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GLAMORGAN-GWENT ARCHAEOLOGICAL TRUST

PROPOSED USK BARRAGE  
INITIAL ARCHAEOLOGICAL ASSESSMENT

SEPTEMBER 1991

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1. All sites numbers shown on plan should be prefixed N.B.(Newport Barrage)

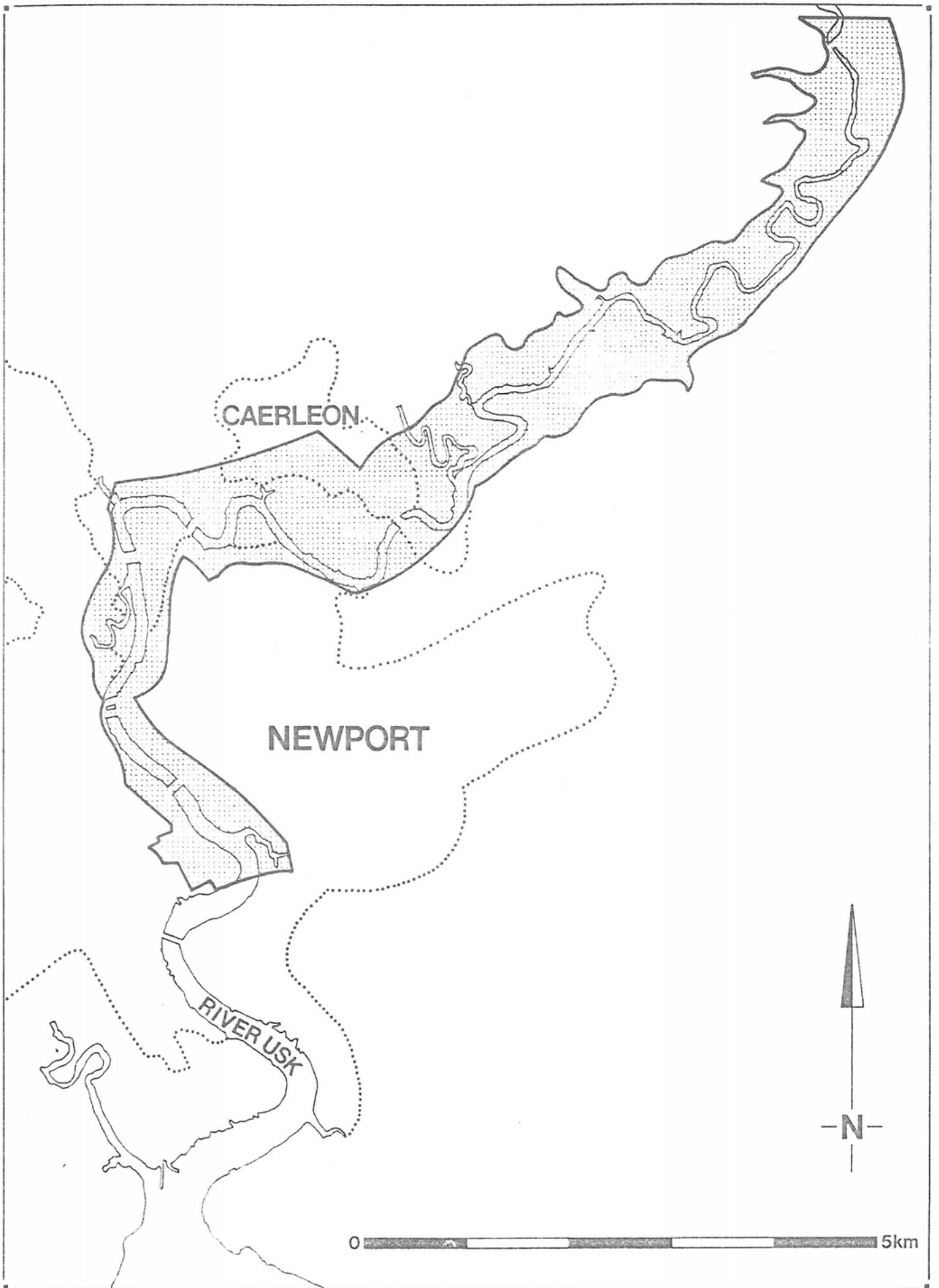
## ACKNOWLEDGEMENTS

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The greater part of this assessment consisted of searches of cartographic and documentary sources; this was supplemented in some cases by field visits. In this we benefitted greatly from the kind co-operation of the staffs of the Central Register of Air Photography for Wales, Gwent County Record Office, National Library of Wales, National Museum of Wales, Newport Library and Newport Museum.

The Trust acknowledges the assistance of Rendall, Palmer and Triton (Wales); especially their Mr A.J.Parfitt and Dr J.F.Forbes, for advice on the physical changes expected from the construction of the barrage.

The report was prepared by C.N.Maylan with assistance from the staff of the Glamorgan-Gwent Archaeological Trust.



1. Area Affected by the Usk Barrage

## 1. INTRODUCTION

### 1.1 AREA AND SCOPE OF REPORT

This report details the result of work undertaken on behalf of Newport Borough Council, which will identify the likely impact on the archaeological resource of the proposed Newport Barrage.

The development proposals are that a barrage will be constructed across the River Usk at Spittle Point (ST 3255 8685) to form an impounded pond.

The construction of the barrage will affect the Usk valley throughout the tidal reach (which finishes to the north of Newbridge-on-Usk), therefore the assessment considered the whole of the affected area.

The work consisted principally of a study of archaeological and documentary records, supplemented by a short field component to check the present state of the sites revealed.

### 1.2 METHODOLOGY AND LIMITATIONS.

The assessment included searches through relevant secondary historical references and, where possible, the original documentation; a check of relevant cartographic sources including estate maps, tithe plans and Ordnance Survey maps. Aerial photographs relevant to the proposed take have also been examined.

Only collections held in the principality have been consulted; it is possible that other relevant items are held elsewhere (e.g. Public Record Office (London)).

Aerial photographs held by the Central Register of Air Photography for Wales were examined. As much of the assessment area is urban, only two photographs of each area were consulted; except in areas where documentary evidence had suggested the presence of archaeological features, when additional photographs were checked.

Examination of sites in the field was restricted by limitations of time and access. Consequently further field investigation may locate additional sites of archaeological importance.

### 1.3 LAYOUT OF REPORT

The report is divided into two principal parts:-

1. a general section on the river and the development area which includes sections on the physical environment, period summaries, historical river usage, the affects of the barrage on the archaeological remains and general recommendations for the preservation of the archaeology.



2. a detailed area study which follows the Conran Roache "Usk Riverfront Development Strategy Report" layout. This section includes documentary evidence, archaeological potential and recommendations for the preservation of the archaeology in each area.

Historical and archaeological data gathered during the assessment is summarised in the report and any further information discovered during the compilation of this report is detailed in the appendices.

All sites referred to in the text, have been given an identification number prefixed with the initial N.B. standing for Newport Barrage.

## 2. PHYSICAL ENVIRONMENT

### 2.1 GEOLOGY

2.1.1 The upper tidal reaches of the River Usk lie in a wide valley, cutting through the Gwent Uplands formed by the St Maughan's Group (interbedded marls and sandstones) of the Old Red Sandstone. The base of the valley is covered by a variable thickness of alluvial river deposits (Williams 1968). At Caerleon a glacial terrace of gravel extends into the valley from the north. Below Caerleon the River Usk makes an abrupt right-angled bend to cut through the south-western extension of the Wentwood Ridge at Newport. At Newport the solid rock is buried beneath a variable thickness of alluvial deposits, which form part of the most extensive spread of alluvial material on the north shore of the Bristol Channel - the Gwent Levels.

The estuary of the River Usk runs through the Gwent Levels, cutting this area into two parts, the eastern, Caldicot Level and the western, Wentlooge Level. The geology of the Gwent Levels can be observed in the exposed banks of the River Usk in the areas down stream of the confluence with the Afon Llwyd. Detailed sedimentary history of the Gwent Levels would not be relevant to this paper, but the processes of accretion and erosion within the estuary do have a direct bearing on the archaeology of the area.

Above the sandstone base the main Holocene sequence has been described by Professor Allen and others (Allen 1987; Allen and Rae 1987). Allen describes a series of lithographic units in the Severn Levels of which the Wentlooge formation is the most extensive and important. The entire post-glacial prehistoric sequence is registered in these deposits. The bulk of the Wentlooge formation consists of estuarine silty clays, but these are intercalated with peat horizons, the earliest of which date to c.4000 BC, a date apparently consonant with a significant reduction in the rate of eustatic change. The upper lithostratigraphic deposition, in the assessment area, is a layer referred to by Professor Allen as the Rumney formation. More detailed studies of the levels have been recently published (e.g. Whittle and Green 1989; Parkhouse and Parry 1989; Lawler and Parkhouse 1990).

### 2.2 TOPOGRAPHY

Between Tredunnoch and Newport the River Usk flows in a series of meanders. The chronological development of these is not thoroughly understood; however work on the Roman Wharf (Boon 1978), and the Roman Suburb at Mill Street (Evans 1986), both in Caerleon, and the Tredunnoch Boat (McGrail and Parry 1989) has shown that the position of the river in these areas has varied widely in the last two thousand years. The course of the medieval river can be plotted in the upper reaches of the assessment area, where it has been encapsulated in field and parish boundaries. Below the abrupt "right-angle" bend near St Julians the river's

course has been more confined by the solid geology; however, even in this area Williams has shown that the course has changed slightly (Williams 1968, 327).

### 2.3 AFFECT OF THE PHYSICAL ENVIRONMENT ON SETTLEMENT.

The Usk valley above Caerleon is subject to periods of intensive flooding during the winter from heavy rainfall and melting snow. The floods are largest when heavy precipitation coincides with neap tides (especially at the equinox) which can cause the whole floodplain to be inundated. To limit these incidents a series of flood banks have been constructed along the river; these prevent some flooding but fail to control the largest inundations. The flooding threat has led to settlements being built above the flood plain. Mein has suggested that most promontories overlooking the floodplain of the Usk between Caerleon and Llanbaddock have been the site of some form of settlement (Mein 1986, 5). Research during the compilation of this assessment has shown that this settlement pattern can be recognised as far as the mouth of the Usk.

The mouth of the Usk is dominated by the towns of Caerleon and Newport. Both were harbours positioned at strategic river crossings, where geological formations narrowed the river. Their positions allowed goods to be trans-shipped from river craft to sea-going vessels.

### 3. PERIOD STUDIES

#### 3.1 GENERAL

Great depths of alluvium, created by the frequent flooding of the river, cover the flood plain of the Usk Valley. This makes the study of the valley bottom very difficult, as archaeological features and relict river channels are concealed. Therefore the precise identification of archaeological sites, especially upstream from St Julians, cannot be attempted without considerable fieldwork and trial excavation; both of which are outside the scope of this assessment. This report will however attempt to demonstrate the buried archaeological resources in this area, by describing those sites which have been discovered in the valley and also those on the valley sides which would have been used to exploit the flood plain.

#### 3.2 PREHISTORIC

The prehistoric period is not well recorded in the Lower Usk Valley. Known sites are located on the ridges above the valley with the principal site being the Iron Age hillfort at Lodge Hill (N.B.122; ST 324 914) overlooking Caerleon. On the opposite ridge at Pen-toppen-ash (N.B.123 and 124; ST 378 915) there are two enclosures, probably of Iron Age date and at St. Julians a sub-rectangular earthwork (N.B.124; ST 3403 8917, possibly dates to the Late Bronze Age.

The valley below the confluence of the Afon Lwyd with the Usk has a similar sedimentary composition to the Gwent Levels, and may well conceal archaeological sites. The area to the south of the proposed barrage has produced a number of artifacts, recovered during past major construction work. Extensions to the Alexandria Dock in 1910 (ST 317 841) revealed a human skull (dated at the time of discovery to the Neolithic period) and several animal bones some 6 m. below the ground surface (Keith and Knowles 1911, 20), whilst in 1961 construction work at the Orb Steel Works (ST 324 865) led to the discovery of another skull (dated on little definite evidence to the Neolithic period) some 9 m below the ground surface (Cowley 1961, 10).

The excavations at Caldicot Lake have revealed Bronze Age riverside structures as well as part of a boat, capable of crossing the Severn, and a fish trap. These features were situated within an earlier series of channels in the bed of the River Nedern. Similar features to these might be discovered in the alluvial sediments in the river valley of the Usk.

#### 3.3 ROMAN

The major Roman site in the assessment area is the legionary fortress of Caerleon. This is one of the most important Roman military sites in Britain. Its preservation, with relatively little later development on the site, makes it one of the best

preserved in Europe. A large part of the fortress and its environs are protected as a Scheduled Ancient Monument by the Ancient Monuments and Archaeological Areas Act 1979.

The whole of the assessment area might be part of the Legiary prata (i.e. an area surrounding the fortress controlled by the military, for industrial usage and animal grazing). Professor Manning has suggested that the prata comprised the whole of the lower Usk valley, from the earlier fortress at Usk to the estuary (Manning & Scott 1989, 180.), although Mason has questioned whether the eastern side of the valley was part of this area (Mason 1988, 181). Within the area under study the Roman occupation can be divided into three zones, the fortress, the immediately surrounding civilian town or canabae and the outlying civilian settlements.

The fortress was constructed c.AD 74, replacing an earlier fortress at Usk. It was the headquarters of Legio II Augusta and was occupied by the military until at least AD 350 (Evans and Metcalf 1991). The surrounding canabae, probably developed as a semi-official settlement catering to the soldiers needs. It was situated to the east and west of the fortress as well as across the river to the south. Recent excavations in the eastern part of the canabae has shown that the lower levels of the archaeological stratigraphy are waterlogged, which has preserved organic material, allowing detailed study of the Roman environment (Evans 1990). At Bulmore (ST 344 902) there is another civilian settlement of unknown status, although Mason (1988, 181) has suggested that it would not have been under direct military control. The canabae is the only example of such a settlement in Britain which has not been completely covered by modern development. Similarly the relationship between the fortress, canabae, and the settlement at Bulmore has only one known parallel in Britain, although it does have continental analogues. These two civilian settlements should be preserved.

Outside of these settlements the valley was probably utilised chiefly as farm land, although some industrial sites may have existed. Roofing tiles made by the military are common finds and it is assumed that a tile works was established somewhere in the Usk valley. Similarly it is probable that a pottery was also sited in this area. Although the drainage of the whole Gwent Level by the Roman army (Morgan 1886, Boon 1976, Allen and Fulford 1987) has now been proved incorrect (Parkhouse and Parry 1989, Parkhouse and Lawler 1990), some drainage of the river valley would have been possible at this time. Thus elements of a Roman drainage system might be discovered in the present flood banks and drainage channels.

Along the Usk Valley there are a series of promontories, which have small settlements mostly comprising single farmhouses or cottages on them. Mein (1986, 7) has suggested that these promontories were occupied by small farmsteads in the Romano-British period. These farmsteads would have exploited the

farmland in the valley and supplied the Fortress and civilian settlements.

### 3.4 MEDIEVAL

Evidence for Pre-Norman settlement in the valley is slight. There are possible early charters in the Llandaff collection which refer to the eastern side of the river, but the authenticity of these documents is open to question (Davies 1979). No settlements have been positively identified yet in the assessment area, although Mein (1986, 7) has argued for continued occupation of the promontory sites from the Roman period.

The "Vitae Cadoci" refers to a settlement of merchants at the mouth of the Usk (Rees 1853, 461) during the 11th century AD. This was possibly in the area of the Gwent Levels between the Usk and the Ebbw, called Mendlegief (a Norse placename). No certain archaeological evidence for this settlement has been found, although, during the construction of the Timber Float in the Alexandria Dock (ST 320 850) in 1878, part of a wooden boat dating to AD 950+- 80 (HAR 3203; 1000 (calibrated) B.P.) was discovered, buried some 3.65 m beneath the present ground surface (N.B.134; Morgan 1882; Hutchinson 1984). 160g.

At Newport, pre-Norman occupation was centred on the hilltop around St. Woolos' church (ST 309 876), and it was close to that site that the first castle was constructed, before AD 1132 (Patterson 1973 No.156). The town beside the Usk is mentioned in an undated charter of Robert, Earl of Gloucester (who died in AD 1147), when it was developed enough to be described as a borough (Hart 1865, 48), although there appears to be no legal confirmation of this title (Reeve 1978, 190). The castle was moved to its present site, probably between AD 1327 and 1386 (Knight 1991, 21) when the town became the centre of the Lordship of Newport, under the control of the Stafford family. In AD 1377 Hugh, Earl of Stafford founded a monastery for the Friars of St. Augustine in Newport and in AD 1385 granted a charter to the town. It was therefore a substantial town that was attacked and captured by Owen Glendower in AD 1402. and PRN.

The damage to the town during its occupation by Glendower is not known; an Inquisition Post Mortem after the death of Edmund Stafford in 1403 notes that the Lordship of Newport was worth nothing because of the rebellion of "Owdewini de Glindourdy", though it had previously been valued at £215 17s per annum (P.R.O. C.137/8, m 22). Reeves has noted however, that the escheator (the compiler of the Inquisition) had not been closer to Newport than Thornbury and that this might well not be a true account of the state of the Lordship (Reeves 1979, 60). Whatever damage had been caused, the town appears to have recovered and regained its former size and local prominence quickly, unlike other towns in Monmouthshire, such as Trellech and Grosmont.

Any pre-Norman settlement at Caerleon would probably have been centred in the area of the ruined Fortress. Although there are local legends that Caerleon was the seat of an Archbishop (before being moved to St.Davids) and even the site of King Arthur's Camelot (Johns 1880, I 47) no archaeological evidence substantiating these claims has been found although there is evidence for limited occupation in this period (Evans and Metcalf 1991, 54). After the Norman invasion, Caerleon was held as a major Welsh stronghold. The castle was built to the south of the fortress, guarding the river crossing, by Caradoc ap Gryffyd, Lord of Caerleon (obit 1069/70) or by his son Owain ap Caradog (Knight 1963, 23), it was certainly built before AD 1086 (Cathcart-King 1983, 281). A town existed around the castle, and both the town and castle suffered several changes in ownership between the twelfth and thirteenth centuries before they finally became controlled by the English.

The medieval occupation of the valley, apart from the urban centres, followed the earlier system of isolated settlements on the promontories overlooking the river.

### 3.5 POST-MEDIEVAL

The settlement pattern along the river did not significantly alter during the post-medieval period except for the rapid expansion of Newport. This was stimulated by the industrial revolution in the Welsh valleys which led to the construction of the Monmouthshire Canal in 1793. The terminus of the canal at Newport led to goods being sent to the town for trans-shipment onto larger vessels. The few wharves serving Newport before this date were not sufficient to fulfil this need, and new wharves were constructed along the riverbank. The extension of the canal in 1806 led to further development of wharfage to the south of the existing town. In 1842 the first floating dock was constructed, to relieve the pressure being placed on the river wharves. This soon had to be extended and further commercial expansion led to the construction in 1865 of the Alexandria Docks, to the south of the town. The vast increase in the commercial activity was coupled with a huge growth in the population of the town. The housing requirements led to the town's expansion, firstly to the south, into the area around the new docks, then eastwards across the river and later towards the north and west.

#### 4. HISTORICAL RIVER USE

Due to accidental loss and deliberate dumping, the bed of the river may contain artifacts relating to all areas of human activity. However, the two following activities can be expected to be well represented.

##### 4.1 FISHING

###### 4.1.1 Historical Evidence

It can be assumed that the River Usk has been exploited by fishing since Neolithic times (recent excavations at Caldicot have exposed a possible Bronze Age fish trap). Evidence for the consumption of fish by the Romans has been recovered during excavations at Caerleon, where fish bones have been retrieved from Roman contexts (Zienkiewicz 1986 Vol.2, 228). Although some fish might have been caught elsewhere, the majority would have come from the local area and it is assumed that the Usk would have been one of these sources.

No direct physical evidence for the techniques used by the Romans to catch fish in the Usk has been discovered, although their general methods are well documented (Pliny Natural History). However, information on medieval techniques in the river is more accessible.

The rights to fishing in the river were the property of the Lords of the manor. These rights were jealously guarded (Llangibby Castle C949), and when the Lord did not exploit the fisheries directly, they were leased at high rents (NLW Tredegar Papers 67/397). The earliest historical reference to fishing in the Usk, is contained within the Inquisition Post-Mortem for Edmund de Mortimer, Earl of March in AD 1381 when reference is made to the fishery called the Seynes. (P.R.O. C.136). However, a charter of c.AD 894 refers to weirs in the river (Davies 1979, 121), implying that the river was being exploited for fish at this date.

The techniques used to exploit these rights are revealed by a series of documents, mainly of Post-Medieval date. Net fishing was carried out using seine and trow nets (Land Revenue Record Office; South Wales Enrolments 12 Fol 138). Fixed engines, using nets strung across the river, (Tredegar 105/211), and weirs (G.C.R.O.Misc.Mss 1637; Ministers Accounts 1408-9) are also recorded, as is the use of nets between coracles (P.R.O. Court Roll Bundle 192 No.3).

So far no details of the amount of fish caught by these different methods have been located: however it is known that both salmon and shad were caught in great quantities in 1729 by a fixed net across the navigable part of the river (Tredegar 105/211).



#### 4.1.2 Archaeological Potential

The most likely evidence of the fishing industry will be in the former river courses. Survey work on a relict meander of the River Trent at Colwick which located the remains of an Anglo-Saxon fishing weir (Losco-Bradley and Salisbury 1988) illustrates the potential information that could be recovered from a similar feature on the River Usk. Fish traps (such as Severn putchers still in use at Goldcliff), weirs and netting stakes are all features that may be found during further investigation of the river bed and banks. The discovery of the possible fishing weir at ST 302 920 (N.B.132) highlights the potential survival of this type of material.

#### 4.2 SHIPPING

##### 4.2.1 Historical Evidence

The major form of transportation of heavy materials before the nineteenth century was by sea and river. The Usk is navigable as far as Newbridge-on-Usk, although the main ports were near its estuary at Newport and Caerleon.

Roman use of the river is highlighted by the discovery and excavation by Boon of a quay downstream from Caerleon (Boon 1978). This excavation showed that pottery and stone were imported to this quay. Much of the imported material discovered in the fortress and canabae is likely to have been transported by water.

Direct evidence of medieval riverine activity has not yet been found. However, the presence of imported pottery from the West Country and from the Continent at sites in the Newport area, implies that the town was being used as a port (Webster 1983, 28-9; Courtney 1987, 16).

Prolific documentary evidence exists to illustrate the post-medieval use of the river at Newport for shipping activities. In AD 1522 the appraisal of the estate of Edward 3rd Duke of Buckingham executed in that year, described it as :-

"The said toone of Newporte is a burgh and a p'pur toune and haith a goodly haven commyng unto hit, well occupied with small Crayes whereunto a veray great shippe mar resoorte and have good harbour."

(PRO.; Exchequer E.36. 150: A.H. 4 1522)

Overseas trade to the town is recorded in 1579 when the "Book of Customers for Cardiff" dated Michaelmas 1579 to Michaelmas 1580 records that "Le Steven de Newporte" had carried salt, iron and wine in two voyages from Rochelle and Bourdeaux to the port (Dawson 1932, 7). Numerous references to ships "of Newport" show that a small fleet was based in the town: however most of these vessels appear to have traded from Bristol. A lack of proper

wharfage and warehousing at Newport might have been the reason for this situation. The Medieval quays appear to have been between the castle and the Town Pill and it is this area that is referred to in a grant of 1668 which allowed Walter Nicholas to erect warehouses and build slips to enhance the port facilities (Tredegar MSS/167, 66).

This particular development possibly encouraged the local traders; as during AD 1674-5 a consortium of local merchants commissioned the first ship of any size to be built in the Town. The "Tredegar of Newport" cost £605 with the principal shareholder, John Morgan of Tredegar, contributing £453 (Tredegar Muniments 761). The ship traded with the West Indies, but even after the new facilities were available, it appears to have been based at Bristol rather than at Newport (N.L.W. Bradney 7731E).

The provision of wharfage appears to have been expanded during the early eighteenth century: a wharf on the southern side of the Town Pill is mentioned in 1723 (G.C.R.O. D.43.3321). However, there appears to have been little overseas trade. An application by William Kemeys to build a key or wharf inside Newport Castle in 1764 was denied by a commission set up to determine the place at which quays and wharves were to be constructed on the Usk. The commission were informed that his claims of foreign trade were exaggerated and that the only imported items were calf skins from Ireland (Dawson 1932, 45). The report also notes that there were three wharves in Newport at this time. These quays served the growing cross-channel trade with Bristol and it appears that any foreign goods were imported there and trans-shipped to Newport.

At the end of the eighteenth century a regular daily crossing to Bristol was possible. In 1792 overseas trade recommenced with the delivery of timber from Norway (Dawson 1932, 48). The building of the Monmouthshire Canal in 1796 transformed the river trade of Newport with the provision of wharves to tranship material from the canal onto sea-going vessels, originally taking place on the existing quays to the north of the Town Pill but with additional wharfage being constructed to the south as the extension of the canal was completed.

The port of Caerleon appears to mirror the development of that at Newport, but without the late eighteenth century expansion. In 1539, "The Trinity of Carlyon" was part of the King's fleet at Portsmouth. In 1580 "Le Griffine de Caerlion" arrived at the port from Lisbon with a cargo of salt (Book of Customers for Cardiff" op.cit.), but this trade does not appear to continue. Caerleon ships are noted in the port records of Bristol and Cardiff, but many must, like those of Newport, have traded from ports other than their home. Although a cross-channel trade with Bristol did commence in the late eighteenth century, the development of the port of Caerleon was hampered by the bridge at Newport, which the Commission investigating William Kemeys plan for a wharf at Newport Castle (see above) had noted was a major obstruction to ships, which could not pass beneath it without removing their

masts (Dawson 1932, 45). The construction of the Monmouthshire Canal at Newport removed any opportunity for the development of Caerleon as a port for any goods other than local river traffic.

Little information on the local river traffic has been discovered. However, the excavation of the Tredunnoch boat (McGrail and Parry 1989) has shown the one of the types of vessel used in this trade. Documentary evidence shows that hoops, faggots and timber were loaded onto barges to the south of the New Bridge at Tredunnoch (G.C.R.O. Misc.Mss.1637). River traffic declined after the construction of the Monmouthshire Canal and the decision by the Brecon and Abergavenny Canal Company not to extend their canal to the Usk.

#### 4.2.2 Archaeological Potential

The bed of the river might contain the remains of ships, either wrecked (e.g. a ferry, temporarily in use whilst the Newport bridge was being rebuilt in 1488, sank in the river (Reeves 1979, 115)) or deliberately left to rot. It is apparent that unserviceable vessels were sometimes used torevet the river banks or to block redundant river channels (Parry and McGrail 1989; Morgan 1886). The relict courses of the Usk may well contain the best evidence, with quays and wharf structures also likely discoveries (Boon 1978).

## 5. AFFECT OF THE BARRAGE ON THE ARCHAEOLOGY

The construction of the barrage structure will cause considerable destruction of the stratified deposits of the river bed. These deposits include alluvial material and river gravels. Work by Williams (1968, 326) has shown that there is a buried channel of the Usk, concealed by the alluvial deposits. The construction work will present further evidence for the course and nature of this channel and also for other relict channels of the river and Spytty Pill. The construction work will also reveal the bed of the river, with the possibility of archaeological material being uncovered (the type of artifacts that might be discovered have been suggested in section 4). Archaeobotanical evidence may also be present in the river deposits.

Upstream of the barrage, the flooding of the river's course will reduce the accessibility of the material for archaeological study. However, as it will also restrict public access, the chances of accidental or deliberate damage to the archaeological resource will be reduced. The reduction of tidal oscillation will also prevent episodic drying, which can lead to desiccation and destruction of organic material. The retention of the water at a constant level will raise the height of the permanent watertable from a point between 4 and 5 km below New Bridge. It is thought that the watertable will be raised by c.1 m at Newport; 0.5 m at Caerleon and held at its current height in the upper valley (Dr J.F.Forbes pers.comm). This should not damage buried archaeological remains, but it is possible that the foundations of standing monuments might be affected by the change in the matrix of the load-bearing soil.

Between the end of the pool created by the barrage and Newbridge, tidal oscillation will cease. This will lead to the drying out of organic material above the new water level, leading to desiccation and eventual destruction.

There will be a change in the salinity of the water in the pool created by the barrage, changing the chemical balance which is preserving archaeological artifacts. This change however will be at a very slow rate. It is possible, given the problems caused by salinity in the preservation of archaeological artifacts, that the change to freshwater might be an advantage.

The barrage will slow the river's flow, this will lead to the deposition of silt which at present is carried in suspension by the rapid current. This will lead to silt building up in the bed of the river, especially in the deeper pools. Silting is not expected to occur in the upper reaches of the river (above Caerleon (Mr A.J.Parfitt pers.comm)). However, if this does occur this may cause changes to the course of the river, which could lead to the destruction of any archaeological sites buried in the river's bank.

In the lower part of the river, where it is confined by wharves and flood banks, silting may reach a level which requires dredging to be carried out. This will be a threat to any archaeological material presently protected by silts and gravel, with the greatest impact being upstream of Town Bridge, where previously dredging has not occurred.

The relationship of the archaeology and geology in the assessment area is very complex. The historic movement of the river's position requires further detailed study. When the river changes course the cutting of the stream destroys the archaeological remains which it crosses. The former courses of the river can also preserve evidence for fishing and shipping (cf. Losco-Bradley and Salisbury 1988). Therefore, information on the courses of the various meanders and the period of their use is vital if the state of preservation of the archaeological resource is to be fully assessed.

## 6. GENERAL RECOMMENDATIONS

6.1 Further investigation into the underlying stratigraphy of the River Usk should be devised. This should investigate the geological and archaeobotanical formation of the river, thereby enabling effective recording and sampling strategies to be devised and implemented before construction commences.

6.2 A survey into the historical courses of the river should be carried out. By using aerial photography, historical sources and boreholes a chronology of the different courses of the river can be devised.

6.3. A survey of all the pills on the river should be carried out. This would identify any maritime material that may require retrieval before the flooding commences.

6.4 A survey of the river banks in the area to the north of Caerleon should be made so that any organic material subject to potential desiccation can be identified. The reduction of tidal oscillation above the pool will cause organic material above the new water level to dry out and become desiccated. A full survey of the river banks in the affected area, followed by a programme of recording the sites in-situ and the recovery of any artifacts threatened by desiccation should be carried out before any alterations in the tidal regime.

6.5 Detailed inspection of the bed of the river to identify and retrieve archaeological material before flooding occurs should be undertaken. The possible use of a dredger to clear silt from the main pool area makes a detailed survey of the bed of the river before construction of the barrage essential. This would give an indication of what archaeological material would be threatened and allow a detailed study programme to be devised, leading to the retrieval of the material before the permanent flooding occurs.

6.6 The extensive wharf area of Newport should be investigated and recorded before the development proceeds. This survey should concentrate on the standing timber wharves and any ancillary buildings. This would be the last chance to study this important aspect of the growth of Newport before it is destroyed irrevocably.

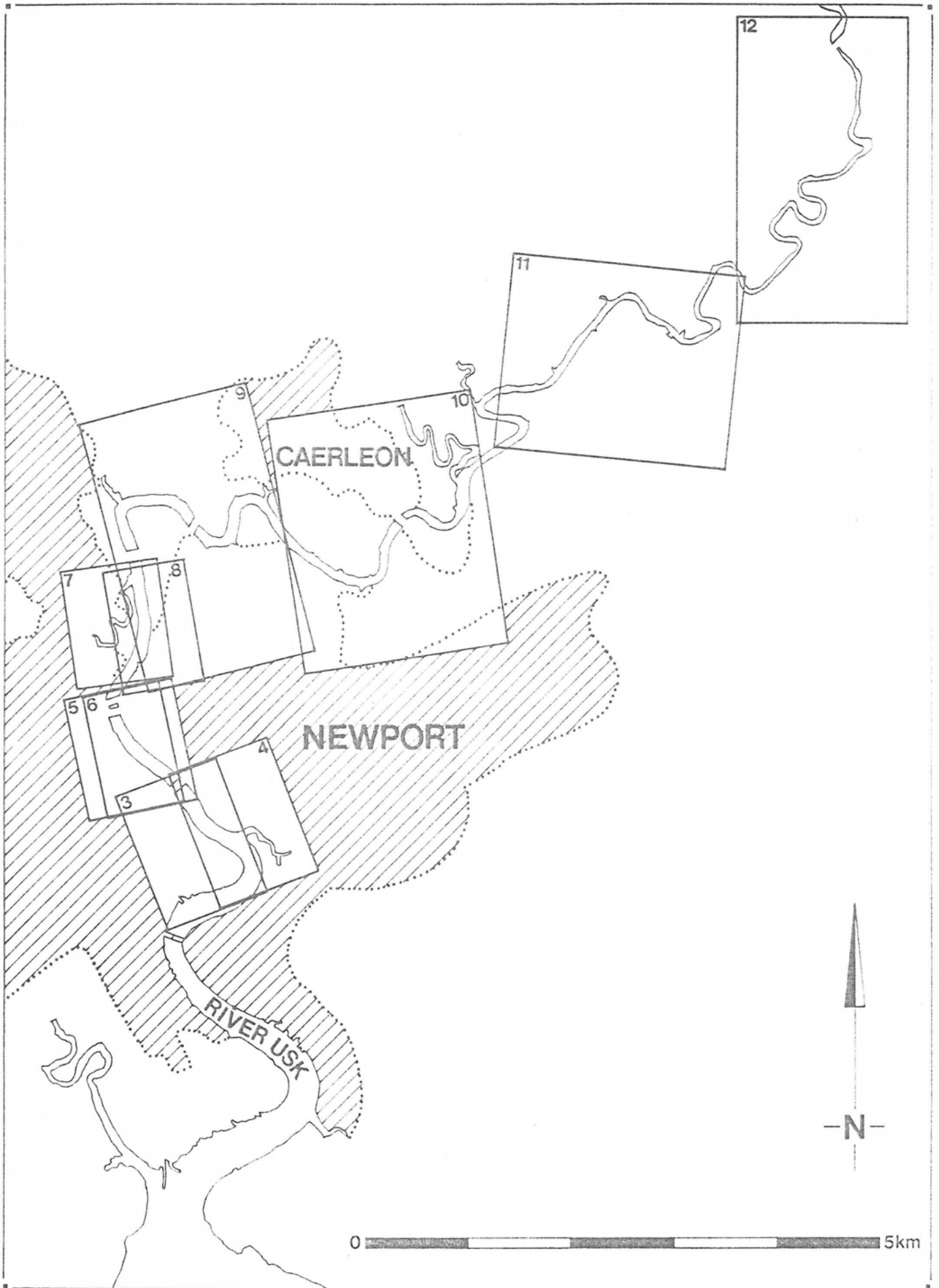
6.7 An examination into the possible survival of structural parts of medieval bridges crossing the River Usk or its tributaries should be undertaken (see 7.3, 7.7. and 7.9). The study of medieval timber river bridges has only just commenced. In Wales, only the timber bridge at Monmouth (Maylan 1988b) has been studied. The existence of major timber bridges at Newport and Caerleon is well documented (Coxe 1801), and the potential survival of base timbers in the silts of the river require further investigation. It is suggested that an auger survey in the silts adjoining the bridge sites, might locate structural

timbers, this would allow a detailed study programme to be devised, leading to the retrieval of the major structural timbers before the permanent flooding occurs. The retrieval of any bridge material would be of major academic importance, as well as local interest, as these features were such an important factor in the original siting of the towns of Newport and Caerleon.

6.8 An archaeological watching brief should be carried out during the construction of the barrage structure. Given the artifacts recovered during the construction of the Orb Steel Works and the Alexandria Docks, an archaeologist should be present during the construction work to record and recover any artifacts that are revealed.

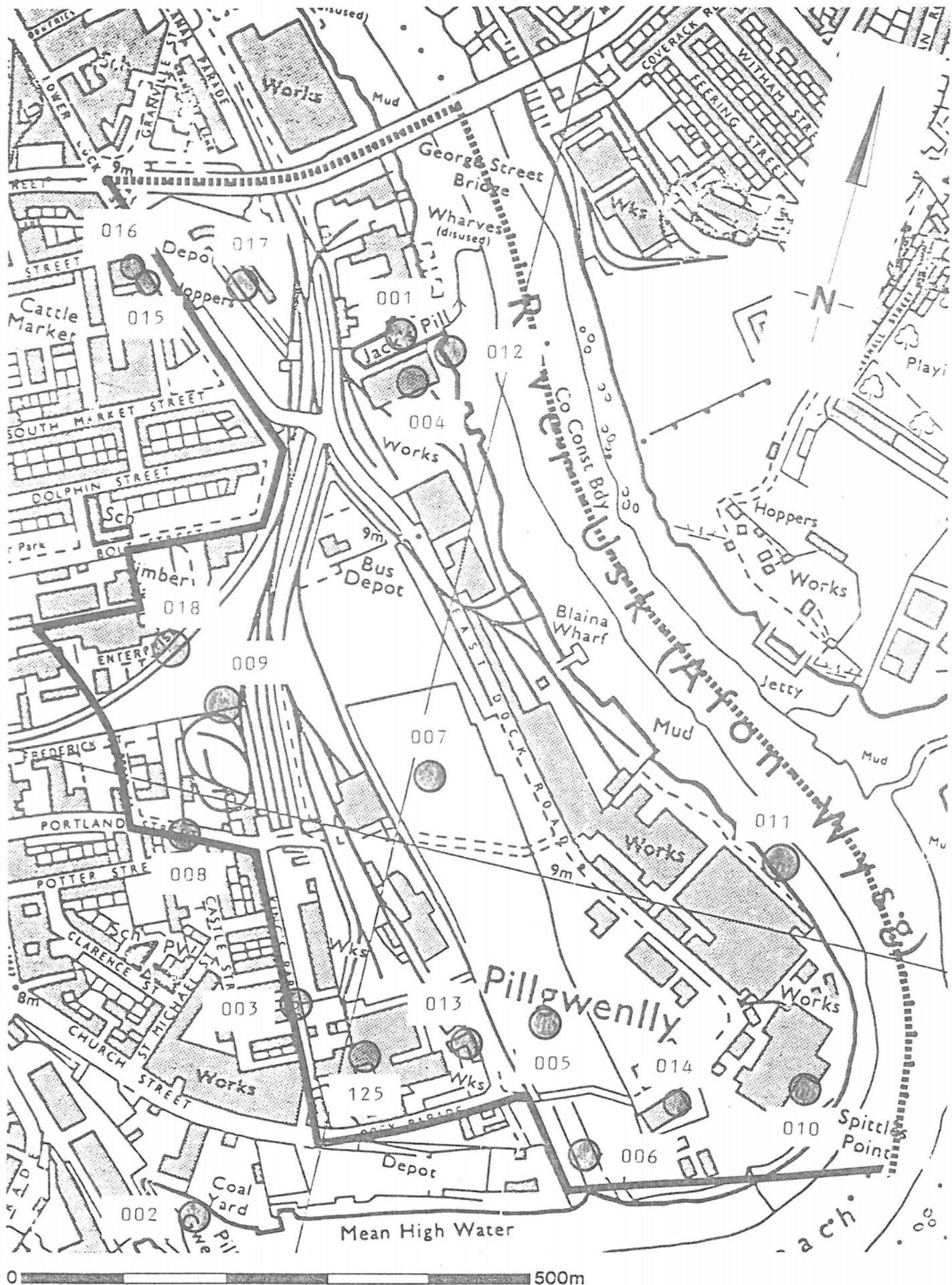
6.9 A detailed survey of all historic standing buildings in the assessment area should be carried out by a qualified body (e.g. The Royal Commission for Historical Monuments (Wales)) before any development occurs.

6.10 Detailed archaeological survey should be considered for any development in the assessment area. Although section 7 of this report gives some information into the former usage of the potential development area, further studies should be carried out into specific sites. Initially this could be combined with engineering ground assessments.



2. Location of Area Plans





3. Archaeological Sites in the Old Town Dock Area.

## 7. AREA ANALYSIS

### 7.1 OLD TOWN DOCK <sup>1</sup>

This area was the centre of the major changes in Newport during the early nineteenth century.

#### Documentary Evidence

Before the nineteenth century this area consisted of fields divided by ditches (G.C.R.O. D.43 677; G.C.R.O. Q/P&BR3; G.C.R.O. Q/P&BR60). The area was surrounded by a sea wall, with the land between the wall and the river being exposed to flooding at high tides. These areas were used for animal grazing and are locally referred to as "wharves" or "warths".

Jack's Pill (N.B.001; ST 319 878) is the major topographical feature in this area. Cartographic evidence shows that in the eighteenth century, this feature covered a larger area than at present, and that the sea wall was diverted inland to protect the low lying farm land (G.C.R.O. Q/P & BR 3).

09/24/99  
050649  
The extension of the Monmouthshire Canal to Pillgwenlly in 1808 dramatically changed the long established land use. The construction of wharves, warehouses and houses in the area surrounding Pillgwenlly Pill (N.B.002; ST 319 866) and the new canal basin (N.B.003; ST 319 868), by the Tredegar Wharf Company (set up in 1807 for this express purpose (G.C.R.O. D.43.677)), created a new commercial focus. The number of wharves beside the Pill soon became inadequate for the amount of trade: new wharves were constructed to the east, and then around the bend in the Usk. The requirement for further riverside wharves led to expansion southward from the Town Reach area. By 1847 (Scott 1847, 1) only a small gap to the south of Jack's Pill had not been developed.

Access to the foreshore was hindered by the sea wall. To overcome this problem and potential tidal flooding, the land behind the sea wall was infilled. This process had commenced around Pillgwenlly in 1812 (N.L.W.Tredegar Mss/193-194) and now covers all of this area.

In 1830 a dry dock (N.B.004; ST 319 874) was constructed to the south of Jack's Pill, Further expansion to this site in 1842 included the building of a second dry dock.

The need for more wharfage, coupled with the problems of mooring in the tidal river, led to the construction of the Town Dock which, after many problems, was finally completed and opened in 1842. The original floating dock (N.B.005: ST 321 869) covered only 4.25 acres, but boasted the largest sea lock (N.B.006; ST 323 867) in the world at that time and it was claimed to be large

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1. For further details of the features mentioned in this section of the report please see Appendix 2.

enough to take the S.S. Great Western, then the largest ship afloat.

The increase in trade, created by the facilities of the new dock, soon made it inadequate in size and in 1856 a northern extension was constructed, known as the Reservoir (7.25 acres: N.B.007; ST 319 871).

The construction of the docks led to the surrounding area's being developed, with an infrastructure of roads and railways, connecting complexes of warehousing, offices and ancillary services. Major industry was also attracted to this area due to the proximity of the docks, especially a pottery (N.B.008; ST 319 869) which was originally set up by John Clark in Corn Street, but moved to this site between 1835 and 1842 (Pigot's Directory), and closed in 1857 (Sale Notice Newport Museum). The pyroligneous (naptha) acid factory (N.B.009; ST 318 872), opened between 1835 and 1842 (Pigot's Directory) and closed in 1852 (Trigonometrical Survey 1841, Scammel's Directory 1852). Two major foundries, the Pillgwenlly (N.B.125; ST 318 870) and the Cwmbran (later Cambrian: N.B.010; ST 325 868), were also constructed in this area.

#### Archaeological Potential

050639  
Jack's Pill (N.B.001) was used by the owners of the dry docks as a wet basin and they built wharves around it. This process has reduced the area of the pill and it is possible that maritime material may be sealed in the relict pill.

There are substantial remains of wharves along the river frontage. Most examples are disused and are represented by the remains of the timber uprights projecting from the river mud. However, some examples have been incorporated into modern wharves especially in the area owned by Black Clawson (N.B.011; ST 323 871).

050739  
The greater part of the dry dock site has been used to construct small industrial units; however there are substantial remains of the dock entrances to be seen at ST 3192 8748 (N.B.012).

050760  
The Town Dock was closed in 1931 and backfilled in 1936. Until recent groundwork covered them, the outline of the dock and the reservoir (N.B.005 & 007) could be traced, due to the exposure of the large stone blocks which marked their edge. It is probable that the most of the dock's structures still survives.

The entrance lock (N.B.006) is only partly exposed, but still retains many of its original fittings, such as mooring bollards and depth indicators.

The Monmouthshire Canal was constructed on the northern side of the assessment area. It terminated at the Pillgwenlly Basin centred at ST 319 868 (N.B.003). When the canal basin was

abandoned in 1854, it was infilled and the course of the canal used as a railway track. The canal basin should be in a similar state of preservation to the Town Dock.

Standing buildings of local importance in this area include:- the Baltic Warehouse (N.B.013; ST 322 868) built in 1844, the Malthouse (N.B.014; ST 326 867) built circa 1895 and the majority of buildings in Lower Dock Street, especially the Board of Trade Offices and the Masonic Hall (N.B.015 & 016; both at ST 316 875).

There were two major railway installations in this area. The Western Valley Railway Station (N.B.017; ST 317 875) was built in 1852. This site is now a coal depot, but the pillars of the entrance gate to the Passenger Station are still present at ST 3150 8765 and the goods entrance is incorporated into a wall at ST 3170 8746. The workshops of the Monmouthshire Railway and Canal Company were situated at ST 316 871 (N.B.018), and a pair of the engine sheds are now incorporated into the warehousing of builders merchants, Hughes Forest and Evans.

#### Area Recommendations

i) Any development around Jack's Pill should include an archaeological watching brief to allow the retrieval of maritime artifacts.

ii) During development in the Town Dock and the Reservoir area provision should be made for the recovery of any structures revealed during the course of the work.

iii) The Lock area should be preserved in the any development of the Town Dock. At present this feature has become overgrown and a haven for local wildlife and plants. The burial of an electricity sub-station, at the mouth of the lock, precludes the excavation of this feature for display, although, this option should not be totally dismissed. Two possibilities are available:-

1. Re-siting the sub-station. This should be accompanied by the clearance of any rubbish that has been dumped in the area, and the re-excavation of the lock. This could be promoted as a heritage feature by the provision of information boards and possibly a small exhibition area.

2. Display of the heritage features together with the local wildlife. The sub-station could remain in its present location and the lock left in-filled. Information boards and a prepared trail might regulate and control access.

In either case this important feature of Newport's maritime and industrial growth should be retained so that it can become a local feature in any proposed development in the area.

iv) Development in the area of Clark's Pottery (ST 319 869); the Pyroligneous Acid Factory (ST 318 872); Pillgwenlly Foundry (ST

318 870) and the Cambrian Ironworks (ST 325 868) should be preceded by archaeological ground survey, with the possibility of excavation to follow. This will allow further study of these important local industries.

v) The standing buildings; the Baltic Warehouse (ST 322 868) and the Malthouse (ST 326 867) and all of Lower Dock Street should be surveyed by a qualified body. If possible they should be preserved in any development.

vi) During development in the area of the Tredegar Wharf Company Basin on the canal (centred at ST 319 868), provision should be made for the recording of any structures revealed during the course of the work.



4. Archaeological Sites in the Spytty/Corporation Road Area.

## 7.2 SPYTTY/CORPORATION ROAD

### Documentary Evidence

This area survived as open fields until the late nineteenth century. The area was protected from tidal incursion by a continuous sea wall, which was diverted inland by the outfall of the Spytty and Lliswerry Reens into Spytty Pill (N.B.019). 05077g

Spytty Pill is a major inlet, and was probably used as a harbour or safe haven. Although no historic buildings have been discovered in the area, it would be the obvious harbour for the inhabitants of the small hamlet at Lliswerry. Documentary evidence also records the use of fixed engines, (traps) for fishing in this area (Commissioners of Woods 1907). In the eighteenth century (and presumably earlier) there was a small island at the mouth of the pill (N.B.020; ST 324 872), now completely eroded, and this might have been the reason for the local name of the area, "Monkey Island", although no early documentary confirmation of the name has been found. 05078g

The eighteenth century estate plans of Charles Van (Newport Library: Van Estate Plans), show that an area to the north of the proposed development, was divided into strips (N.B.021; ST 328 886), suggesting that the whole of this area had been part of the medieval open fields system of the Lliswerry Lordship. The partition of the open field appears to have occurred by the gradual enclosure of the land, rather than by formal Parliamentary Bill, and this process appears to have been completed by the early nineteenth century (Tithe map 1840). 05079g

It is possible that an early jetty (N.B.022) was constructed in this area; as a court case in 1774 shows that timber was stacked on the eastern bank of the Usk awaiting shipment (Exchequer Bills and Answers: Monmouth. Trinity 14 George III No.66). 05080g

Development in this area did not start until the middle of the nineteenth century, when three jetties (N.B.023; ST 322 873; N.B.024; ST 320 876 and N.B.025; ST 319 877) were constructed to allow ballast to be unloaded. This process has raised the ground surface considerably and diverted a meandering stream from its outfall in a small pill at ST 320 876 (N.B.026; Newport Library: Van Estate Plans) into a culvert, opening into the river at ST 321 874. 05081g

This area was proposed as the site of a new town called Port Gwent in 1859. (Newport Library pM160 380). It is however, unlikely that any construction work was commenced. 05082g

By 1881 a sizeable quay called the Great Western Wharf had been constructed at ST 323 872 (N.B.027; O.S.1881). This was the forerunner to the present wharf currently occupied by the British Dredging Company. 05083g

## Archaeological Evidence

The deep alluvial deposits in Spytty Pill may conceal maritime and fishing equipment. The original outfall of the small stream (N.B.026; ST 320 876) may also contain similar material.

Survey work along the banks of the river might reveal evidence for the early timber jetty (N.B.022), although it is possible that timber could have been loaded without such a feature.

## Area Recommendations

i) A programme for the study of the geological evolution of the river should be devised before the commencement of the construction of the barrage structure and new road. This will present an opportunity to investigate the geological and archaeobotanical evolution of the river. It is possible that earlier courses of the reens leading to the pill and the Usk might be discovered. This work ideally should be undertaken before the construction work commences. However, given the high cost of health and safety resources that will be required, and that much of this equipment will be needed during the construction, it would be financially beneficial if this work was carried out alongside the initial construction work.

ii) During the construction of the approach road an archaeological watching brief should be carried out. This will be required to locate any archaeological material that might be present, such as the human and animal bones recovered during the construction of the nearby Orb Steel Works.





5. Archaeological Sites in the Town Reach Area.

### 7.3 TOWN REACH

This area includes the medieval town of Newport, centred on the river crossing and the Town Pill.

#### Documentary Evidence

The castle (N.B.028; ST 311 884) was constructed on its present site between 1327 and 1386. The history of the castle has recently been summarised by Knight (1991) as is not repeated here.

A crossing of the River Usk at Newport, possibly existed in prehistoric times, when the river may have been crossed by ford or ferry. The first mention of a bridge is in a land grant of the period 1072-1104 (Hart 1865, 50). The bridge (N.B.029; ST 312 882) was of wooden construction, and may have been rebuilt on six occasions, before it was replaced by a stone bridge in AD 1800. The stone bridge was replaced in 1926 by the present structure.

Fishing was an important source of income for the medieval Lord. The accounts of 1401-2 record an income of 7s. 1d. from the piscaria (N.B.030; Reeves 1979, 127). An eighteenth century document mentions a fish pool at Newport Bridge (NLW Tredegar Papers 67/397) which is probably the site of the medieval fishery.

The Town Pill (N.B.031; ST 312 882) was much longer than at present, eighteenth century plans show it extending to the High Street (Newport Library XM000 912). The discovery of fragments of a boat under the National Provincial Bank (now National Westminster Bank) at ST 3100 8818 in 1928 (N.B.032: Newport Museum Acc. No.84.34), probably shows the limit of the western extension of this feature.

On a plan of 1762 in Newport Library (pq M160 912 PLA) there is a small pill marked at ST 315 879 (N.B.033). It is also depicted in 1806 (G.C.R.O. D.43.677), although there is no trace of this feature at the present time.

This area was the focus of the initial expansion of the port of Newport. In medieval times the Town Wharf (N.B.034; ST 312 883) was in the area to the north of the Town Pill, with the pill itself used as a harbour. In the seventeenth century an area to the south of the pill (N.B.126; ST 313 882) was utilised as a quay, known as the Waterside Key and Wharf (G.C.R.O. D.43.3321). The commencement of regular sailings to Bristol in the eighteenth century saw the development of two wharves, the Tredegar Wharf (N.B.035; ST 312 883) to the north of the medieval wharf and the Moderator Wharf (N.B.034) on the area formerly occupied by the Waterside Key. When the Monmouthshire Canal was originally constructed in 1797, it terminated at a basin to the north of the Town Pill (N.B.036; ST 312 881). Wharves and warehouses were constructed to allow the canal barges to be unloaded and their

cargoes trans-shipped onto vessels moored in the pill and beside the wharves (Tredegar Maps Deposit). The canal was then extended across the Town Pill (resulting in a reduction in length of the pill), into the area known as Friars Fields (ST 313 881). Plans for extensive redevelopment of the existing wharves in this area were drawn up (G.C.R.O. D.43.1299), but the further extension of the canal to Pillgwenlly removed the necessity for these improvements (Tredegar Maps Deposit).

The Monastery of the Austin Friars was situated in the area of the present Bus Station (N.B.037; ST 313 879). It was founded by Hugh, Earl of Stafford in AD 1377 and dissolved in 1538 (Rees 1954). Although it was never a wealthy house, its precincts probably stretched to the river. During the construction of the Kingsway in 1933, seven skeletons were exposed: these had probably been buried in part of a cemetery.

#### Archaeological Potential

The castle was extensively altered during the eighteenth and nineteenth century, when it was used as a brewery. The building of the Old Green roundabout has destroyed any features to the west of the standing remains. The remaining structure is a Grade II\* listed building, and any alterations will require the permission of the Secretary of State for Wales. The raising of the ground water level might affect ground stability and therefore subsidence to the castle's foundations may occur.

The only other features that might be affected by the barrage proposals will be any jetties or wharves associated with the Water Gate: a painting in Newport Museum of the castle in the eighteenth century shows a small wharf in front of the watergate. Four upright timbers can be seen to the east of the southern part of the surviving curtain wall. These are the remains of a jetty associated with the use of the castle as a brewery and are clearly visible in two photographs dating to 1938 (Newport Museum 9b.1 & 2).

The present bridge structure is modern. There is, however, the possibility that earlier structures are buried in the river mud below. Artifacts may also have been deposited in the river at this point. During the construction of the present bridge in 1926, part of a stone wayside cross was recovered from 6m below the bed of the river (Newport Museum Accession No.25-5). The mud may also conceal the remains of the medieval and later piscaria. These may include parts of a weir and the associated fishtraps.

The site of the Monastery of the Austin Friars is now the Bus Station. Although damage was caused to the underlying archaeology during the construction work, trial excavation by the present author in 1988 revealed that archaeological stratigraphy still survives (Maylan 1988).

The wharves are the most extensive historical features in this area. Little of their structures remain, except possibly for portions incorporated into the currently working wharves of Arc Powell Duffryn and British Dredging (ST 311 881 and ST 379 885). The ancillary buildings connected with the wharves have also been cleared, except for the Dudley Warehouse (N.B.038; ST 313 881) and the warehouse used as offices by Arc Powell Duffryn on Moderator Wharf (N.B.039; ST 311 881), which both probably date to 1890, and the small warehouse now used as the Riverside Garage (N.B.040; ST 315 877).

Other industrial sites are situated in the Canal Parade area: these comprise three major foundry sites, the Emllyn Works, mainly under the Newport Centre (N.B.041; ST 314 878) founded before 1830; the Central Works (N.B.042; ST 315 877) of which a large warehouse remains; and the Britannia Foundry (N.B.043; ST 315 876). Two limekilns are known to have existed in the late eighteenth/early nineteenth centuries at ST 313 881 (N.B.044) and ST 311 883 (N.B.045: N.L.W.Tredegar 68/21).

Dock Street is also an important area with a number of Listed Buildings, especially the Customs House (N.B.046) and the Bonded Warehouses (N.B. 047 & 048; ST 315 876; see Appendix 2). This was the main commercial area of the town with merchants and shipping offices as well as the administrative and legal centres.

#### Area Recommendations

i) Investigation of the foundations of the Castle by a structural engineer and an archaeologist should be carried out to suggest methods of protecting this structure from damage caused by the raising of the permanent watertable. As the castle is a Grade II\* Listed Building any work to be carried out there will require the permission of the Secretary of State for Wales. The raising of the permanent watertable may reduce the load bearing capability of the ground beneath the foundations. Therefore, this survey will ensure the protection of this important feature of Newport's history.

ii) Further investigation of the river bank beside the watergate of the castle should be conducted. This may reveal evidence for medieval wharves associated with the castle.

iii) Investigation of the bed of the river in the environs of Town Bridge should be conducted. The remains of earlier bridge structures may be present in the vicinity of the present bridge. Survey work around the present road bridge is essential to determine whether the remains of earlier bridge structures remain (see 6.7).

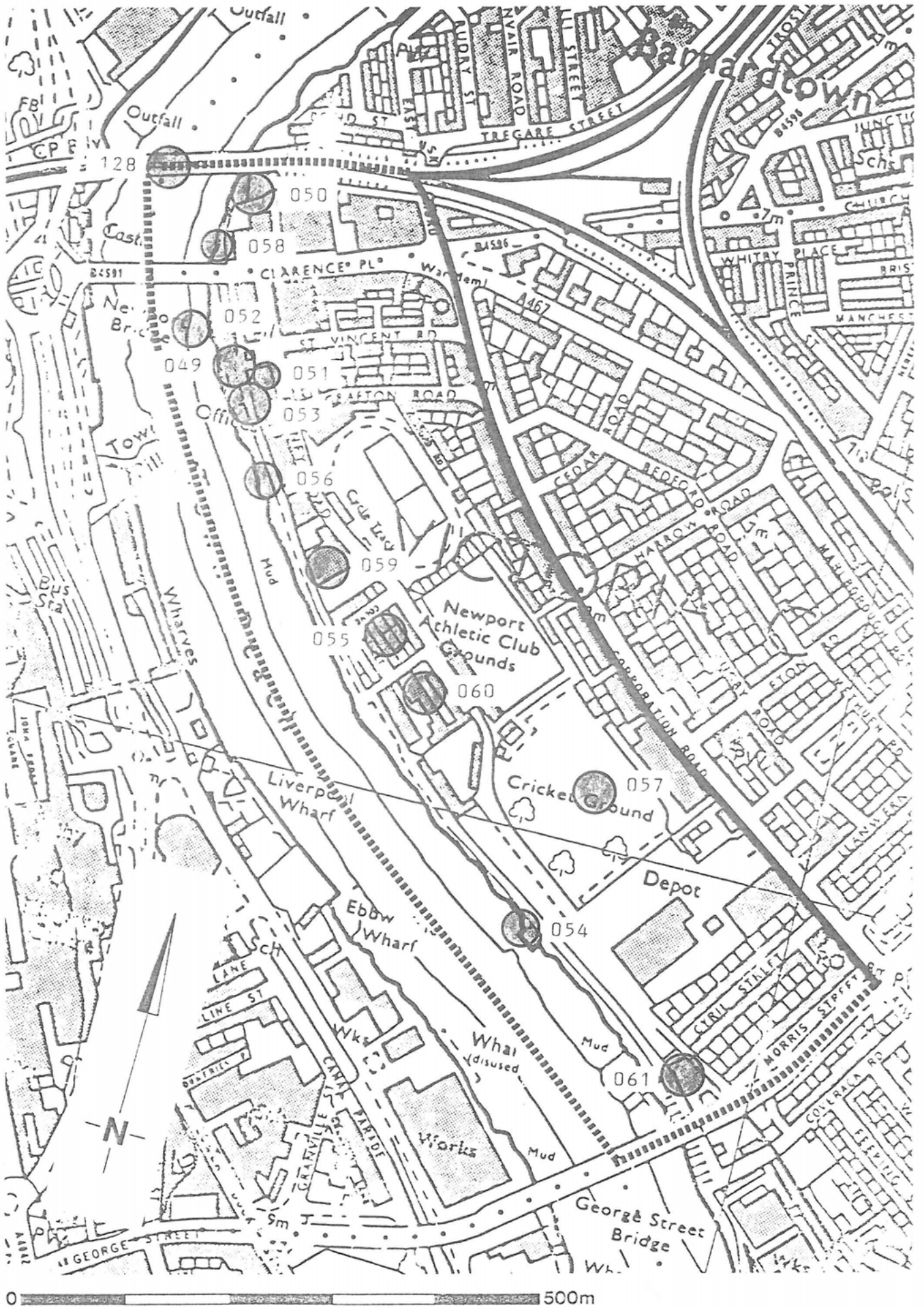
iv) The site of the House of the Austin Friars should be preserved in its present state. If this is not possible a major excavation programme should be devised and implemented before any construction commences in this area. The Monastery of Austin

Friars was the only house of the order in Wales. The results of trial work carried out in 1988 show that a major excavation programme is necessary before the commencement of any development.

v) The two warehouses on Moderator Wharf and the warehouse at Riverside Garage (N.B.038, 039 & 040) should be retained in any development. If this is not possible they should be fully recorded by architectural historians before demolition (see 6.9).

vi) All buildings on Lower Dock Street should be surveyed by architectural historians as soon as possible. The street as an entity should be retained and enhanced by the removal of modern alterations, which are not in character with the street scene. This street is a vital piece of the historic development of Newport: consideration should be given to designating this area as a conservation area and any development should be sympathetic with the remainder of the street.

vii) Any development in the area of the foundries (N.B.041, 042 & 043) will require further archaeological assessment before construction work commences.



6. Archaeological Sites in the Newport Athletic Club/Corporation Road Area.

## 7.4 NEWPORT ATHLETIC CLUB/CORPORATION ROAD.

### Documentary Evidence

This area is depicted on estate maps dating to 1758, when it was open fields (Newport Library: Van Estate Plans). At ST 313 883 a large pill is depicted (049). The sea wall runs inland around this feature to produce a possible harbour site. Another pill is depicted at ST 3123 885 in 1752 (N.B.050: Newport Library PX M160 912 PLA), but this is much smaller.

By 1782 the major pill (N.B.049) had been blocked and a small brickyard had been built at ST 313 882 (N.B.051). This is the beginning of the slow development of this area. In 1851 the area south of the bridge had become Rodney Wharf (N.B.052) and further south two jetties (N.B.053 ST 315 881 and 054 ST 318 880) had been constructed to allow the unloading of ballast on to the substantial ballast banks lining the river (Trigonometrical Map 1851). The process has led to a substantial raising of the ground surface in this area.

In 1864 Thomas Spittle started the Cambrian Engineering Works and Ship Yards at ST 316 881 (N.B.055). The continuing development of the eastern bank is shown in 1881 (O.S.1881), by which stage Rodney Wharf (N.B.052) had been improved by the addition of a pontoon into the river. South of this the Harbour Commissioners had erected the Grid Iron (N.B.056; ST 314 883) which allowed maintenance of vessels to be carried out at low water. The land which was the Newport Athletic Club Cricket Ground (between 1875 and 1990), and is currently the site for the construction of a school, was a large salt pond (N.B.057; ST 318 880).

### Archaeological Potential.

The remains of the small pill (N.B.050; ST 313 885) are preserved near the railway bridge. Drawings in Newport Museum depict small boats using this pill for anchorage. 05100g

All traces of the large pill (N.B.049) shown on the early plans have been removed. However, it is possible that the fill of the relict channel may contain maritime artifacts.

To the north of the Town Bridge there are the remains of a wooden structure, consisting of three base or sole plates lying in a row (N.B.058). They have a number of uprights jointed to them, but these have been cut off just above the sole plates. This structure might be the remains of a temporary cassion or platform built to facilitate the demolition and rebuilding of the bridge in 1926 (shown on photograph in Newport Museum 10g 4.3), but is more likely to be the remains of the temporary bridge constructed at the same time (shown on Newport Museum Photograph 10 g 4.5)

Beside the bridge is the timber wharf known as London Wharf (N.B.052). It was used for steamers crossing to Weston-Super-Mare

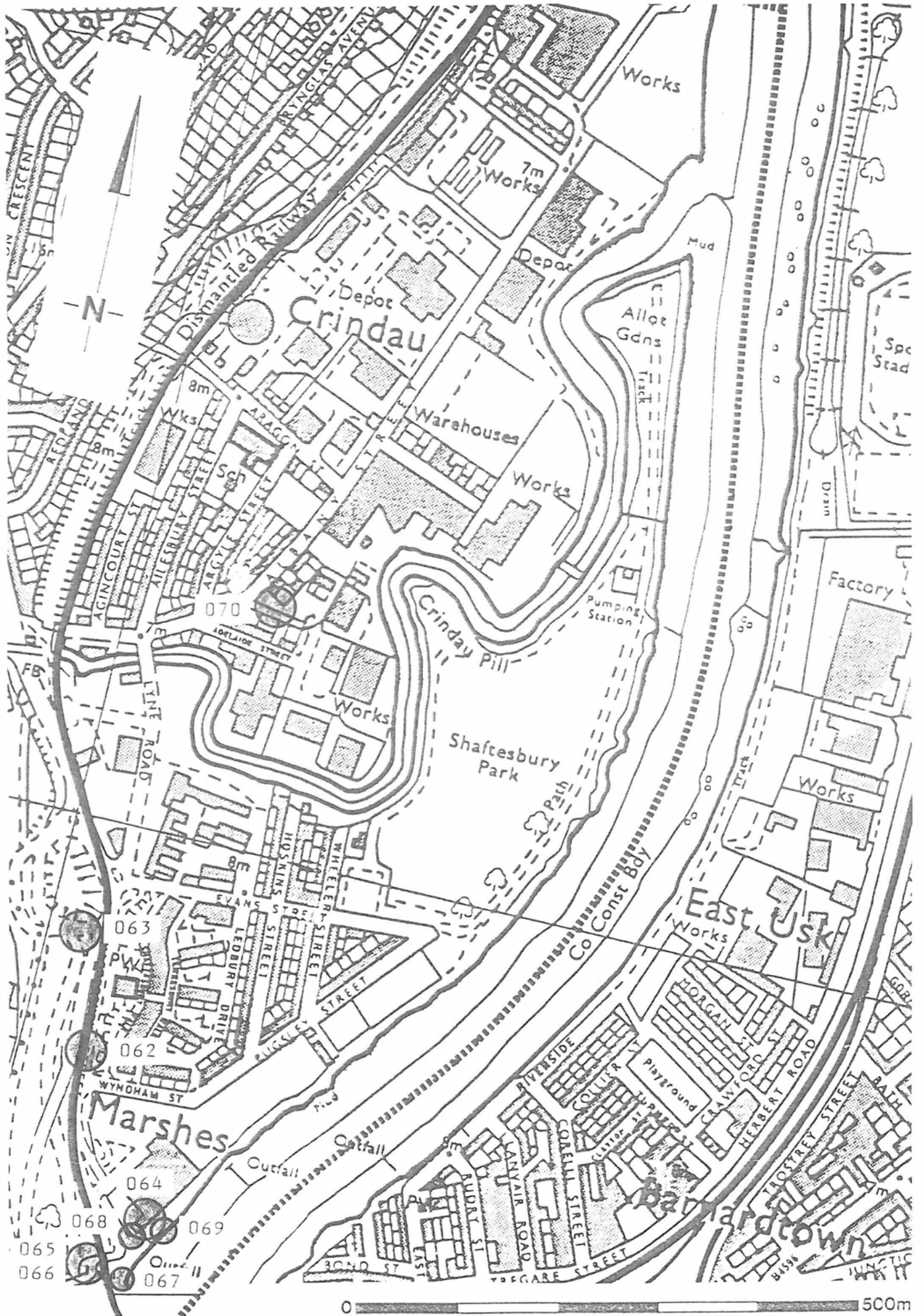
and is now used by Deebees the builders' merchants for stock storage. The ruined remains of the Grid Iron (N.B.056) are visible at ST 314 883 and the area to the south of this might contain evidence for ship repairing and construction, as this was the site of Nelson Hewertsons' ship building and timber yard (N.B.059). The remains of the Cambrian Engineering Works (N.B.055) might be incorporated into the various storage areas at ST 316 881; whilst the area around ST 316 880 was the site of several limekilns noted as "old" in 1881 (N.B.060).

To the north of the George Street Bridge (N.B.061; ST 319 878) there are the remains of a large coal straith which requires recording.

#### Area Recommendations

- i) The timber structure to the north of the Town Bridge should be recorded and drawn.
- ii) London Wharf, the remains of the Grid Iron and the remains of the coal straith should be surveyed and recorded.





7. Archaeological Sites in the Crindau/Shaftsbury Park Area.

## 7.5 CRINDAU/SHAFTESBURY PARK

### Documentary Evidence

This area is bisected by the Crindau Pill (N.B.127), the largest such feature on the River. At ST 311 887 there was a corn grinding mill (N.B.062), first mentioned in AD 1175 (Patterson 1973 No.36). The mill was fed from a pond to the north of it (N.B.063; ST 310 890) and a leet led from the mill to the river at ST 312 887 (N.B.064; Newport Library pq M160 912 PLA). -051509

To the north of the castle was Castle Green (N.B.065; ST 311 885), an open area of land during the medieval period. In the late seventeenth century a limekiln (N.B.066) was built here, and also some form of wharf or jetty for loading vessels (N.B.067; Tredegar 67/400-401).

Before 1822 the Newport Forge was constructed at ST 312 886 (N.B.068). It operated until 1852, when it was demolished and replaced by a flour mill.

The land to the east of the Malpas Road and south of the Crindau Pill was known as "The Marshes", and was owned by the Borough of Newport during the post-medieval period. It was open ground until the late nineteenth century when houses were built upon the area. The area south of Crindau Pill was used as a cricket ground and matches featuring W.G.Grace were staged here. A rifle range was also established in this area.

The first railway bridge <sup>051519</sup> was of wooden construction and was built in 1848 (N.B.128; ST 312 882). This bridge was destroyed by fire just before completion and was replaced by a wood and iron structure. This in turn was rebuilt in stone and steel in 1888

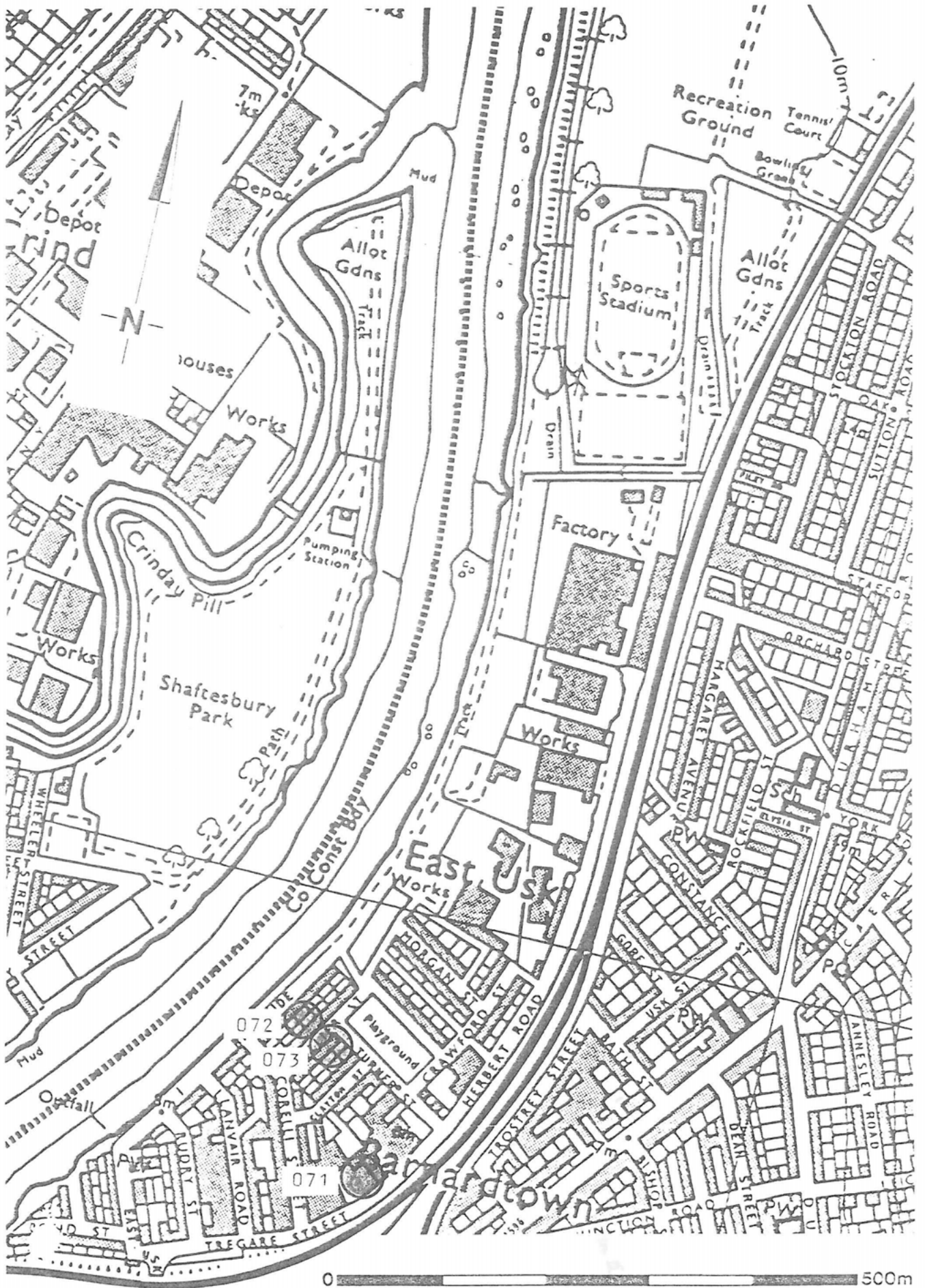
To the north of the Crindau Pill a pottery was established in Albany Street (N.B.070; ST 311 892) in 1884 and production continued until 1922.

### Archaeological Potential

Modern development has destroyed the greater part of the known archaeology in this area. The mill site (N.B.062) has been damaged by the rebuilding of Malpas Road and the forge area is now the site of a major supermarket. The Castle Green was destroyed earlier by the construction of the railway bridge.

### Area Recommendations

The modern development appears to have destroyed the archaeological resources in this area. For these reasons no specific archaeological action is required.



8. Archaeological Sites in the East Usk/Glebelands Area.

## 7.6 EAST USK/GLEBELANDS

### Documentary Evidence

This area survived as open fields until the late nineteenth century (Newport Library: Van Estate Plans). The south-eastern part was in a medieval field called Constables Mead (N.B.071; centred at ST 316 886) which formed part of the demense lands (land directly controlled by the lord of the manor) of the Lordship of Lliswerry (G.C.R.O. D.43.3748). 096389

The southern and part of the northern sections were exploited for clay to manufacture bricks in the second half of the nineteenth century: two brick kilns were sited at ST 314 889 (N.B.072 & 073). 4051819

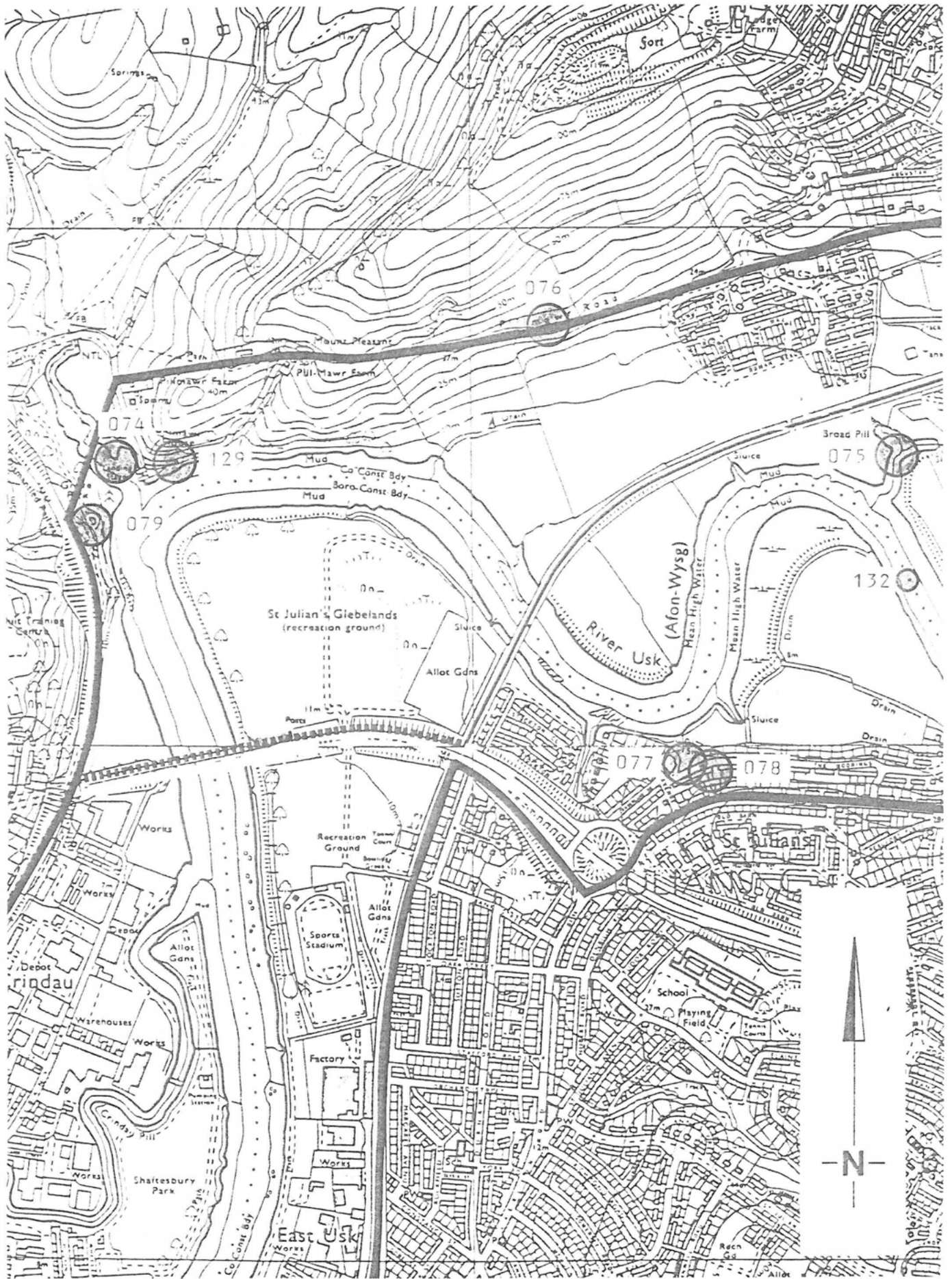
The name Glebelands, normally refers to land owned by the vicar of the parish. In this case there appears to be no historical reason for the name to be applied to the sportsground area. The glebe land of Christchurch was situated to the east of St Julians Wood

### Archaeological Potential

There appears to be little of importance in this area. The clay extraction will have destroyed any archaeological evidence between the railway lines and ST 317 890.

### Area Recommendations

Clay extraction in the southern part of this area appears to have destroyed any archaeological remains. For these reasons no specific archaeological action is required.



9. Archaeological Sites in the Pill-Mawr/St Julians Area.

## 7.7 PILL-MAWR/ST JULIANS

### Documentary Evidence

The greater part of this area was open ground until the beginning of the twentieth century. The principal topographic features are the pills of Pill-Mawr (N.B.074; ST 312 904) and Broad Pill (N.B.075; ST 328 904); both of which are major creeks. There are smaller unnamed pills at ST 314 903; ST 320 902; ST 324 901; and ST 322 900. 051249

A Roman road (N.B.076), leading west from Caerleon, may cross the stream or pill at Pill-Mawr (ST 312 904). 05105

In A.D.1653 a Roman inscribed altar stone (N.B.159) was found at near to St Julians House. Its current whereabouts are not known but it might date from the late second century A.D.

The most important archaeological site is the site of St.Julians House (N.B.077; ST 324 899), probably originally built in the 15th century by the Herbert family. Close by is the possible site of the chapel of St Julians (N.B.078; ST 324 890), supposedly founded in the fifth century AD and later forming part of the Goldcliff Priory estate during the fourteenth century (Williams 1971, 50).

Grove House was situated on the northern bank of the river at ST 313 904 (N.B.079). This building was originally called Pill House and was probably built in the eighteenth century.

To the east of Pill-Mawr, Pillmawr House (N.B.129; ST 314 905) was probably built during the eighteenth century. 051529

A probable indication of the movement of the river is the curved field at ST 325 903. The inner boundary probably follows an earlier course of the river. This field had been formed before 1758 (Newport Library Van Estate Plans), but river movement was still occurring at this point in 1779, when a court case considered the ownership of the land formed by the river (N.L.W.Tredegar Papers 75/187).

### Archaeological Potential

The pills, especially Pill-Mawr (N.B.074), are all possible sites for harbours and a survey of these areas might produce evidence of maritime activity. Several fishing pools are noted in the river in the eighteenth century (Chancery Proceedings 1758-1800: Bundle 869) and investigation might locate examples of fixed engines used to exploit them.

The discovery in the early nineteenth century of a "grooved axe hammer" made of chert was found at ST 314 906 (N.B.158) illustrates the possible chance discoveries that may be found in this area.

The Roman road (N.B.076) might have been carried over the stream or pill at Pill-Mawr by a timber or stone bridge.

The demolition of Grove House (N.B.079) and St Julians House (N.B.077) in the later twentieth century has removed two fine buildings. The site of St Julians House and its associated chapel now lie under a housing estate.

The site of Grove House is threatened by the proposed Brynglas By-pass.

Traces of a timber structure have been discovered in the river bed at ST 302 920 (N.B.132): these may well be the remains of a fishing weir.

105155g

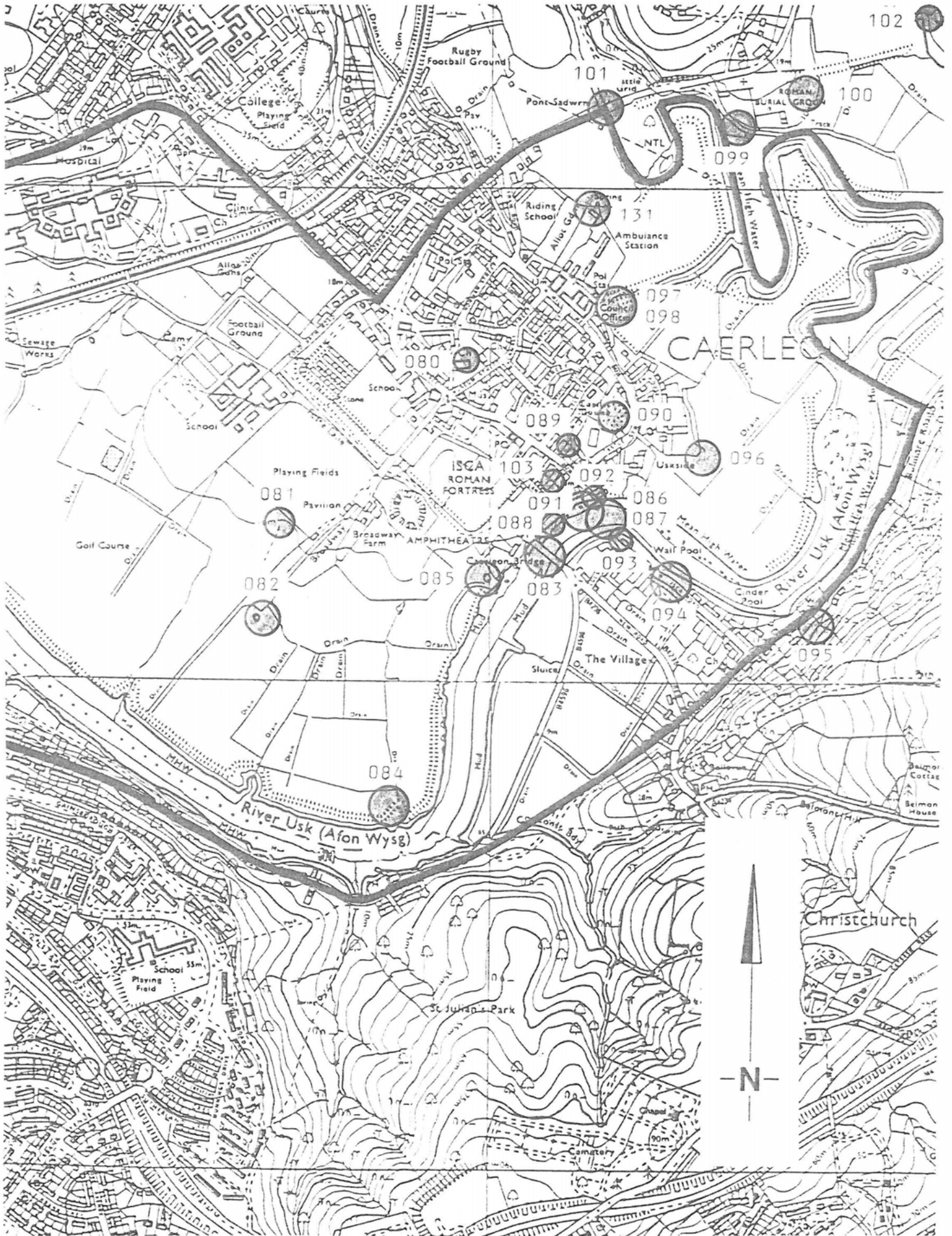
#### Area Recommendations

i) Investigation of the banks of the stream and pill at Pill-Mawr should be carried out. This may discover structural remains of the Roman river crossing.

ii) Investigation of the undeveloped land around the site of St. Julians House should be conducted. This might reveal outlying buildings associated with the estate.

iii) Survey and recording of the possible fishing weir structure (N.B.132) should be carried out as soon as possible.

Investigation of Grove House will be detailed in the Archaeological Assessment Report for the Brynglas By-pass (G.G.A.T. forthcoming).



10. Archaeological Sites in the Caerleon Area.



## 7.8 CAERLEON

### Documentary Evidence

This section is dominated by the Roman fortress (N.B.080) and canabae (N.B.081) of Caerleon. The fortress is situated on a glacial gravel terrace on the western side of the river. The land stretching between Broad Pill (ST 328 904) and the present bridge (ST 342 904) was the site of the western part of the Canabae. Excavations by Boon in 1963 located a Roman quay at ST 334 901 (N.B.082: Boon 1978). 02996g

Since the Roman period the course of the River Usk, west of the present bridge (N.B.083) has changed. It probably followed its present course to where the cliff at ST 337 896 marks the southern bank, and tumbled rubble in the river bed noted by Boon (op.cit, ) at ST 337 897, possibly represents the position of a second Roman quay (084). A section of Roman road (085) cut by the river can be seen in the river bank at ST 339 898 (D.Zienkiewicz pers.comm.). From this point, the Roman course of the river turned sharply north to pass in front of the quay excavated by Boon, before turning abruptly south at ST 332 904, possibly joining the present course of the river at Broad Pill. 00541g

The Afon Lwyd has changed its course on numerous occasions. The greater part of the area between the Ambulance Station and the River Usk has been crossed at some time by the river. The cutting action of the river has destroyed the greater part of any archaeology in this area, but in some instances isolated archaeological sites might survive.

At ST 340 902 there was the site of a brick kiln (N.B.085) in 1765 (Tredegar deposit) with the fields at ST 339 902 being called Erw'r Odyn (Kiln Acre) and at ST 338 903 called Brick Kiln Meadow. 05134g

The present bridge at ST 342 904 (N.B.083) was built in 1806. It replaced a wooden medieval bridge (N.B.086) that stood at ST 343 903 which is also the probable site of a Roman bridge (N.B.087).

The medieval wharves (N.B.088) to the town were situated between the Hanbury Arms and the river at ST 342 904. 09640g

Caerleon Castle (N.B.089) was built before AD 1086. It was a major strategic stronghold which changed hands on a number of occasions. Little of its structure survives, except for the Motte (N.B.090; ST 342 905: locally called the "Mynde") and the remains of a medieval tower, incorporated into the fabric of the Hanbury Arms (N.B.091; ST 343 902). In the early nineteenth century this was connected by a short length of wall to another tower, further east (N.B.092: Donovan 1805 I 107). 00542g

-005449  
A further medieval tower stood on the south side of the river at ST 343 901 (N.B.093). This probably formed a Barbican or outwork to protect the bridgehead (Coxe 1801, 89).

To the south of the probable site of the Roman bridge there was an area of Roman civilian settlement, (N.B.094: Zienkiewicz 1984) 037879 which extended to the Bulmore Road. Burials have been located in the area surrounding ST 346 901, where in 1926, Wheeler discovered a pipe burial (N.B.095: Wheeler 1926).

005519  
The area between the bridge and the Afon Lwyd was the site of the eastern part of the canabae. Excavations by Evans between 1984 and 1988 revealed an extensive suburb, especially in the areas centred on ST 342 908, ST 342 910 and ST 341 910 (N.B.131). However, further trial excavation, to the south and west of these areas, revealed only a limited continuation of the canabae although it is possible that additional settlement may have been destroyed by the movement of the river. At ST 344 904 (N.B.096) the remains of a bathhouse (now a scheduled ancient monument) have been discovered (Evans 1990). 051369

051379  
In the medieval period a corn mill was situated at ST 342 908 (N.B.097). This was first mentioned in 1314 (P.R.O. SC6/1202/6m), and appears to have been rebuilt several times. Nearby stood a fulling mill (N.B.098) first mentioned at the same time. By 1663 there were two grain mills working here but the fulling mill had become a victim of the movement of the river. A lease of the mills described it as:- 051389

"one fulling mill now out of reparation (having not water running there to)"

(N.L.W.Tredegar Mss/167, 172).

051399  
To the east of the Afon Lwyd, the remains of a nineteenth century skinyard are situated at ST 345 911 (N.B.099). Roman burials have also been discovered in this area, and an extensive cemetery (N.B.100) is probably located in this region (Lee 1862, 23).

006499  
The bridge, called Pont Sadwrn, carrying the Usk road across the Afon Lwyd (N.B.101; ST 343 911) was originally constructed before 1622 (Bradney 1923, 192). The position of the Roman road towards Usk and its crossing of the Afon Lwyd has not been located so far. 006479

At ST 349 914 the Sor Brook enters the Usk and at ST 349 918 a mill (N.B.102) was located in 1843 (Tithe Map). This is referred to in 1677 (Bradney 1923, 114) and was probably in existence during the fourteenth century (Rees 1933). 006599

The confluence of the Sor Brook with the River Usk is the suggested site for a church dedicated to St Gwynnog or Hennog, which gave the name to the local village, Llanhennock (N.B.130; Evans 1953, 336). No trace of this building has been found. 051539

## Archaeological Potential

The Roman fortress (N.B.080) is the most important archaeological site in the assessment area. Most of the open land inside the fortress is protected by statutory legislation as part of a scheduled ancient monument.

The greater part of the western canabae (N.B.081) is protected by statutory legislation as a scheduled ancient monument. It is thought that the remains of the canabae are well preserved, except in the area of the school playing field where the upper layers have been removed.

The site of the southern approach to the medieval bridge (N.B.086) and the probable site of the Roman bridgehead (087) are covered by deep alluvial deposits. These may conceal the structural remains of the earlier bridges, especially the base or sole plates of the piers.

The present Caerleon bridge (N.B.083) is protected by statutory legislation as a scheduled ancient monument.

In front of the the medieval wharves (N.B.088) the river bed is covered by deep alluvial deposits; these might conceal associated timber work and other maritime material. It is possible that Roman wharves might be located in this area, given its proximity to the southern gate of the fortress and the supposed bridgehead.

The greater part of the castle (N.B.089) is covered by houses and gardens. The tower incorporated into the Hanbury Arms (N.B.091) and the motte (N.B.090) are protected by statutory legislation as scheduled ancient monuments. Elements of the western castle wall may be encapsulated in the boundary wall dividing the rear gardens of High Street from those of White Hart Lane. The possible remains of a tower are situated at ST 3414 9040 (N.B.103).

Isca Road was the southern approach to the medieval bridge. Recent work suggests that it follows the line of a Roman road. It appears that the canabae extended into this area, and that the archaeological deposits have been preserved. (Zienkiewicz 1984, 27).

The Bulmore Road also appears to follow the course of a Roman road. Alongside it a number of graves have been discovered. Many of the walls in this area have fragments of Roman tombstones built into them.

The extent of the canabae to the east of the fortress is not known. It is possible that the greater part of it has been destroyed by the meanders of the Afon Lwyd. Further work is required in this area to define its full extent.

The area of the Roman Baths (N.B.096; ST 344 904) is now protected by statutory legislation as a scheduled ancient monument

#### Area Recommendation

i) We recommend that no development should occur in the area of the fortress or canabae. If however, development is considered, the determination of planning permission should be preceded by archaeological assessment, geophysical survey and archaeological trial pits, with a view to full excavation taking place before any development takes place. The land to the west of the present bridge (the area of the Roman canabae) together with the Roman Legionary Fortress forms one of the most important areas of archaeology in Britain. Much of this area is protected by statutory legislation as a scheduled monument, which cannot be developed or altered without the permission of the Secretary of State for Wales. The scheduled areas do not cover the full extent of the archaeology and therefore development might be proposed in this sensitive area.

ii) Investigation of the site of the medieval bridge and probable site of the Roman bridge (ST 342 903) should be conducted to discover if any traces of the structural remains of the bridge remain (see 6.7).

iii) A survey of the banks of the Afon Lwyd should be carried out to locate the Roman crossing.

iv) Before the commencement of any development of the riverfront in the area of the Hanbury Arms an archaeological assessment and archaeological trial pits should be carried out with a view to full excavation taking place before any development takes place.

v) Further investigation of the site of the mill at ST 342 908 should take place, as well as further investigation to define the position and state of preservation of the fulling mill.

vi) Investigations in the area around ST 345 911 should be carried out to locate the extent of the cemetery. This area should be left as an open space: if this is not possible trial excavation should be carried out before a full excavation programme.



0 1km 11. Archaeological Sites in the Bulmore/Llanhenock Area.

## 7.9 BULMORE/LLANHENNOCK

### Documentary Evidence

This area is part of the flood plain of the Usk. The river has probably meandered across a large part of the assessment area. An area centred on ST 364 919 is in the parish of Llanhennock, which indicates that it was on the northern side of the river in the medieval period when the parish boundaries were formalised.

There are a number of pills along this stretch of the river (ST 353 912; ST 357 916 ST 361 920; and ST 368 920), many of which probably are the remnants of meanders.

The archaeology of this area is dominated by the Roman town of Bulmore (N.B.104) centred at ST 356 912). This was the site of a civil settlement, possibly of municipium status. A number of well preserved buildings have been discovered and also a cemetery (Lee 1862; Vyner 1978; Zienkiewicz 1983)

The settlement pattern of this area is based on sites positioned on promontories above the valley. Mein has suggested that these might have been occupied from the Roman period onwards (Mein 1987, 5.). At Little Bulmore (N.B. 105; ST 356 911) the remains of a medieval building have been incorporated into a post-medieval cider press; whilst Great Bulmore House (N.B.106; ST 360 914) Lower Pencreeg (N.B.107; ST 354 921); Glen Usk (N.B.108; ST 363 927) and Pant-Gwyn (N.B.109; ST 368 926) all date to the post-medieval period, but might be built over earlier structures.

The small stream entering the Usk at ST 362 923 was used to power Castle Mill (N.B.110; ST 361 923) which dates to the fourteenth century (Rees 1933). The stream was dammed to produce two mill ponds at ST 360 924 (N.B.111) and ST 359 926 (N.B.112).

A nineteenth century limekiln is shown on the Tithe plan of 1842 at ST 369 925 (N.B.113).

### Archaeological Potential

The relict course of the river suggested by the parish boundary and the blocked pills might contain maritime material.

The full extent of the area covered by the Roman town of Bulmore (N.B.104) has not been ascertained. The greater part of the area however is now protected by statutory legislation as a scheduled ancient monument.

The houses of Little Bulmore (N.B.105), Great Bulmore (N.B.106), Glen Usk (N.B.108) and Pant-Gwyn (N.B.109) are all Grade II listed buildings.

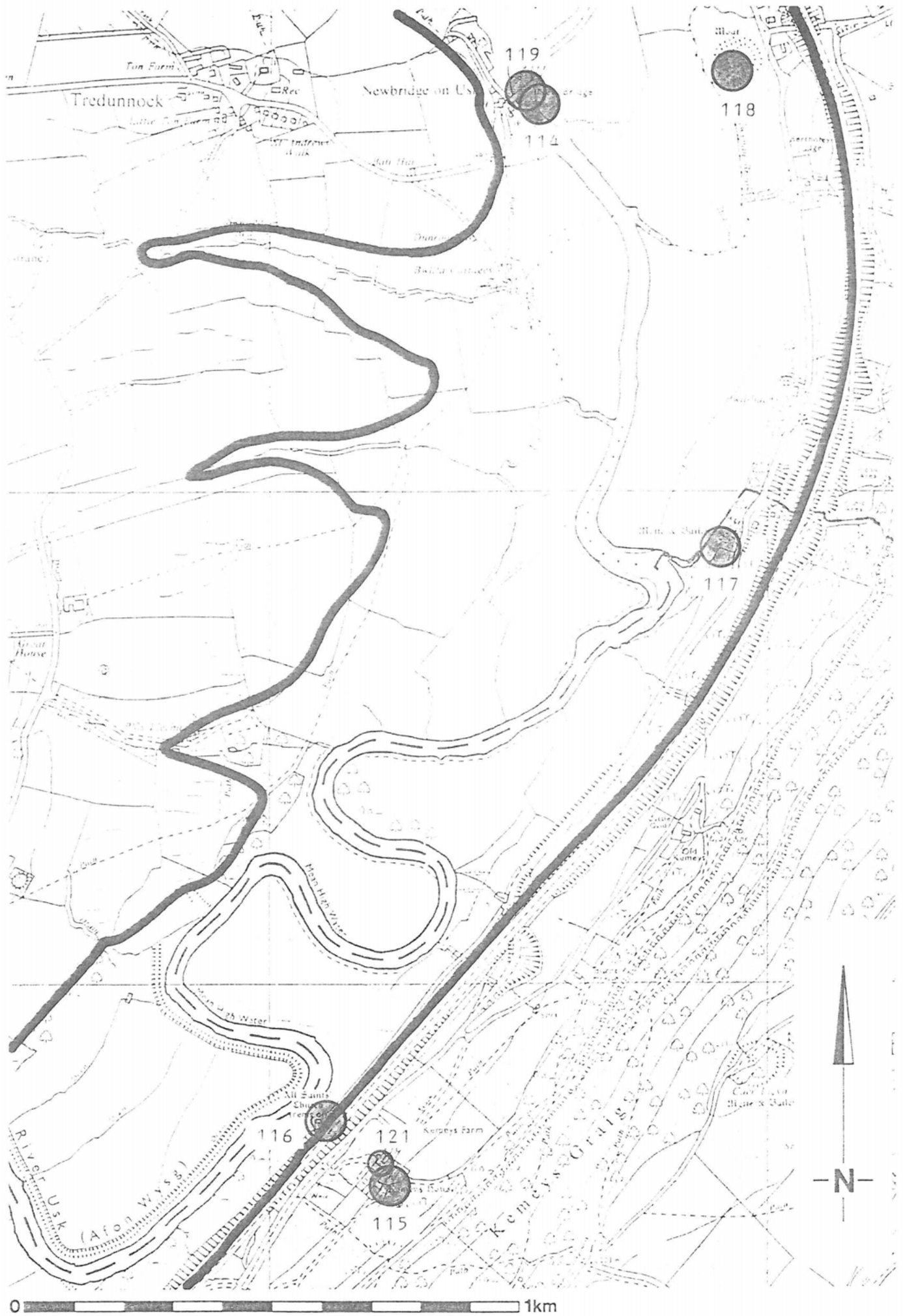
Castle Mill (N.B.110) has been converted into a house. The upper mill pond (N.B.112) is dry and overgrown, but the lower pond (N.B.111) still holds water.

The substantial remains of the nineteenth century limekiln (N.B.113) have been consolidated.

#### Area Recommendations

i) Further investigation should be carried out in order to delineate the boundaries of the Roman town at Bulmore. Until these boundaries are defined, we recommend that no development should take place in the vicinity of the scheduled area. If however, development is considered, the determination of planning permission should be preceded by archaeological assessment, geophysical survey and archaeological trial pits, with a view to full excavation taking place before any development is started.

ii) A survey of the river banks should be made so that any organic material subject to potential desiccation can be identified (see 6.4).



12. Archaeological Sites in the Bertholey/Tredunnoch Area.



## 7.10 BERTHOLEY/TREDUNNOCK

### Documentary Evidence

This area is similar to the Bulmore/Llanhennock section, with the assessment area forming the river's flood-plain. The river has changed course on numerous occasions. Medieval changes are indicated by an area centred in ST 386 948 which can be suggested to have been originally on the northern bank of the river, as it is in the parish of Tredunnoch.

A small island in the river to the south of the New Bridge at ST 383 947 (N.B.114) was documented in 1764 (G.C.R.O.Misc.Mss 1637).

A Medieval manor was based at Kemeys House (N.B.115; ST 382 927) which is of fifteenth century origins. Nearby is the site of the twelfth century church of All Saints (N.B.116; ST 381 927). demolished in 1962.

At ST 389 939 there are the remains of a small "motte and bailey" castle (N.B.117). No historical evidence for the construction or use of this castle has been discovered so far.

A rectangular earthwork at ST 389 949 (N.B.118) has been suggested as a Roman camp (Savory 1950), but it is more likely to be a small moated manor house site of the medieval period.

The New Bridge at Newbridge-on-Usk (N.B.119; ST 384 948) built in timber before 1521 was replaced by the present stone bridge in 1776 (Bradney 1923, 261). It replaced an earlier ford and ferry crossing possibly dating from the sixth century AD

On the north bank of the river downstream of the New Bridge, some form of wharfage must have existed as material was stored for shipment in this area. (G.C.R.O. Misc.Mss.1637).

The remains of a nineteenth century river barge were discovered upstream of the new bridge at ST 387 953 (N.B.120). This appeared to have been positioned across a channel, probably to facilitate a reclamation project (Parry and McGrail 1989). The barge was excavated in 1987 and is now awaiting conservation in Newport Museum.

### Archaeological Potential

The changes in the rivers position have produced relict channels which might contain maritime material.

Kemeys House (N.B.115) is a Grade II\* listed building and the nearby barn (N.B.121) has a Grade II listing; whilst the rectangular earthwork (N.B.118) and Motte and Bailey castle (N.B.117) are scheduled ancient monuments.

## AREA RECOMMENDATIONS

i) Although the majority of the known archaeological site in this area are protected by statutory legislation, further investigation should be made in the flood plain to locate any further sites. The relict river channels are a potential area of great interest for the possible retrieval of maritime and fishing artifacts, especially in the area around the New Bridge at Tredunnoch where further investigation may locate evidence for the riverine wharves used to load barges.

ii) A survey of the river banks should be made so that any organic material subject to potential desiccation can be identified (see 6.4).

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A in W.	Archaeology in Wales
Antiq.J.	Antiquary Journal
B.B.C.S.	Bulletin of the Board of Celtic Studies
C.A.A.	Cambrian Archaeological Association
G.C.R.O.	Gwent County Record Office
G.G.A.T.	The Glamorgan-Gwent Archaeological Trust
Med.Arch.	Medieval Archaeology
Mon. Antiq.	Monmouthshire Antiquarian
Mon. & Caer A.A.	Monmouthshire and Caerleon Antiquarian Society
M.L.P.W.	Medieval and Later Pottery in Wales
N.L.W.	National Library of Wales.
N.M.Enq.	Newport Museum Enquiry
N.M.W.	National Museum of Wales
O.S.Card	Ordnance Survey Archaeological Index
Phil.Trans R.Soc Lond.	Philosophical Transactions of the Royal Society of London
S.W.Rec.Soc.	South Wales Record Society

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## DIRECTORIES

Chamber of Commerce 1892

Johns Directory 1878

Kelly's Directory 1848

The Mariner 1892

Pigot's Directory 1835

Pigot's Directory 1842

Progress and Commerce 1893

Scammel's Directory 1852

## APPENDIX 1

### SPECIFICATIONS FOR ARCHAEOLOGICAL ASSESSMENT

#### 1. OBJECTIVES

- 1.1 Acquisition of sufficient archaeological data to enable Parliament to make informed decision on archaeological constraints.
- 1.2 Preparation of recommendations concerning courses of further archaeological action suitable for incorporation into the Environmental Statement.

#### 2. PROPOSALS

##### 2.1 Documentary Search

2.1.1 Check of secondary historical and documentary references relevant to the proposed development.

2.1.2 Check of relevant cartographic sources.

2.1.3 Check of relevant photographic and artistic sources.

2.1.4 Check of relevant geomorphological sources.

##### 2.2 Rapid Field Survey

2.2.1 Walking of river bank, inter-tidal zone and road take to note previously unrecorded archaeological features, acquire information on past use (in conjunction with 2.1), to note condition of features and to consider factors governing archaeological survival.

2.2.2 Noting of position of recorded features in relation to proposed types of land use within development scheme.

##### 2.3 Assessment of Impact

2.3.1 Assessment of effect of proposed types of land use on archaeological resource.

2.3.2 Proposals for protection and/or mitigation of damage to archaeological resource within the development.

##### 2.4 Method of Presentation

2.4.1 Above Data and recommendations will be presented in report form and will also note potential for interpretation of archaeological site, usage of historic names etc.

2.4.2. Appendix will include gazetteer of all recorded sites.

2.4.3 Cost estimates are based on provision of ten copies of the report.

3. Confidentiality

3.1 The report and any previously recorded data will remain confidential to the client/consultants either until it enters the public domain with submission to of the Environmental Statement, or for six months from the submission of the report to the client, which ever is the sooner.

4. Constraints

4.1 Above proposals are based on the assumption that present landowners will grant access for survey; some revision may be necessary if this is not the case.

## APPENDIX 2

### FURTHER ARCHAEOLOGICAL AND HISTORICAL INFORMATION

Detailed information on some of the features noted in the main report was excluded. This information is given below.

#### TOWN DOCK

Canal Basin (N.B.003)

09634g

The Parliamentary Bill for the construction of the Monmouthshire Canal was passed in 1892 (G.C.R.O. Q/P&BR1). The canal was designed and built by Thomas Dadford Junior and consisted of two branches, starting at Pontnewynydd and Crumlin, terminating at Newport. When it was opened in 1796 the Newport terminus was at a basin to the north of Town Pill (N.B.036). However, an extension to Pillgwenlly was constructed in 1807, terminating at Potter Street (G.C.R.O. Q/P&BR4). In 1818 a further extension, including a new basin, was built by the Tredegar Wharf Company allowing access to the wharves around Pillgwenlly Pill. The Pillgwenlly extension was closed in 1853, soon being infilled and replaced by a railway line (Williams 1988, 3).

Dry Dock (N.B.004 and 012)

05066g

The first dry dock was built by William Perkins in 1830. Further expansion to this site in 1842 included construction of a second dry dock by Willmett and Hall. A further change in ownership (Mordey, Carney and Co.) led to a third basin being built in 1881.

A plan of the site possibly drawn up in 1926, when the operation was sold to John Cashmore Ltd., is in Newport Museum (Accession No 91-2).

Town Dock (N.B.005)

05067g

The construction of a "floating dock" at Newport was proposed in the early nineteenth century, but an Act of Parliament for the construction of the Town Dock was not passed until 1835. This allowed an area of 26 acres to be developed. Construction work commenced in 1836, but a number of major problems, including the bankruptcy of the contractors and a major landslip in 1837, prevented completion until 1842. The Dock, on completion, had cost £200,000 and covered an area of four and a half acres (Chamber of Commerce 1892). It was opened with great ceremony and celebrations on the 10th October 1842 (Leonard 1971, 26).

Sea Lock (N.B.006)

05068g

The lock to the Town Dock was 220 feet (67 m) long and 61 feet (18.7 m) wide. It was claimed that it was the largest lock in the

world when it was opened and could accommodate the largest ships then afloat ("Star of Gwent" quoted in Leonard 1971, 44).

Reservoir (N.B.007)

05069g

The reservoir was an extension to the Town Dock. Although the original Act of Parliament allowed for an extension to the Town Dock, an additional Act was applied for in 1854. Construction was started in 1856 and it was opened on the 1st March 1858. The extension covered an area of seven and a quarter acres and was connected to the Town Dock by a canal 20 m long.

The Town Dock and Reservoir were closed in 1931 and backfilled in 1936.

Pottery (N.B.008)

05070g

This business was established before 1835 when John Clark, Potter, was based in Corn Street (Pigot's Directory). By 1842 the business had moved to Potter Street, beside the canal (Pigot's Directory). In 1857 a sale notice (28 May 1857; on display in Newport Museum) informs us that the Owner, John Clark, Potter had died and the business would be sold on behalf of Elizabeth Clarke, bankrupt. It states:-

"within the last three years substantially built ..... and there is every convenience for carrying on extensive business."

It is not known if the pottery was sold, or recommenced operation, but by 1881 no trace of the building remained.

Pyroligneous Acid Works (N.B.009)

05071g

These works were opened between 1835 and 1842 by William Beynon (Pigot's Directory) and appear to have closed in 1852 (Trigonometrical Survey 1851, Scammel's Directory 1852). The site was used as part of the Monmouthshire Railway and Canal Company Works.

Cambrian Iron Works (N.B.010)

05072g

Originally opened as the Cwmbran Iron Foundry in 1848, it had changed its name to the Cambrian Iron Foundry before being bought by Thomas Spittle in 1854. The firm became a limited company in 1880 and closed soon after the Second World War.

It produced colliery equipment and railway engines (Chamber of Commerce 1892).

Baltic Warehouse (N.B.013)

09634g

Built in 1844 by the Western Railway Company, it was let as a grain and fodder mill. By 1878 it had become a grease and oil warehouse (Johns Directory). In 1904 it was bought by Henry

Morris, who later acquired the neighbouring building to expand his works.

The building consists of a three storey, five bay masonry block with a fireproof roof - slate directly on iron battens.

Malthouse (N.B.014). 03715g

Built in 1898 by Phillips and Sons who had a brewery near to the Masonic Hall in Dock Street.

It has three stories with an iron frame and slate roof. Originally it had four malting kilns on the upper storey. In recent years it has been used as a pattern store by Black Clawson and is now an auction house. Detailed plans of this structure are in Newport Museum (Accession No.78-56.1).

108 Lower Dock Street (N.B.015)

05075g

An imposing building of yellow brick with Bath stone dressing and a chateau-style roof, dating to 1882. It was built for the Board of Trade and has recently been refurbished. It is locally listed.

109 Lower Dock Street (N.B.016)

03042g

The Masonic Hall is the only building on the street still used for its original purpose. It has three stories with rusticated quoins, bracketed string courses and a corner entrance between Ionic columns. The Ruperra Street facade has masonic devices in roundels. It is a grade 2 listed building.

Western Valleys Railway Station (N.B.017)

05076g

Opened in 1852, this station (also called Dock Street Station) was the principal station of the Monmouthshire Railway and Canal Company (Byles 1982, 34).

This site is now a coal depot, but a pair of pillars which flanked the entrance gate to the Passenger Station are still present at ST 3150 8765. At the base of the pillars are rubbing plates, bearing the company's initials. Further to the south incorporated into a wall at ST 3170 8746 is another pair of pillars and rubbing plates, which flanked the entrance to the goods yard.

Railway Workshop (N.B.018)

03314g

The Eastern and Western Valley Junction Workshop of the Monmouthshire Railway and Canal Company was opened in 1857. In addition to the workshops, where carriages and wagons were built, it was also used as a locomotive depot (Byles 1982, 57).

A pair of the engine sheds still survive at ST 315 870, now incorporated into the warehousing of builders' merchants, Hughes Forest and Evans.

Pillgwenlly Iron Foundry (N.B.125)

05149g

Founded in 1849 as the Pillgwenlly Iron Pipe Works by Charles Jourdan and Company. The firm continued in operation until the end of the First World War.

84 Lower Dock Street (N.B.133)

05156g

A three storey, pebble-dashed building with modern windows which by 1885 was a ships' chandlers' and bonded store run until 1920 by T.Pugsley and Co. It is now empty.

85 Lower Dock Street (N.B.135)

05158g

A three storey building, with modern alterations to the facade. In 1885 it was the offices of R.Gething and Co, shipbrokers, C.H.W.Grasdorff, shipbrokers and Portugese vice-consulate; and Baker and Son, shipbrokers. The building was later shared between Gething and Co. and the Town Dock Collector, of the Alexandria Dock and Railway Company. After 1920 it became a private house, and it is now empty.

86/87 Lower Dock Street (N.B.136)

05159g

A locally listed, early 19th century three storey building, with shallow bay windows on the first floor and sashed windows with glazing bars. The ground facade has been altered by the addition of a modern tiled shop front.

The property was the offices of Jones Bros. and Co. in 1885 and they vacated them in the late 1930s'. It is now derelict.

88 Lower Dock Street (N.B.137)

05160g

A three storey building with twin bay windows on the first floor. The ground floor still has some decorative mouldings.

This building was the Caledonian Hotel run by Nathaniel Persich in 1885. In the early 1920s' it was converted into the offices of Partridge, Jones and John Paton Ltd., colliery proprietors, steel, sheet, and tinsplate manufacturers, who remained here until the 1960s'. It is now derelict.

89 LOWER DOCK STREET (N.B.138)

05161g

A locally listed, early nineteenth century three storey building. It has a bay window on the first floor and the facade has been stuccoed in recent times. It was the offices of T.Beynon and Co.Ltd., shipbrokers and owners, who shared the premises with the Newport-Abercarn Black Vein Steam Coal Co.Ltd. until the early



1900s' when the latter moved next door to number 90. Beynon and Co. became the Lloyds Agent and acted as vice consul for Austro-Hungary and Chile.

90 Lower Dock Street (N.B.139) 05162g

A locally listed mid 19th century three storey building with a well moulded Venetian window on the first floor. It was occupied by several firms in 1885, but was taken over by the Newport-Abercarn Black Vein Steam Coal Co.Ltd. in the early 20th century. They were succeeded as owners by James and Emmanuel colliery agents.

91 Lower Dock Street (N.B.140) 05163g

A three storey locally listed structure, with a stuccoed facade and good eaves moulding, built in 1817. The ground floor has a pub front with pilasters. In 1885 this was the Union Hotel run by William Bridgewater. It changed its name in 1890 to the Richmond Hotel and kept this name until 1963 when it became the River View Working Men's Club.

Numbers 92 to 103 have all been demolished except in some cases for the ground floor wall, which has been retained as a fence for the Courage Beer depot.

104 Lower Dock Street (N.B.141) 05164g

An eighteenth century, three storey building rebuilt in the mid nineteenth century; on the local list. The facade is stuccoed with a canopied door. It is in poor condition.

The building was originally the offices of the Monmouthshire Railway and Canal Company, In 1880 the M.R.&.C.C. was taken over by the Great Western Railway and this building became their offices.

105 Lower Dock Street (N.B.142) 05165g

An early 19th century three storey stucco fronted building with a shop front under a timber Bessamer stretching across the whole frontage. The whole building is derelict and in very poor condition.

In 1885 this building was shared by two shipbroking companies, Rennies and Co. and Budd and Co. From 1900 until 1930 the offices of the Bargoed Coal Co. were here and they were succeeded as tenants by J.F.Thomas and Co Shipbrokers.

106/107 Lower Dock Street (N.B.143) 05166g

A dignified pair of locally listed early 19th century houses. They have a rusticated ground floor with paired arched doors. It appears to have been built by Jones, Heard and Co. shipbrokers,

and vice-consul for the United States of America and Belgium, who occupied the premises until the 1960s'. They are now in poor condition, currently being used as a massage parlour.

110 Lower Dock Street (N.B.144) 05167g

This was the Masonic Hotel until 1970. The ground floor has been remodelled to form a modern shop and new windows have also been added. It is locally listed.

111 Lower Dock Street (N.B.145) 05168g

Three storey rendered building, with a bay window on the first floor. In 1885 this was a grocers shop owned by J.W.Nicholas. It was then acquired by Huss and Co., ships chandlers and paint manufacturers, who were also the vice-consuls for Italy, Sweden, Norway and Portugal. It is locally listed.

112-115 Lower Dock Street (N.B.146) 05169g

These buildings were all constructed as the same development. They have three storeys with rough cast stone facades and are surmounted by a cornice with ball finials. Nos, 112 and 113 have arched 2nd floor windows.

These buildings have been occupied by a large number of firms in the last hundred years; they are in poor condition but are locally listed.

116 Lower Dock Street (N.B.147) 05170g

This is an eighteenth century three storey building with a stuccoed front and a pub ground floor. It was the Vulcan Public House until it was converted into a restaurant, it is now empty. It is locally listed.

117 Lower Dock Street (N.B.148) 05171g

A late eighteenth century three storey building with a stuccoed frontage. These premises were shared by numerous small shipbrokers, some of which can be noted on the etched windows, which bear the names of Watts, Watts and Co. and Lambert Bros. In the 1960s' it was the headquarters of the Newport Pilotage Authority. It is locally listed.

#### SPYTTY/CORPORATION ROAD

Great Western Wharf (N.B.027)

This wharf with a private railway, was constructed in 1875 by T.P.Price. The railway connected it to the main G.W.R. line. In 1892, the wharf had 4 steam cranes capable of discharging 1000 tons of coal per day, and a coal strait capable of similar loads. (The Mariner 1892, 169)

TOWN REACH

00192g

Newport Castle (N.B.028)

The castle was constructed on its present site between 1327 and 1386. The recent publication of its history (Knight 1991) makes unnecessary a detailed analysis of its development in this report.

Town Bridge (N.B.029)

00198g

A crossing of the River Usk at Newport possibly existed in prehistoric times, when the river would have been ferried or forded. The first mention of a bridge is in a land grant of the period AD 1072-1104 (Hart 1865, 50). It has been suggested that the bridge was destroyed by Simon de Montfort in AD 1265 (Mathews 1910, 131) and by Owen Glendower in AD 1403 (Reeves 1979, 115). The total destruction of the bridge by Glendower appears unlikely as in AD 1418 Bishop Edmund de Lacy offered indulgences for grants towards the repairing of the bridge (Parry 1918, 28). This appeal does not appear to have collected resources quickly enough, as in AD 1420 the bishop made a new appeal for money to re-build the bridge (ibid, 90). Sufficient money must have been collected to allow the bridge to be rebuilt, it is mentioned in the Comptous Roll of 1434-5 (G.C.R.O. D/DC M45.m.9).

The bridge was rebuilt again in AD 1488, when a ferry was installed to cross the river whilst the work took place (P.R.O. S.C. 6 Henry VII 1665 m 8d). It has been suggested that this bridge was destroyed in AD 1533 during a local dispute (Mathews 1910, 132). This damage may however have only been to part of the bridge as the whole bridge appears to have collapsed before 1584, when the records of the Star Chamber note its destruction and the embezzlement of funds collected for rebuilding (M.53/12). New funds must have been raised as in AD 1587 Thomas Churchyard described the bridge as:-

"A right strong bridge, is there of timber newe:"  
(Churchyard 1587, 23).

The timber bridge was replaced by a stone bridge built by Thomas Edwards in 1800. This bridge was replaced by the current bridge in 1926.

The timber bridge described by Churchyard is depicted in a series of drawings and paintings in Newport Museum and Art Gallery. It comprised a series of trestles each consisting of a sole or base plate jointed to three uprights. The central spar was vertical with the outer ones being inclined towards the middle. They were connected by regularly positioned horizontal slats. The trestles supported a flat road platform. Regular repairs would have been made to the bridge and partial rebuilding must have occurred at one stage, when the some of the western trestles were replaced with stone piers.

The stone bridge built by Thomas Edwards consisted of a series of five arches; the central one being slightly larger than the others.

Town Pill (N.B.031) 05067g

The Town Pill was previously much longer than at present; eighteenth century plans show it extending to the High Street (Newport Library XM000 912). The discovery of fragments of a boat under the National Provincial Bank (now National Westminster Bank) at ST 3100 8818 in 1928 (N.B.032: Newport Museum Acc. No.84.34), probably shows the limit of the western extension of this feature.

The Pill was the original harbour at Newport. In the early eighteenth century it may have been called Arthur's Pill (G.C.R.O. D.43.3319)

Canal Basin (N.B.036) 05092g

When it was built in 1796 the Monmouthshire Canal terminated in a basin to the north of the Town Pill (G.C.R.O. Q/P&BR1). In 1799 the canal was extended across the pill to terminate in the Friars Field area (N.L.W. P.B.1635), before another extension was built to Pillgwenlly in 1808 (G.C.R.O. Q/P&BR4).

The original basin covered an area of two acres, and by 1804 a number of warehouses and a dry dock had been built beside it (NLW Tredegar Plans 915).

Austin Friars (N.B.037) 00196g

The Austin Friars claimed to have been founded by St Augustine of Hippo during the fourth century AD: however they were not formed into an order until AD 1245. In AD 1248 they established their first house in England at Stoke Clare in Suffolk.

The house in Newport (the only house of the order in Wales) was founded in AD 1377 by Hugh, Earl of Stafford. It was probably a cell of the earlier Stafford foundation at Stafford (Reeves 1979). The first prior was Thomas Leche and he came from the probable mother church at Stafford. Very little information on the number of friars living at the house has been found

On its foundation the house was given 31 burgage plots and one free place (probably the chapel of St Nicholas which was incorporated into the new foundation). The records of the Lordship of Wentllwch show that the estate had increased to 54 plots by AD 1404, and 6 more were added by Henry, Duke of Buckingham in AD 1482 (Rees 1954). Thus the house held at least 60 burgage plots, out of a total in the town of 274. It was, therefore, a dominating power in the medieval town.

The house of the Austin Friars was surrendered to the "King's Lord Visitor to the Friars", Richard Ingworth, Bishop of Dover, on the 8th September 1538, by the Prior, Richard Batte. Unusually there are no other signatures to this document (normally all residing friars would have signed, to acknowledge the King's authority) and this may signify that the house was in reduced circumstances by this time (Rees 1954, 13)

Some of the buildings of the Monastery survived until the late nineteenth century. Archdeacon Coxe described them in 1801 as:-

"The remains consist of several detached buildings containing comfortable apartments, and a spacious hall, with gothic windows, neatly finished in free stone; the body of the church is dilapidate, but the northern transept is a small and elegant example of gothic architecture. It is now occupied by cider mill and the press is placed in a small recess which was once a small chapel, separated from the transept by a bold and lofty arch. The gardens are enclosed within the original walls."

(Coxe 1801, 56)

These buildings may have been being used as a public house called the "Cornwall and Devonshire House in 1851 (Triginometrical Map). They were demolished between 1883 and 1902 when the area was used as a timber yard.

In 1933, workmen constructing the Kingsway discovered seven skeletons. These were lying in the traditional Christian burial position, (supine with extended limbs and their heads to the west) and probably had been buried in the cemetery connected to the monastery.

Trial excavation by the present author in 1988, revealed that the construction of the Bus Station on the site of the monastery had caused some damage to the underlying stratigraphy, but that substantial archaeological strata still survived (Maylan 1988a).

Dudley Warehouse (N.B.038)

05093g

An imposing three storey, irregularly sided, stone building, with brick highlights and a slate roof. This building was constructed in 1890.

Warehouse (N.B.039)

05094g

A single storey rectangular stone building with a slate roof. This building was constructed at the same time as the Dudley warehouse.

Riverside Garage (N.B.040)

09020g

A rather dilapidated two storey stone building, with brick repairs and a corrugated iron roof. The southern elevation has a barge hole in the lower floor and loading door in the upper

level. All the windows are blocked. This building was part of the Ebbw Vale Iron Company Wharf, and represents the only surviving canal building in the town centre.

Emlyn Works (N.B.041) 05095g

The Emlyn Works was opened before 1830 as a ships' anchor and chain manufactory. It later became a brass and iron foundry and was acquired by Charles D. Phillips in 1876. The works closed in 1964.

Central Works (N.B.042) 05096g

Originally opened as "James Murphy's Wagon Works", it had become the Central Wagon Works by 1848 (Kelly's Directory 1848). It was acquired by W.A.Baker and Co. in 1897 and amalgamated with the Emlyn Works in 1910. A large rectangular stone warehouse with brick highlights and a slate roof is the only surviving building of this complex.

Britannia Foundry (N.B.043) 05097g

Britannia Foundry was opened on this site in 1864, and closed in 1886.

Limekiln (N.B.044) 05098g

A limekiln to the south of Town Pill is depicted on a plan of land owned by Miss Blewitt in Newport dating to 1775 (Newport Library). In 1793 the directors of the Monmouthshire Canal Company ordered that a shed should be built beside the Kiln (N.L.W. Tredegar 69/21, 21). In 1797 these structures were described as "a limekiln and limehouse" (G.C.R.O. Misc.Mss.691).

Limekiln (N.B.045) 05099g

The Directors of the Monmouthshire Canal Company ordered that a limekiln should be built on the Green in 1793 (N.L.W. Tredegar 69/21, 27).

Customs House (N.B.046) 03707g

The Customs House was built in 1858 by William Hunt, replacing an earlier building in Skinner Street. It ceased being used in an official capacity in 1953.

The building is a symmetrical classical office structure of Bath stone. The three central bays project forward and are crowned by a pediment, which encloses the Royal Coat of Arms. It is locally listed.

Bonded Warehouses (N.B.047 & 048) 05100g

Two bonded warehouses flank the Customs House. They have similar features, having three storeys with segmental-headed windows on the first floor and arched windows on the second floor. Heavy scrolled brackets serve as pilasters on the ground floor. The southern warehouse (75-76 Lower Dock Street) is locally listed but the northern one (73 Lower Dock Street) is not protected.

124 Lower Dock Street (N.B.149) 05172g

A highly ornate two storey stone building built in 1882. A number of shields bear the arms of the Newport Harbour Commissioners whose offices these were until recently.

121 Lower Dock Street (N.B.150) 05173g

This was built as the Drill Hall of the 1st Battalion of the Monmouthshire Rifle Volunteers. It was acquired by Griffiths (Caleb and Joshua) & Co., clothing manufacturers in 1900 and they owned it until the 1950s'.

The building has two storeys and a central tower. The facade is constructed from brick and terracotta and is pierced by a central vehicular entrance. The roof is hipped with two finials; it is locally listed.

77-78 Lower Dock Street (N.B.151) 05174g

These were the buildings were divided into offices for a number of firms. In 1885 No.77 housed the offices of Cuthbert, Hancock & Co. managers of the Tillery Coal Co.; Simkins Bros., shipbrokers; and A.J.Murphy coal merchant, whilst No.78 housed the offices of J.G.Watts, coal and pitwood merchant and the Blaenavon Co.Ltd.

The building dates to the early nineteenth century and is in the style of the "Greek Revival" with a stuccoed facade containing Doric doorways, sash windows and fanlights. It is a Grade II listed building.

72 Lower Dock Street (N.B.152) 05175g

This building was the Custom House Dining Rooms owned by Rachel Stanley in 1885. It later became the Custom House Inn until its closure during the 1970s'. Today it is combined with the neighbouring bonded warehouse to form storage facilities.

71 Lower Dock Street (N.B.153) 05176g

This building was divided into offices. In 1885 it housed Espeland & Winfield, ships chandlers and James Griffiths, Sailmaker.

The building has three storeys with a Georgian style brick facade.

69 Lower Dock Street (N.B.154)

05177g

This elegant building was built as offices by Thomas Powell for his coal company in the early nineteenth century. By 1885 it had been divided into several offices including the Newport Chamber of Commerce.

The building is in the "Greek Revival" style with a stuccoed two-storey facade and a Doric style porch with ornate pillars. It is a grade II listed building.

67-68 Lower Dock Street (N.B.155)

05178g

These buildings were the central mews and stables for Tovey Brothers, undertakers, from 1890 until 1935. The buildings are depicted in advertisements in the trade directories of this period (e.g. Progress and Commerce 1893, 168). The buildings have been refurbished but the facade retains elements of the original design.

139 Lower Dock Street (N.B.156)

05179g

This building was built as a "ragged school" in 1864 to provide education for the poor children of the town. It was later used as a library before being acquired by Watts, Ward and Co as offices in 1885. It is currently undergoing renovation.

58 Lower Dock Street (N.B.157)

05180g

This building was built as the drill hall of the 4th Volunteer Battalion of the South Wales Borderers in 1902, replacing an earlier building built in 1865. The building is a stone building with a brick and stone pseudo-castle facade. A large vehicular doorway (now a display window) pierces the centre of the facade underneath a crenellated tower. The building has been converted into a shop but is locally listed.

NEWPORT ATHLETIC CLUB / CORPORATION ROAD

Pill (N.B.049)

05101g

This pill is depicted on a plan of Mr Van's Estate of Fair Oak Farm (Newport Library; Van Plans) drawn in 1758. The plan shows that the pill formed a large creek and that the sea wall made a large detour around it. The pill was probably used as a harbour. It was infilled before another plan of the estate was drawn in 1782.

Pill (N.B.050)

05102g

The relict course of this pill is still visible in the rough ground to the south of the railway bridge. It is depicted on the estate plans of 1758 and 1782 (Newport Library; Van Plans) and



also on an engraving by Gastineau, which shows small boats moored in it (Gastineau 1830).

Brickyard (N.B.051)

05103g

The brickyard is first depicted on a plan of Mr Van's Estate of Fair oak Farm (Newport Library; Van Plans) drawn in 1782. It may have been the predecessor of Newport Patent Brick Company (see N.B.072).

Rodney Wharf (N.B.052)

05104g

This wharf area was developed in the second half of the nineteenth century. The present wooden wharf structure was built by Davies Brothers (Deebees) in 1883 and was called the London Wharf. Another wharf to the south was named Bangor Wharf.

Jetties (N.B.053 AND 054)

05105g / 05106g

These jetties are depicted on the Trigonometrical plan of 1851. They were used to offload ballast onto the substantial ballast banks lining the eastern bank of the Usk.

Cambrian Engineering Works and Shipyard (N.B.055)

05107g

Opened in 1864 by Thomas Spittle as an additional engineering plant to his foundry beside the Town Dock (N.B.010). The firm built some iron ships (including the S.S. Iron Queen whose Captain's Log Book is in Newport Museum) in the ship yard.

Grid Iron (N.B.056)

05108g

The Grid Iron was a structure which enabled small ships to be supported during repair work. It was constructed by the Harbour Commissioners, between 1851 and 1881 and was 246 feet (75.7 m) long. To the north was a Pontoon Landing Stage also owned by the Harbour Commissioners from which regular sailings of pleasure boats to Weston-super-Mare and Lundy Island took place.

Salt Pond (N.B.057)

05109g

A large salt pond is depicted on the Ordnance Survey Plan of 1881. This site became the cricket ground of the Newport Athletic Club but has recently become the site of a new school.

Timber Structure (N.B.058)

05100g

To the north of the Town Bridge there are the remains of a wooden structure, consisting of three base or sole plates (4.5 m long) lying in a row. They have a number of uprights jointed to them, but these have been cut off just above the sole plates.

This structure might be the remains of a temporary cassion or platform built to facilitate the demolition and rebuilding of the

bridge in 1926 (shown on photograph in Newport Museum 10g 4.3), but is more likely to be the remains of the temporary bridge constructed at the same time (shown on Newport Museum Photograph 10 g 4.5)

Shipyard (N.B.059) 05111g

This area was used by Nelson Hewertson & Co. as a timber and bark yard. During the 1870s a number of small wooden ships were built by the company, but this had ceased by 1885.

Limekilns (N.B.060) 05112g

These limekilns are depicted on the Ordnance Survey plan of 1861 when they were described as "old limekilns".

Coal Straith (N.B.061) 05113g

The substantial remains of a timber coal wharf, consisting of a number of interlocking timbers buried in the river mud, exist to the north of George Street Bridge.

CRINDAU/SHAFTESBURY PARK

Mill (N.B.062) 05114g

The first mention of a corn grinding mill at Newport is in AD 1175 (Patterson 1983 No.36). This was the Lord of the Manor's mill and all corn for the towns folk would have been ground here in the medieval period. It was probably damaged by the Welsh in AD 1404 when Owen Glendower captured the town, as it was a symbol of the Lordship, although there is no documentary proof of this event. The mill appears to have ceased operation in the early nineteenth century.

Mill Pond (N.B.063) 05115g

The mill was fed from a large mill pond. This was filled in during the 1860's and railway sidings built on the site.

Mill Leet (N.B.064) 05116g

The water from the mill was channelled by the leet to a small pill at ST 312 886.

Castle Green (N.B.065) 05117g

The Castle Green and Castle garden were outside the north gate of the castle. In 1746 they were unenclosed waste ground (NLW Tredegar 67/400) being excavated for cinders.

Limekiln (N.B.066)

05118g

In 1746 a letter to Lord Herbert from Roger Goodwyn, his agent, reported that a limekiln had been built on the Castle Green during the early eighteenth century (NLW Tredegar 67/400).

Wharf (N.B.067)

05119g

In the same letter as above (NLW Tredegar 67/400), mention is made of vessels loading timber on the Castle Green.

Newport Forge (N.B.068)

05120g

Founded in 1822 by William Russell to manufacture anchors and ships chains. It was closed in 1852.

Mill (N.B.069)

05121g

Built by H.J.Parnell on the site of Newport Forge. The company amalgamated with the Star Milling Company in 1891. This mill appears to have been closed at the beginning of the twentieth century.

Crindau Pottery (N.B.070)

05122g

Founded in 1884 by James Banwell, this pottery was situated in Albany Street. In the early 1890s' its name was changed to the Newport Pottery Company. The firm was acquired by G.F.Lovell & Co.Ltd. in 1915 and closed in 1922.

#### EAST USK/GLEBELANDS

Constables Mead (N.B.071)

09638g

The demense land of the Lordship of Lliswerry is depicted on a map of the Lands of the Earl of Powis drawn in 1750 by Thomas Thorpe (Newport Library PX M160 912 THO). The land is mentioned in several seventeenth century surveys when it was leased to local farmers.

05121g

05123g

Newport Patent Brick Company (N.B.072 AND 073)

Firm probably founded in 1868 when it was situated on Rodney Wharf, possibly having taken over the brickyard noted on plans of 1782 (N.B.051; Newport Library Van Plans). The East Usk Brickyard was operated between 1870 and 1908.

#### PILL-MAWR/ST JULIANS

Roman Road (N.B.076)

01016.2w

The course of the Roman road from the north gate of the Roman Fortress of Caerleon was thought to follow the line of a linear bank at ST 906 302. However, work by Price in 1973 proved that

this was not the Roman road (Courtney 1983, 183). Recent work by Bibby has suggested that the course of the road will be to the south of the originally suggested position (C.Bibby pers.comm.).

St Julians House (N.B.077) 05127g

St Julians House was probably built at the end of the fifteenth century by Sir George Herbert (Bradney 1932, 299). It was the centre of a manor which had been owned by the Priory of Goldcliffe in the twelfth century AD. The house was a major seat of the Herberts, Earls of Powis, until 1752 when the estate was sold. The house then appears to have declined and by 1801 only part of it was being used as a farm house (Coxe 1801, 95). Although some restoration took place during the twentieth century, the house was demolished in 1976.

St Julians Chapel (N.B.078) 05128g

The chapel of St Julians, according to legend, was built in the fourth century AD and it was mentioned in a probably forged charter in the Liber Llandevensis. It was given to the Priory of Goldcliffe in the twelfth century, but appears to have declined after the closure of that institution in the fifteenth century. In 1801 Coxe described the building as:-

"Near the house (St Julians) is an old barn of small dimensions, which was once part of the chapel of St Julius....on the south wall are the remains of an arched entrance which is now half filled up; the east and west windows may be traced and a small gothic doorway to the west still remains in its original state."

(Coxe 1801, 95 & 98).

Any surviving remains of the chapel were destroyed in 1976 when a housing estate was built over the site.

Grove House (N.B.079) 05129g

Grove House was built before 1841 (Tithe map). It was originally called Pill House and appears to have been replaced as the principal residence in the area by Brynglas House (see G.G.A.T. forthcoming).

Fishing Weir (N.B.132) 05155g

On 3rd September 1991, Mr Graham Dawson brought a number of pig and deer bones to Newport Museum. These had been found alongside a timber and wattle structure in the river bed at ST 302 920. The site was subsequently visited and it is suggested that the structure represents the remains of a fishing weir.

CAERLEON

Legionary Fortress (N.B.080) 00514g

The Legionary fortress of Caerleon is one of the most important Roman military sites in Britain. Much of the published work on it relates to individual excavations, but summaries of the history and archaeology of the fortress can be found in Boon 1987.

Canabae (N.B.081 & 131) 05131g

Little of the archaeological work carried out on the civilian town or canabae has been published. The principle summary on the western side is to be found in Boon 1987, whilst the more recent work on the eastern side has been reported in Evans 1986 and 1990.

Medieval Bridge (N.B.086) 00560g

A bridge at Caerleon was first recorded in AD 1290 in a charter of Goldcliff Priory (Williams 1971). Little other information about the bridge has been found, but it is presumed that it was replaced and repaired during the medieval period. The last bridge was replaced in 1806 by the present structure.

The last bridge is depicted in a drawing by Colt-Hoare (Coxe 1801, 100), in which it appears to be of similar construction to the bridge at Newport (N.B.029).

Roman Bridge (N.B.087) 00561g

The Roman bridge is presumed to have been on the same alignment as the medieval structure, continuing the line of the Roman road leaving the southern gate of the fortress.

Wharves (N.B.088) 09640g

The wharves at Caerleon were used throughout the medieval period (see section 4). In the eighteenth century, corn, cattle, wine and oil were being shipped at these wharves (G.C.R.O. D.298.1/4)

Caerleon Castle (N.B.089) 00542g

Caerleon Castle was a strategic castle built by Caradoc ap Gryffyd, Lord of Caerleon (obit 1069/70) or by his son Owain ap Caradog (Knight 1963, 23). It was certainly built before AD 1086 (Cathcart-King 1983, 281). It utilised the southern wall of the Fortress as its northern defences and a large artificial mound was raised at the western end to act as a motte. The motte was surmounted by a possibly round tower with massive foundations which collapsed in 1793 (Coxe 1801, 101). Documentary accounts record the presence of three stone towers associated with the castle (Coxe 1801, 101; Donovan 1805, 95) and a possible barbican on the southern side of the bridge. Only one of these towers

survives, incorporated into the fabric of the Hanbury Arms, although there may be remnants of another tower at ST 3414 9040. The line of the eastern wall of the castle is preserved in the wall dividing the gardens of High Street from those of White Hart Lane.

BULMORE /LLANHENNOCK

Little Bulmore (N.B.105)

A stone building with a cruck roof was probably a one roomed building attached to a medieval hall (Raglan and Fox 1954 II 84).

Great Bulmore (N.B.106)

The old farmhouse was abandoned and became an outbuilding in the farmyard during the nineteenth century. The building was built in the sixteenth or seventeenth century. It is a stone two storey building with a pan-tile roof. It has been converted into a cider house.

Glen Usk (N.B.108)

Glen Usk House was built in 1830 for Sir Digby Mackworth. It is a substantial "Georgian" style three storey mansion. To the south of the main building is a substantial folly in the style of a Grecian temple.

BERTHOLEY/TREDUNNOCK

Kemeys House (N.B.115) 00410g

A sixteenth or seventeenth century manor house, built with stone walls and a hipped slate roof. Over one rear doorway is a stone tablet with raised portrait of George Kemeys, dated to 1623.

All Saints Church (N.B.116) 00408g

The church of All Saints was first mentioned in AD1314 (Bradney 1923). It consisted of a nave and chancel with an aisle on the northern side. A Norman doorway pierced the western wall. In the churchyard there was the base of a cross. The church was demolished in 1962 as it was unstable.

Motte and Bailey Castle (N.B.117) 00405g

A small but well positioned motte and bailey castle, overlooking a steep bluff. Its eastern side is cut by the modern road and most of the bailey has been destroyed by a river meander. Carthcart-King (1983, 284) suggested that it may originally have been constructed as a ringwork and then had been altered.

Earthwork (N.B.118)

A rectangular earthwork stands on the flood plain of the Usk. It consists of a rampart and a ditch. The interior is approximately 1 m above the height of the surrounding ground. Although Savory (1948, 236) suggested that it was Roman, it is more likely to date to the medieval period.

Barn at Kemeys House (N.B.121)

05145g

The barn has stone walls and a modern roof. An inscribed stone dates its construction to 1597.

## APPENDIX 3

### DOCUMENTARY EVIDENCE

Documentary collections have been consulted at three centres, the Gwent County Record Office at Cwmbran, the National Library of Wales at Aberystwyth and the Newport Library. Published catalogues have also been consulted, as well as documents quoted in other historical works. As some relevant documents had not been previously published, these are included here.

#### PUBLISHED DOCUMENTARY SOURCES

- Hart W.H. 1865                      Historia Et Cartularium Monasterii Sancti Petri Gloucestriae      London
- Patterson R.B. (ed) 1973      Earldom of Gloucester Charters: The Charters and Scribes of the Earls and Countesses of Gloucester to A.D.1217      London
- Parry J.H. 1918                      Registrum Edmundi Lacy, Episcopi Herefordensis, 1417-1420      London

#### SECONDARY SOURCES CONTAINING SOME PRIMARY DOCUMENTS

- Dawson J.W. 1932                      Commerce and Customs: A History of the Ports of Newport and Caerleon Newport
- Reeves A.C. 1978                      Newport Lordship 1317-1536      Newport

#### UNPUBLISHED DOCUMENTS

##### GWENT COUNTY RECORD OFFICE

##### 1. NEWPORT COLLECTION

1.1 D.43 5491                      8th October 1361

Will of William Welsche

Bequests include Vicar of St.Gunley 2s; to the bridge of Newport 12d

1.2 D.43.3458                      5th May 1433

Grant by Humphrey, Earl of Stafford to John of Newport, Burgess.

"To erect and maintain a tenement, situated on the walls of the town adjacent to Gervey's Gout".