is quite substantial with walls over 1m thick. It was excavated by Storrie, who dated the well incorrectly, on association with a Roman fibula found some distance away. The only find from within the well was a small medieval pendant, some pottery was also found nearby. There are now no visible remains of this well. A circular stone-lined pit, the bottom of which is approximately 4m below ground level, is located at the site.

Type	Condition	Status
Well	Not known	None
Rarity	Group association	Historical association
Low	Medium	Certain-Low
Confidence	Value	Effect
High	C	None

ID

00565s

Name BARRY DOCKS NEOLITHIC AXE**NGR** ST1167**Period** Neolithic**Full description**

At Barry Docks a polished Neolithic axe was found at a depth of about 16m.

Type	Condition	Status
Axe	Moved	None
Rarity	Group association	Historical association
High	Low	Unknown
Confidence	Value	Effect
Medium	C	None

ID

00566s

Name CEMETERY SITE AT BARRY**NGR** ST11456765**Period** Unknown**Full description**

In October 1887 eighteen human skeletons and the skeleton of a horse were discovered while workmen were digging at Barry Dock Works near Helton House (OS card ST 16 NW 17, quoting Arch Camb 1888, 63-5).

Type	Condition	Status
Cemetery	Not known	None
Rarity	Group association	Historical association
Medium	Low	Certain-Low
Confidence	Value	Effect
Low	U	None

ID

00567s

Name PAGET ROAD FINDSPOT**NGR** ST11336664 **Period** Prehistoric**Full description**

An unclassified flint knife now in the National Museum of Wales, was found near the medieval site (00554s) east of Paget Road. It was possibly associated with the large group of approximately 30 worked flints and flakes found on the latter site (00554s).

Type	Condition	Status
Findspot	Moved	None
Rarity	Group association	Historical association
Medium	Low	Unknown
Confidence	Value	Effect
Medium	C	None

ID

00577s

Name BARRY HARBOUR / STOREHOUSE POINT**NGR** ST108667 **Period** Roman**Full description**

Brick or tile fragments, with adherent brick-mortar and a grey-ware sherds were identified in the mud near Storehouse Point. A second century samian sherd was also found on the Barry Island promenade.

Type	Condition	Status
Findspot	Moved	None
Rarity	Group association	Historical association
Low	Low	Unknown
Confidence	Value	Effect
Low	C	None

ID

00889s

Name STOREHOUSE POINT**NGR** ST10806685 **Period** Post-medieval**Full description**

Post-medieval building and limekiln, site of medieval building.

Type	Condition	Status
Findspot	Moved	None
Rarity	Group association	Historical association
Low	High	Unknown
Confidence	Value	Effect
Medium	C	None

ID

00970s

Name MEDIEVAL POTTERY FINDSPOT**NGR** ST11726683 **Period** Medieval**Full description**

Medieval (thirteenth to fourteenth century) and Post-medieval pottery found in allotments, near the site of Barry Island Farm.

Type	Condition	Status
Findspot	Moved	None
Rarity	Group association	Historical association
Low	Low	Unknown
Confidence	Value	Effect
Low	C	None

ID

00972s

Name SITE OF A MEDIEVAL STRUCTURE**NGR** ST11436783 **Period** Medieval**Full description**

The HER records the site of a medieval building, pottery and finds dating from the fifteenth to sixteenth centuries at the given NGR.

Type	Condition	Status
Building	Not known	None
Rarity	Group association	Historical association
Low	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

01005s

Name BEGGARS WELL MIDDEN**NGR** ST109674 **Period** Medieval**Full description**

Hearths and middens with twelfth century pottery have been found, at Beggars Well in Barry. The hearths have a separate HER number (01006s).

Type	Condition	Status
Midden	Not known	None
Rarity	Group association	Historical association
Low	High	Unknown
Confidence	Value	Effect
Low	C	None

ID

01006s

Name BEGGARS WELL HEARTH**NGR** ST109674**Period** Medieval**Full description**

Hearths and middens, were found along with twelfth century pottery at Beggars Well, Barry. The middens have a separate HER number (01005s).

Type	Condition	Status
Hearth	Not known	None
Rarity	Group association	Historical association
Low	High	Unknown
Confidence	Value	Effect
Low	C	None

ID

01007s

Name EAST BARRY HOUSE**NGR** ST109675**Period** Medieval**Full description**

Pottery dating from the twelfth to fifteenth centuries was found in disturbed garden soil at the location of East Barry House.

Type	Condition	Status
Findspot	Moved	None
Rarity	Group association	Historical association
Low	Low	Unknown
Confidence	Value	Effect
Low	C	None

ID

01461s/9173

Name BETHESDA CHAPEL**NGR** ST10886762 **Period** Post-medieval**Full description**

Bethesda Chapel was formerly an old mission hall which was bought by the congregation.

Type	Condition	Status
Chapel	Near intact	None
Rarity	Group association	Historical association
Medium	Low	Possible-Medium
Confidence	Value	Effect
Medium	C	None

ID

01563s/307854/LB16838

Name BARRY DOCK LIGHTHOUSE**NGR** ST125665 **Period** Post-medieval**Full description**

The lighthouse consists of a circular iron tower and was constructed by the Chance Brothers in 1890.

Type	Condition	Status
Lighthouse	Not known	LBII
Rarity	Group association	Historical association
Medium	Medium	Certain-Medium
Confidence	Value	Effect
High	B	None

ID

02152s/34235/LB13443

Name BARRY DOCK BOARD OFFICE**NGR** ST1221067670**Period** Post-medieval**Full description**

Barry Docks Board Office was built in 1898 in a Neo-Baroque Renaissance style. It has four floors, 53 fireplaces and 365 windows.

Type	Condition	Status
Office	Intact	LBII*
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	A	None

ID

02153s/34259/LB13446

Name CUSTOMS HOUSE MERCANTILE MARINE OFFICE**NGR** ST123678**Period** Unknown**Full description**

The office was built between 1901 and 1910 in a Neo-Baroque style with Portland Stone Dressings.

Type	Condition	Status
Custom house	Intact	LBII
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	B	None

ID

02204s

Name BARRY - WESTBARRY**NGR** ST117668**Period** Medieval**Full description**

Name 'Barry' is in use by eleventh century, though this could refer to island. The manor was granted soon after the Norman conquest, and the was castle built by twelfth century. The castle had a dovecote, drawbridge and small chapel and was used as inn during the sixteenth and seventeenth centuries.

Type	Condition	Status
Settlement	Not known	None
Rarity	Group association	Historical association
Medium	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

02251s/18692/LB13455

Name FRIARS POINT HOUSE/MARINE HOTEL**NGR** ST109663**Period** Post-medieval**Full description**

The house was set in its own grounds and reached by a tree-lined and gated drive. In 1858 Francis Crawshay, the new owner of the island, built the Marine Hotel (02251s/13455/18692) at the West end of Barry Island facing Friars Point with broad sea views. In 1873 Barry Island changed hands, passing to John Travis Treharne who changed the name of the building to the Pier Hotel and made a number of alterations to it. Eventually in 1894 the house became the private residence of Lord Windsor, who made further extensive changes to the building and grounds, adding the gates (02252s/13456) and Lodge (02253s/18693/13457). The building is now grade II listed. The Garden (265833) is depicted on the Second Edition Ordnance Survey 25-inch map of Glamorgan L, sheet 8 (1900). Its main elements on that map include greenhouse, possible tennis court, fountain, lodge, orchard, wind pump and woodland with vista paths.

Type	Condition	Status
House	Intact	LBII
Rarity	Group association	Historical association
Medium	Low	Certain-High
Confidence	Value	Effect
Certain-Medium	B	None

ID

02252s/LB13456

Name GATES AND GATEPIERS AT FRIARS POINT HOUSE**NGR** ST109663 **Period** Post-medieval**Full description**

The gate piers are tall and constructed of rusticated stone with cornices and plinths. The painted iron gates are paired and have an ornate design with finials, lock bar and castor rails on either side. The gates and piers are probably contemporary with the lodge and erected during the 1890's (shown on the Second Edition Ordnance Survey map) and included with Friars Point House and Lodge for their group value.

Type	Condition	Status
Gate	Intact	LBII
Rarity	Group association	Historical association
Medium	High	Possible-Low
Confidence	Value	Effect
Medium	B	None

ID

02253s/188693/LB13457

Name FRIARS POINT LODGE**NGR** ST109663 **Period** Post-medieval**Full description**

The Lodge is a single storey structure with pebbledash elevations, painted quoins and rubble plinth. It has a hipped slate roof with a broad gable. The house was erected by Lord Windsor the third owner of the main property, which he renamed Friar Point House.

Type	Condition	Status
House	Intact	LBII
Rarity	Group association	Historical association
Low	High	Possible-Low
Confidence	Value	Effect
Medium	B	None

ID

02300s/02301s/33739/LB13468

Name NO 1 DOCK NORTH HYDRAULIC PUMPING HOUSE NORTHERN RANGE**NGR** ST11176755 **Period** Post-medieval**Full description**

Barry Docks were constructed from 1884 as a new outlet for coal from the Rhondda to break the shipping monopoly of Cardiff and ease congestion. The building consists of two massive ranges, constructed of red and blue engineering brick in matching styles with circular openings to the gables and a partial basement servicing the plant. Engine beds of concrete and granite blocks survive although the plant has been removed.

Type	Condition	Status
Pump House	Near intact	LBII
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	B	None

ID

02301s/13468/33739

Name NO 1 DOCK NORTH HYDRAULIC PUMPING HOUSE SOUTHERN RANGE**NGR** ST11176755 **Period** Post-medieval**Full description**

Barry Docks were constructed from 1884 as a new outlet for coal from the Rhondda to break the shipping monopoly of Cardiff and ease congestion. The building consists of two massive ranges, constructed of red and blue engineering brick in matching styles with corbel-headed panels and segmental-arched small-paned windows. The south range contained the boilers and steam engines and had two gables at each end, each of three bays wide. There are segmental-arched windows at ground level, with circular openings to the gables and a partial basement servicing the plant. Engine beds of concrete and granite blocks survive although the plant has been removed.

Type	Condition	Status
Pump House	Near intact	LBII
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	B	None

ID

02711s

Name TREHARNES PIER**NGR** ST110665**Period**

Post-medieval

Full description

Treharnes Pier was situated halfway along the point, on the Whitmore Bay side (identifiable on the First Edition Ordnance Survey map). The pier was built by JD Treharne in 1876, and was used by the Yellow Funnel Fleet to pick up and drop visitors to the Island. It was demolished in 1902 after being declared unsafe by the coroner.

Type

Pier

Condition

Not known

Status

None

Rarity

Medium

Group association

Low

Historical association

Certain-Medium

Confidence

Medium

Value

D

Effect

None

ID

02967s

Name BARRY ISLAND ROMAN POTTERY FINDSPOT**NGR** ST115666**Period**

Roman

Full description

Roman pottery deposited by Barry UDC from various excavations carried out by the late John Storrie on various sites on Barry Island.

Type

Findspot

Condition

Moved

Status

None

Rarity

Low

Group association

Low

Historical association

Possible-Low

Confidence

Medium

Value

C

Effect

None

ID

03014s

Name BARRY DOCKS STATION**NGR** ST1234467802**Period** Post-medieval**Full description**

Barry Docks Railway Station was built by the Barry Docks and Railway Company during the construction of the docks.

Type	Condition	Status
Railway Station	Intact	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
High	C	None

ID

03016s/41427

Name BARRY ISLAND STATION**NGR** ST1161066740**Period** Post-medieval**Full description**

The railway line was extended across to Barry Island in 1886. It has been the terminus, and only active station, of the Barry Island branch of the Vale of Glamorgan Line since the closure of Barry Pier station in 1976.

Type	Condition	Status
Railway Station	Intact	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
High	B	None

ID

03805s

Name BARREN (BARRY ISLAND)**NGR** ST11936667**Period** Early-medieval**Full description**

Barren, normally identified as Barry Island, is given by Lifris's Vita Sancti Cadoci (c1100), as the burial place of St Barruch whose remains are believed to have been housed in the Norman chapel on the east of the island. The original excavator of the Chapel, John Storrie originally believed that there was an earlier fifth century structure associated with the chapel (the oratory); however this building located to the immediate north of the chapel has since been dated as contemporary with the later fourteenth century rebuilding of the Chapel, and interpreted as the priests house. Furthermore, Knight (1978, 57) concluded from his excavations that the presence of burials beneath the chapel meant that an older structure would have to have been stood elsewhere. However, Knight's excavation did uncover recovered parts of a large stone box, which he believes may be the earlier container for the relics of St Barruch.

Type	Condition	Status
Shrine	Not known	None
Rarity	Group association	Historical association
Medium	Medium	Possible-Medium
Confidence	Value	Effect
Low	U	None

ID

03832s

Name CEMETERY, BARRY ISLAND**NGR** ST11936667**Period** Medieval**Full description**

Although the associated chapel has been excavated twice, once in 1884 by John Storrie and again in 1968, by Jeremy Knight. The area of Knight's investigation was limited because the graveyard had been covered by a car park in 1964 that extended right up to the chapel fence line on three sides. The actual limits of the burial ground therefore remain unclear. Bodies were found in the gardens on the western side of Friars Road, but an evaluation on land adjacent to the junction off Breaksea drive and Friars road did not find anything (Vyce 1999). The number of burials on what appears to have been a relatively uninhabited island, point to the place having been regarded as one of special sanctity (Storrie 1896, Knight 1969 and Dowdell 1984). Storrie reported finding a large number of bodies, in an extremely decayed condition. No coffins were found but some graves were covered with flat stones, or surrounded by stones set around the edges. A number of headstones were also found although none had inscriptions.

Type	Condition	Status
Cemetery	Not known	None
Rarity	Group association	Historical association
Medium	High	Possible-Low
Confidence	Value	Effect
High	C	None

ID

03834s

Name INHUMATIONS AT ST BARRUCH'S CHAPEL**NGR** ST11936667 **Period** Early-medieval**Full description**

Burials were excavated on the site of St Barruch's chapel (PRN 00553s). The skeletons were enclosed by stone slabs and no wooden coffins were identified. One of the burials was located under the chapel porch and evidence to suggest the presence of reliquary was recovered.

Type	Condition	Status
Inhumation	Not known	None
Rarity	Group association	Historical association
High	High	Unknown
Confidence	Value	Effect
High	C	None

ID

14079

Name ST BARUCH'S (2) CHURCH**NGR** ST11606686 **Period** Post-medieval**Full description**

St Baruch's Church was built in 1881 and demolished during the twentieth century.

Type	Condition	Status
Church	Destroyed	None
Rarity	Group association	Historical association
Low	Low	Unknown
Confidence	Value	Effect
Medium	D	None

ID

308857

Name BARRY DOCKS SEA LOCK**NGR** ST12366677**Period**

Post-medieval

Full description

Barry town sea lock comprised four locks in two sets. The first set was named Lady Windsor Lock; both locks face each other segregating a narrow passage from the sea and the main docks. Dock 3 has the second set of locks positioned north to south, opposite each other. Separating Dock 3 from the sea and the main docks. Associated with Barry Docks (03986s).

Type

Dock Gate

Condition

Not known

Status

None

Rarity

Medium

Group association

High

Historical association

Possible-Medium

Confidence

High

Value

B

Effect

None

ID

32761/LB13445

Name PEDESTAL AND STATUE OF DAVID DAVIES**NGR** ST1221067610**Period**

Post-medieval

Full description

David Davies (1818-1890) was a self-made engineer, industrialist and entrepreneur. He was contractor of some of the earliest railway lines in Wales. He then went into coal production as chairman of the Ocean Coal Company and it was this venture and the inability of the Bute Docks at Cardiff to handle the quantities of coal that led to plans for a new dock at Barry as well as the necessary railway connection. In 1881, Davies was amongst a group of businessmen who promoted the Barry Dock and Railways Bill, which was passed in 1884. The docks were responsible for the growth of Barry as an urban centre, and in terms of tonnage of exports amongst the busiest ports in the world. The statue was designed by Alfred Gilbert, one of Britain's most important sculptors.

Type

Statue

Condition

Intact

Status

LBII*

Rarity

High

Group association

Medium

Historical association

Certain-High

Confidence

High

Value

A

Effect

None

ID

404879/LB15894

Name LIFEBOATHOUSE**NGR** ST1217566726**Period**

Post-medieval

Full description

In the early 1900's the RNLI established a lifeboat station and boathouse on Barry Island. The Lifeboat Launch (34236/LB15895) is located at NGR ST1222066710.

Type

Lifeboat Station

Condition

Intact

Status

LBII

Rarity

Medium

Group association

Medium

Historical association

Unknown

Confidence

High

Value

B

Effect

None

ID

406838

Name POST OFFICE**NGR** ST11986787**Period**

Post-medieval

Full description

Purpose-built Post Office constructed in or around 1904 and demolished in the 1970's.

Type

Post Office

Condition

Destroyed

Status

None

Rarity

Low

Group association

Low

Historical association

Unknown

Confidence

Medium

Value

C

Effect

None

ID

406839

Name BOARD OF TRADE LABOUR EXCHANGE**NGR** ST1224067825**Period**

Post-medieval

Full description

Purpose built two-storey labour exchange, featuring three entrances to the front elevation, the main and central entrance was for men and flanked by one entrance for women and another for boys. Modern mapping indicates the building no longer exists.

Type	Condition	Status
Labour Exchange	Intact	None
Rarity	Group association	Historical association
Medium	High	Unknown
Confidence	Value	Effect
Medium	C	None

ID

41437

Name BARRY PIER STATION**NGR** ST12196679**Period**

Post-medieval

Full description

The Barry Island Pier Station was the most southerly in Wales. It opened on 20th April 1905 and provided access to the Barry & Bristol Channel Steamship Company's paddle steamers. The station was closed in 1971.

Type	Condition	Status
Railway Station	Not Known	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
High	C	None

ID

91514/91515

Name BAILEY'S GRAVING DOCK AND PUMP HOUSE**NGR** ST12206696 **Period** Post-medieval**Full description**

Large dry dock is still intact although it is no longer in use. The keel wedges are still in place and the Pump House (NPRN 91515) stands on the dockside to the west at NGR ST12176693. It is constructed of red-brick with a pitched slated roof. Although apparently only one storey high, the building has a deep basement that is level with the floor of the graving dock.

Type	Condition	Status
Dock	Not Known	None
Rarity	Group association	Historical association
Medium	High	Possible-Medium
Confidence	Value	Effect
High	B	None

ID

9182

Name BETHANY ENGLISH BAPTIST CHAPEL**NGR** ST11616696 **Period** Post-medieval**Full description**

The chapel is of vernacular style and has a gable type entry. It was built in 1880 and was still in use in 1998 when the RCAHMW surveyed it.

Type	Condition	Status
Chapel	Not Known	None
Rarity	Group association	Historical association
Medium	Low	Unknown
Confidence	Value	Effect
High	C	None

ID

9191

Name SEAMAN'S INSTITUTE BRITISH & FOREIGN BIBLE SOCIETY CHAPEL**NGR** ST12276771 **Period** Post-medieval**Full description**

The RCAHMW records a Seaman's Institute and Foreign Bible Society Chapel at the given NGR.

Type	Condition	Status
Chapel	Not Known	None
Rarity	Group association	Historical association
Medium	Medium	Unknown
Confidence	Value	Effect
Low	C	None

ID

9202

Name PENUEL WELSH CALVINISTIC METHODIST CHAPEL**NGR** ST11006769 **Period** Post-medieval**Full description**

A temporary chapel was built 1890, and then rebuilt 1893 in a mixed Romanesque/Classical style. It is of gable entry type and was constructed to the design of Rev W Jones of Ystrad. The chapel was again modified in 1899.

Type	Condition	Status
Chapel	Intact	None
Rarity	Group association	Historical association
Low	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

9204

Name HOLY TRINITY ENGLISH PRESBYTERIAN CHAPEL**NGR** ST11046777 **Period** Post-medieval**Full description**

The chapel was built 1895 in Gothic style. It is of gable entry type with integral tower.

Type	Condition	Status
Chapel	Intact	None
Rarity	Group association	Historical association
Low	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

9205

Name BARRY ISLAND ENGLISH PRESBYTERIAN CHURCH**NGR** ST11986680 **Period** Post-medieval**Full description**

Long-wall entry chapel built 1902/3 in simple Gothic and Lombardic/Italian style to the design of F. Groves of Newport.

Type	Condition	Status
Chapel	Intact	None
Rarity	Group association	Historical association
Low	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

9217

Name BARRY ISLAND ENGLISH WESLEYAN METHODIST CHAPEL (ST JOHN; YNYS-Y-BARRI)**NGR** ST11876673 **Period** Post-medieval**Full description**

The chapel was built in 1901 and rebuilt/modified in 1905. It is of gable entry type and was constructed in Arts & Crafts style.

Type	Condition	Status
Chapel	Near Intact	None
Rarity	Group association	Historical association
Low	Medium	Unknown
Confidence	Value	Effect
Medium	C	None

ID

97242

Name ST BARUCH'S CHURCH (3)**NGR** ST11606699 **Period** Post-medieval**Full description**

This Chapel was built in the late twentieth century style and is of gable entry type.

Type	Condition	Status
Church	Not Known	None
Rarity	Group association	Historical association
Low	Low	Unknown
Confidence	Value	Effect
Medium	C	None

ID

BW01

Name EAST QUAY GRAVING DOCKS**NGR** ST1229167561**Period**

Post-medieval

Full description

Two graving docks identified on the Second, Third and Fourth Edition Ordnance Survey maps. The northern graving dock was located at NGR ST1229167561 and is longer visible on subsequent mapping. The southern graving dock was located at NGR ST1231667490 and is still present on modern maps as it remains structurally unaltered. It is recorded as a disused Graving Dock. Caissons at NGR ST1220467481 and NGR ST1222267444 enclosed the entrances of the docks. A large building was situated between the two docks at NGR ST1234167553, it is recorded as a Pump House on the Fourth Edition Ordnance Survey map. The structure has since been demolished. A metal pipe possibly associated with the Pump House was identified during the walkover survey. A Traveling Crane which is likely to have served both the northern and southern Graving Docks is documented on the Fourth Edition Ordnance Survey map at NGR ST1232067514, remains of which were also identified during the walkover survey. This group of structures was connected to the Great Western Railway via sidings to the northeast. A water accumulator is documented at NGR ST1250167494, it was a steel tower that stored hydraulic power. A number of these would have been located in the docks.

Type**Condition****Status**

Dock

Damaged

None

Rarity**Group association****Historical association**

Medium

High

Certain-High

Confidence**Value****Effect**

Medium

C

Medium

ID

BW02

Name EAST QUAY COAL HOIST 1**NGR** ST1221067392**Period**

Post-medieval

Full description

Coal Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps, joined to the GWR via sidings.

Type**Condition****Status**

Coal Hoist

Damaged

None

Rarity**Group association****Historical association**

Low

High

Certain-High

Confidence**Value****Effect**

Medium

C

Low

ID

BW03

Name EAST QUAY COAL HOIST 2**NGR** ST1223267321**Period**

Post-medieval

Full description

Coal Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps, joined to the GWR via sidings.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW04

Name STRUCTURES AT EAST QUAY**NGR** ST1246367496**Period**

Post-medieval

Full description

Two groups of small structures at NGRs ST1244467497 and ST1248867485 identified on the Second, Third and Fourth Edition Ordnance Survey maps, one of the latter group is recorded as a Water Accumulator.

Type

Building

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Possible-Medium

Confidence

Low

Value

C

Effect

Low

ID

BW05

Name EAST QUAY LANDING STAGE**NGR** ST1217967492**Period**

Post-medieval

Full description

Landing Stage identified on the Second, Third and Fourth Edition Ordnance Survey maps.

Type	Condition	Status
Landing Stage	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW06

Name CASTLE LAND QUAY TRAVELING HOIST**NGR** ST1198267506**Period**

Post-medieval

Full description

Traveling Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type	Condition	Status
Travelling Crane	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW07

Name CASTLE LAND QUAY COAL HOIST**NGR** ST1195567513**Period**

Post-medieval

Full description

Coal Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW08

Name ARNO QUAY COAL HOIST 1**NGR** ST1161267531**Period**

Post-medieval

Full description

Coal Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW09

Name ARNO QUAY COAL HOIST 2**NGR** ST1153467518**Period**

Post-medieval

Full description

Coal Hoist identified on the Second, Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW10

Name ARNO QUAY STRUCTURES 1**NGR** ST1167067597**Period**

Post-medieval

Full description

Group of small structures centred around NGR ST1167067597 within a 300m radius. The structures are visible on the Second, Third and Fourth Edition Ordnance Survey maps.

Type

Building

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Possible-Medium

Confidence

Low

Value

C

Effect

Low

ID

BW11

Name ARNO QUAY STRUCTURES 2**NGR** ST1157767599**Period**

Post-medieval

Full description

Group of small structures centred around NGR ST1157767599 within a 300m radius. The structures are visible on the Second, Third and Fourth Edition Ordnance Survey maps.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Medium
Confidence	Value	Effect
Low	C	Low

ID

BW12

Name WEST POND**NGR** ST1101667122**Period**

Post-medieval

Full description

The First Edition Ordnance Survey map records a river near the given NGR. By the publication of the Second Edition Ordnance Survey map it has been managed to form a pond and remains relatively unchanged on the Third and Fourth Edition. The pond functioned as a feeder for the docks.

Type	Condition	Status
Pond	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW13

Name LIMEKILN**NGR** ST1186567137**Period** Post-medieval**Full description**

Limekiln identified on the First Edition Ordnance Survey map only.

Type	Condition	Status
Limekiln	Damaged	None
Rarity	Group association	Historical association
Medium	Low	Possible-Low
Confidence	Value	Effect
Medium	C	Low

ID

BW14

Name SOUTH QUAY HYDRAULIC ENGINE HOUSE**NGR** ST1199867047**Period** Post-medieval**Full description**

Hydraulic Engine House identified on the Second, Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings. A winding machine was located approximately 400m to the north at NGR ST1201767094.

Type	Condition	Status
Engine House	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW15

Name SOUTH QUAY STRUCTURE**NGR** ST1208467043**Period**

Post-medieval

Full description

Structure identified on the Second Edition Ordnance Survey maps, possibly an office. By the publication of the Third Edition the structure is smaller. On the Fourth Edition the structure resembles its former layout on the Second Edition map. A number of posts are recorded to the north of the structure at NGR ST1207567076 on the Fourth Edition, as is a smaller structure at NGR ST1205867031.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Medium
Confidence	Value	Effect
Low	C	Low

ID

BW16

Name SOUTH QUAY IMPORT SHED**NGR** ST1187167167**Period**

Post-medieval

Full description

Import shed recorded on the 1879 First Edition Ordnance Survey map but not on subsequent mapping. The shed was connected to the GWR network and was also situated in proximity to mooring posts along the dock edge. The area once occupied by the shed is now overlain by the offices of the National Environment Research Council.

Type	Condition	Status
Goods Shed	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW17

Name SOUTH QUAY URINAL**NGR** ST1201567126**Period**

Post-medieval

Full description

Urinal identified on the Third Edition Ordnance Survey map. This structure is present on the Second Edition map, but its function is not specified.

Type	Condition	Status
Public Convenience	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Low
Confidence	Value	Effect
Medium	D	Low

ID

BW18

Name SOUTH QUAY COAL HOIST 1**NGR** ST1205867108**Period**

Post-medieval

Full description

Coal Hoist identified on the Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type	Condition	Status
Coal Hoist	Damaged	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW19

Name SOUTH QUAY COAL HOIST 2**NGR** ST1192667181**Period**

Post-medieval

Full description

Coal Hoist identified on the Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings. A group of ancillary structures and winding machines are recorded approximately 500m to the south at NGR ST1192867129.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW20

Name SOUTH QUAY COAL HOIST 3**NGR** ST1180567198**Period**

Post-medieval

Full description

Coal Hoist identified on the Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings. A group of three winding machines were located within 300m to the south.

Type

Coal Hoist

Condition

Damaged

Status

None

Rarity

Low

Group association

High

Historical association

Certain-High

Confidence

Medium

Value

C

Effect

Low

ID

BW21

Name SOUTH QUAY CRANE**NGR** ST1169867213**Period**

Post-medieval

Full description

Crane identified on the Second, Third and Fourth Edition Ordnance Survey maps, connected to the GWR via sidings. Engineer's plans of the docks dating between 1926 and 1932 state that the crane had a 50 ton capacity (Plates G13-15 Glamorgan Record Office).

Type	Condition	Status
Rarity	Group association	Historical association
Confidence	Value	Effect
Crane	Damaged	None
Low	High	Certain-High
Medium	C	Low

ID

BW22

Name SOUTH QUAY COAL HOIST 4**NGR** ST1159567210**Period**

Post-medieval

Full description

Coal Hoist identified on the Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type	Condition	Status
Rarity	Group association	Historical association
Confidence	Value	Effect
Coal Hoist	Damaged	None
Low	High	Certain-High
Medium	C	Low

ID

BW23

Name SOUTH QUAY COAL HOIST 5**NGR** ST1150967201 **Period** Post-medieval**Full description**

Coal Hoist identified on the Third and Fourth Edition Ordnance Survey maps. The structure was connected to the GWR via sidings.

Type	Condition	Status
Coal Hoist	Damaged	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW24

Name WEST POND STRUCTURES 1**NGR** ST1138367179 **Period** Post-medieval**Full description**

Group of small structures identified on the Second, Third and Fourth Edition Ordnance Survey maps.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Low
Confidence	Value	Effect
Medium	C	Low

ID

BW25

Name WEST POND STRUCTURES 2**NGR** ST1129967289**Period**

Post-medieval

Full description

Group of small structures identified on the Second, Third and Fourth Edition Ordnance Survey maps. The Fourth Edition records one of them as a telephone box and a urinal.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Low
Confidence	Value	Effect
Medium	C	Low

ID

BW26

Name WEST POND COAL HOIST 6**NGR** ST1128967356**Period**

Post-medieval

Full description

Coal Hoist identified on the Second and Third Edition Ordnance Survey maps.

Type	Condition	Status
Coal Hoist	Damaged	None
Rarity	Group association	Historical association
Low	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW27

Name ENGINE SHED**NGR** ST1127066926**Period**

Post-medieval

Full description

Engine shed identified on the Third Edition Ordnance Survey map, but not present on subsequent mapping. A small ancillary structure was recorded 460m to the southwest.

Type	Condition	Status
Engine Shed	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
Medium	C	Low

ID

BW28

Name WEST POND STRUCTURES 3**NGR** ST1125867032**Period**

Post-medieval

Full description

Group of small structures located between railway sidings identified on the Second, Third and Fourth Edition Ordnance Survey maps, with a tank situated approximately 750m to the southwest.

Type	Condition	Status
Building	Damaged	None
Rarity	Group association	Historical association
Low	High	Possible-Low
Confidence	Value	Effect
Low	C	Low

ID

BW29

Name NO. 1 DOCK**NGR** ST1187067370**Period**

Post-medieval

Full description

The construction of No. 1 Dock began in 1889. It is approximately 1,036m long and 335m at its greatest width, and includes a 396m Mole (Newman 2004). Within the No.1 Dock there are a number of buildings protected as listed buildings, including the Dock Board Office (LB13443), Customs House (LB13446) and Hydraulic Pumping House (LB13468). However there were countless other structures along the dockside. Map regression suggests, there were at least 30 coal hoists or cranes in No.1 Dock alone. There were Engineering Works at NGRs ST1208067583 and ST1184967652, Wagon Works at NGR ST1189967681, an Engine Shed at ST1076967178 a Goods Shed ST1104567428 and a Locomotive Repairing Works at ST1102067526. There large groups of miscellaneous structures at NGRs ST1201567588, ST1134367616, ST1137167662, ST1214367629, ST1147667565 and ST1079967082. These structures generally have railway approaches connecting them to the Barry Railway network. The Second Edition Ordnance Survey map records a number of quarries, such as those at NGRs ST1142267643 and ST1142967642. The HER gives the PRN (03986s) for Barry Docks as a whole.

Type	Condition	Status
Dock	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	B	Medium

ID

BW30

Name NO. 3 DOCK**NGR** ST12266714**Period**

Post-medieval

Full description

There are a number of structures protected as listed buildings associated with No. 3 Dock. The Dock Walls (LB3212) at NGR ST1227067000, the Sliding Bridge (LB16562) at NGR ST1220067100 and the Sliding Bridge's Operator Cabin (LB16837) at NGR ST12266714. The dock was entered from the Bristol Channel through an entrance dock flanked by two large breakwaters. The HER gives the PRN (03986s) for Barry Docks as a whole.

Type	Condition	Status
Dock	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	B	None

ID

BW31

Name BARRY DOCKS RAILWAY SYSTEM**NGR** ST1177067860**Period**

Post-medieval

Full description

A system of rail approaches from the Great Western Railway and Taff Vale system led to coal hoists on the dockside for loading coal into the holds of ships. Sir John Wollfe Barry, Henry Marc Brunel and Sir James W. Szlumper were the engineers responsible for the design and construction of the Barry Railway system. Additionally a passenger railway line served the town stations at Cadoxton, Barry Dock and Barry, continuing to the Island where there were eventually two stations.

Type	Condition	Status
Railway	Damaged	None
Rarity	Group association	Historical association
Medium	High	Certain-High
Confidence	Value	Effect
High	B	Medium

ID

BW32

Name QUARRY AND LIMEKILN**NGR** ST1141967102**Period**

Post-medieval

Full description

Old Quarry and Limekiln identified on the First Edition Ordnance Survey map, but not present on subsequent mapping.

Type	Condition	Status
Quarry	Damaged	None
Rarity	Group association	Historical association
Low	Medium	Possible-Low
Confidence	Value	Effect
Medium	C	Low

ID

BW33

Name RESEARCH VESSELS SERVICES**NGR** ST1191067140**Period**

Post-medieval

Full description

Research Vessel Services identified on modern mapping. The aerial photographic record indicates the structure was built between 1971 and 1978. Standing remains of the structure were identified during the walkover survey.

Type**Condition****Status**

Damaged

None

Rarity**Group association****Historical association**

Medium

Medium

Possible-Low

Confidence**Value****Effect**

Medium

C

Medium

ID

BW34

Name WAREHOUSE**NGR** ST1125066920**Period**

Post-Medieval

Full description

Warehouse identified on modern mapping. The aerial photographic record indicates the structure was built between 1978 and 1981. Standing remains of the structure were identified during the walkover survey.

Type**Condition****Status**

Damaged

None

Rarity**Group association****Historical association**

Low

Medium

Possible-Low

Confidence**Value****Effect**

Medium

C

Medium

ID

BW35

Name OIL STORAGE TERMINAL**NGR** ST1165067150**Period**

Post-Medieval

Full description

Oil Storage Terminal identified on modern mapping. The aerial photographic record indicates the structure was built between 1951 and 1959. The remains of floor slabs and concrete tank bases were identified during the walkover survey.

Type	Condition	Status
	Damaged	None
Rarity	Group association	Historical association
Medium	Medium	Possible-Low
Confidence	Value	Effect
Medium	C	Medium

ID

LB13444/LB15896/LB15897/LB15898/LB15899/LB15900

Name SIX LAMP STANDARDS OUTSIDE THE BARRY DOCKS OFFICES**NGR** ST1220567705**Period**

Post-medieval

Full description

Cadw records a group of six Lamp Standards at NGRs ST1220567705, ST1218467665, ST1221167635, ST1223067706, ST1225267660 and ST1222967637.

Type	Condition	Status
Lamp Post	Intact	LBII
Rarity	Group association	Historical association
Medium	High	Unknown
Confidence	Value	Effect
Medium	B	None