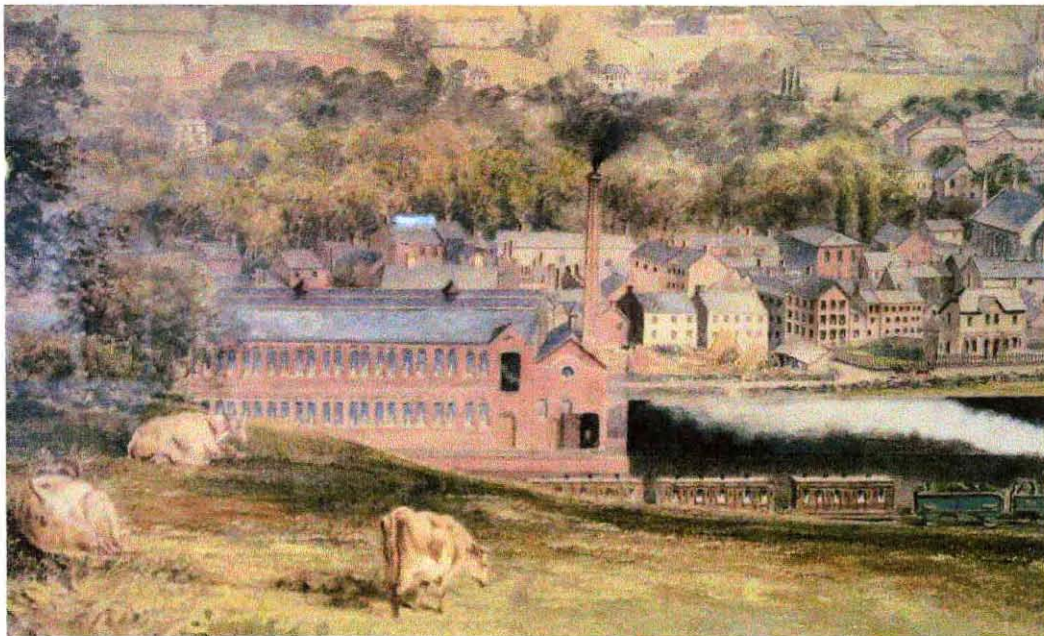


**AN HISTORICAL AND ARCHAEOLOGICAL STUDY OF THE INDUSTRIAL
HERITAGE OF NEWTOWN, POWYS, MID WALES**

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Introduction

Newtown was described by one enthusiastic observer in the nineteenth century as 'The Leeds of Wales' (Richards, M. 1993, 51) a phrase which now seems at odds with the small Montgomeryshire market town that most people drive past on their way to the west coast resorts of Aberystwyth and Aberdovey. If one cares to visit the town, however, evidence of the lost Victorian civic pride and grandeur is visible in the principal edifices that survive such as the Flannel Exchange, now a cinema, the Pryce Jones Royal Welsh Warehouse and St. David's Church. Beyond the main thoroughfares, in the alleys, back lanes and surrounding neighbourhoods, surviving structures related to the various industries that fuelled the towns rapid growth in population and prosperity are testimony to that original claim for Newtown's industrial primacy.

Sadly, due to the government driven slum clearances of the 1960s and 1970s a large quantity of industrial structures have been lost, including many fine examples of former worker's housing and associated outbuildings which contained small cottage industries. The present governments drive to regenerate urban centres and unsightly 'brownfield' sites on their periphery has resulted in a renewed interest by developers in the empty, derelict and often unsafe industrial structures occupying areas identified for redevelopment in Local Plans.

Newtown, with its expanding modern industrial estate and sprawling suburban neighbourhoods has come under renewed pressure to find suitable town centre accommodation for new businesses. This is no easy task given much of the town centres inclusion within a Conservation Area and many of the surviving industrial structures are under pressure as they become considered for conversion, demolition, clearance and re-building.

No prior overall studies of the industrial heritage of any Mid Wales town have been carried out. There are a number of potted histories completed by local researchers and numerous examples of the ubiquitous photographic archive paperbacks, but systematic studies, which can contribute to the conservation and development control processes of statutory and local government organisations, simply do not exist.

Prior industrial studies by the principal bodies carrying out fieldwork in Wales, which include the four Welsh Archaeological Trust's and the Royal Commission on the Ancient & Historical Monuments of Wales, have concentrated on thematic studies of individual industries or processes and tend to have a bias toward the discussion and presentation of technological development. It is only within the last ten years that industrial archaeology has been given any significant recognition within the Regional Sites and Monuments Records and this is largely down to a small number of staff within the Trusts that have specific interests in this area.

The neglect of rural towns as a focus of study is probably a combination of a certain lack of awareness of the contribution and scale of presence of rural

industries, such as flannel production, tanning, lime making and brewing, when compared with the more nationally evocative and visible industries such as slate, coal, iron and steel production. Also, one should take into account that the latter industries, due to their very recent demise and long-standing presence within the Welsh national consciousness and landscape, have tended to drain the available funding sources for rescue recording and thematic survey to the almost complete exclusion of any other aspects of industrial heritage in Wales.

This study attempts to address this situation by showing that there is a great deal of surviving evidence for a variety of past industries in rural towns and that it is no less under threat of immediate loss than any of the larger industries which have traditionally been studied. Indeed, in the current climate of expansion, renewal and regeneration in the Welsh towns, it is clear that we should be concentrating on recording what survives now so that conservation and mitigation frameworks are in place to meet the new pressures that will shortly face this neglected aspect of Welsh industrial heritage.

Aims & Objectives

1. To present a chronological summary of the historical introduction, development and demise of the key industries present in Newtown during the late eighteenth and nineteenth centuries.
2. To locate, record and describe all significant and surviving industrial remains within the present town boundary of Newtown. The raw data will be presented as a gazetteer in the appendices of this study. The data will subsequently be integrated into the Regional Sites and Monuments Record as well as the Welsh National Monuments Record.
3. To create awareness of the presence of industrial structures within the rural townscapes and promote their appropriate conservation through enhanced consultation procedures and heritage management advice.
4. To recommend statutory protection for industrial remains where they are of national importance through the application of scheduling or listed building status as appropriate.
5. To make this information available to the general public in a more accessible form via the Regional Sites and Monuments Record and appropriate national archaeological publications.

Methodology

Desk Top Study

Material examined to produce the historical background and enhance fieldwork searches included all relevant and readily available cartographic, photographic and documentary sources. The principal sources of information used were:

- The Regional Sites and Monuments Record, Clwyd-Powys Archaeological Trust.
- Powys County Archives, Powys County Council, Shire Hall, Llandrindod Wells.
- The National Library of Wales, Aberystwyth.
- The Royal Commission on the Ancient and Historical Monuments of Wales.
- Newtown Library and its Local History Studies Section.
- Relevant Town and County Museums eg. The Textile Industry Museum, Newtown; the Powysland Museum, Welshpool.

Fieldwork

The whole of the present town boundary area was visually searched on foot (Fig.1). Copies of the relevant second edition OS 6" series maps were used to aid the location and identification of surviving features in the field. All located sites were photographed using a 2.3 megapixel digital camera with files saved in uncompressed .TIFF format. Brief field descriptions of the remains were made. The site descriptions are later enhanced by interpretation of the remains from photographs taken and information gathered during the desktop study.

The data will subsequently be integrated into the Clwyd-Powys Archaeological Trust's Sites and Monuments Record.

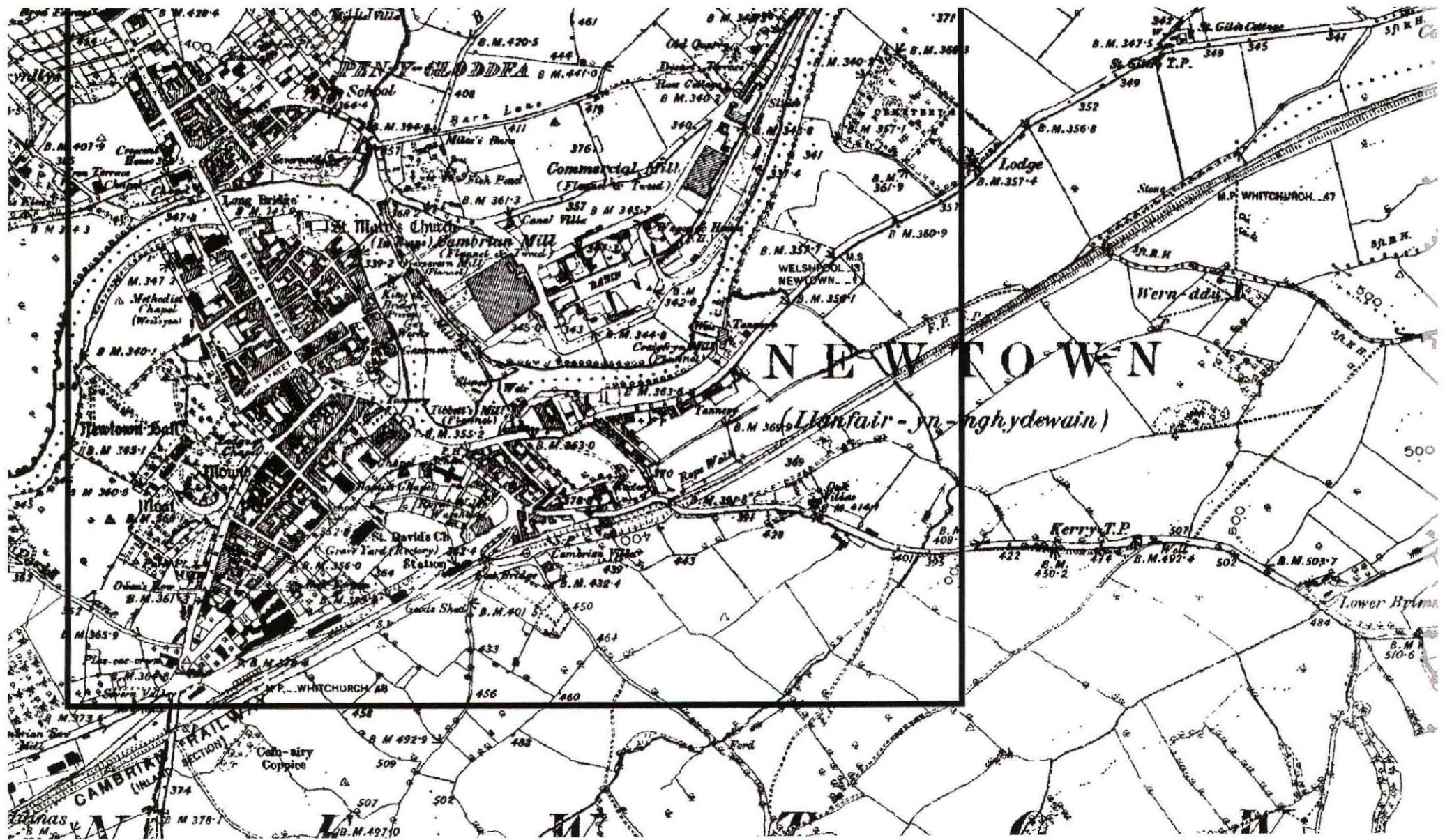


Fig.1 1890 Plan of Newtown showing extent of survey area

A chronological history of industrial development in Newtown

Medieval to Late Eighteenth Century

Little is known about the industries present in Newtown up to the late eighteenth century and nothing is visible today. The original early medieval hamlet called Llanfair yng Nghedewain was centred on a chapelry of the mother church in Llanllwchaearn and is listed as such in the 1253-4 Norwich Taxation. The village occupied the inside of a bend in the River Severn and a key crossing point, which was later bridged. In 1279 Edward I granted the settlement a charter to provide a market and hold two annual fairs. By 1291 the chapel had attained church status and by 1321 the parish of Newtown was appearing in documents. At some time between 1334 and 1425 borough status was attained by charter and the town was by now presumably expanding around the church and the main axial streets; Broad Street (which originally accommodated the market), High Street, Severn Street and Bridge Street. In 1614 the principal goods being exchanged at the market are listed as cattle, corn, grain, meal, malt, wool and hempseed (Richards, M. 1993, 6). We have no way of knowing whether some of these goods were actually being manufactured in Newtown on any scale at this time although recent excavations on Wesley Street, which revealed a well preserved 14th century grain drying kiln, would suggest grain processing was taking place.

The woollen industry, which was to become the principal industry of Newtown, is not observable in the urban context across Wales until the late post medieval period. Up to that period the industry was a wholly domestic affair carried on in the homes of rural agricultural workers who also maintained cattle and sheep. Any surplus would either have been sold in local markets or collected for sale by the Cistercian monks operating at Strata Florida Abbey, near Aberystwyth, or Strata Marcella, near Welshpool, for export. In the early fourteenth century Shrewsbury, just 30 miles east of Newtown, was one of the four principal markets exporting wool collected by Cistercian traders, but trade favoured South Wales where the workers and markets were close to the port at Bristol for export to the continent. By the mid fourteenth century imports of finished cloth from Flanders, the main consumer of raw Welsh wool, were declining and domestic workers were encouraged to produce their own finished cloth through the imposition of high duties on exported wool and low levies on exported cloth. At the same time home production was given a boost by the introduction of a number of new technological advancements during the mid-later fourteenth century, which included spinning wheels, horizontal looms and fulling mills.

The accommodation of handlooms and the erection of fulling mills on fast flowing tributaries were the catalyst for the construction of new extensions and buildings to specifically accommodate machinery associated with the woollen industry in rural Wales. The Welsh Pandy or fulling mill is a common place name in rural Montgomeryshire even today and attests to the spread of cloth finishing in addition to spinning and weaving. Ultimately, the buildings would be configured to create the early rural woollen factories, based either on an extended family unit or a small rural farming community.

The domination of the south Wales counties in the production and export of finished woollen products, as well as raw wool, was in gradual decline by the mid fifteenth century. Professional guilds had been formed in the principal market towns of Pembrokeshire and Carmarthenshire, but they had little control over the finished domestic product and laws could not be applied which confined weaving to the corporate towns, or which forced weavers to accept apprenticeship regulations. As coal extraction and export, along with iron production, started to dominate the south Wales industrial scene, most workers abandoned the woollen trade for more profitable ventures and positions in these new industries. At the same time foreign demand for woollen cloth declined in favour of the new raw materials and finished goods being exported from south Wales. This gave the mid and north Wales woollen manufacturers a timely boost at a point when flannel manufacture and the dominance of the Shrewsbury Drapers Guild were both beginning to infiltrate the Welsh woollen industry.

From the mid sixteenth century up to the early nineteenth century the county of Montgomeryshire was the principal manufacturer of Welsh flannels. The first fulling mills appeared in Montgomeryshire in great numbers during this century and by 1562 the Shrewsbury Draper's Company was the chief marketing organization in Wales, with its most important market centre established at Oswestry. Throughout the next two hundred years the Shrewsbury Draper's Company would dominate until local market centres at Welshpool and Newtown were established, thereby allowing less restricted enterprise, in the late eighteenth century. During these two centuries the woollen industry in Montgomeryshire never developed beyond its rural and domestic focus. As discussed by Jenkins (Geraint-Jenkins, J. 1969, 116-117) the main reasons for this lack of cohesion and concentration within the towns were numerous. Arguably the most important reason was the subsistence level at which the majority of the rural workers operated on. This was so low that landholdings scarcely provided enough food and materials for families to survive on. Except for the more fertile alluvial valley soils, much of the county consists of uplands with poor acid soils which are resistant to agricultural improvement. The farms therefore had to survive on a combination of animal husbandry and small scale wool processing and this gave the industry in Wales its widely dispersed character. In addition, the positive glut of freely available fast-flowing water sources meant that wool-finishing mills were equally well dispersed throughout the county and did not need to concentrate in particular valleys. There was never, therefore, a large workforce that could afford to simply abandon their farms and move to seek work in the commercial town centres, unlike the early woollen manufacturing centres of northern England.

The Shrewsbury Draper's Company had a large market hall erected in Shrewsbury for their purposes in 1596, which had a large trading area on the upper floor. The cloth market at Oswestry was closed after 1633 as the result of a long dispute with the Draper's Company and Shrewsbury thereafter monopolized the marketing of Welsh woollens across the whole of Wales. Wool sold at Shrewsbury was taken to Blackwell Hall or the specialist Welsh

Hall in Leadenhall, London for sale and export. The Draper's Company also, unlike any other woollen manufacturing centre in the UK, controlled the finishing process by employing their own specialist workers, thus depriving rural Welsh communities of a vital source of potential industrial expansion and revenue.

Another factor in the failure of the industry to centralise in the Montgomeryshire towns was the lack of a class of industrial capitalists willing to inject ideas, money, land, manufacturing premises and suitable workers dwellings into the process of industrialization. The landed gentry of the mid eighteenth century were in crisis over debt due, in part, to their lack of scope for raising rents on tenant farmers, who were living at or near the subsistence level, as well as other contributing social and economic factors. Approximately 132 resident families owned between 70-80% of the private land available in Montgomeryshire in the 1690s, but by 1793 this was reduced to 49 resident families and 71 absentee landlords owning perhaps 40-50% of the land between them. By 1810 there were only 23 resident gentry families (Humphreys, M. 1996, 96-98). Freeholders and small landowners stepped into the gap, but were not wealthy enough to contribute to the industrializing process through finance.

Profit was unheard of amongst the domestic textile producers, partly due to the rents levied on tenant farmers, but largely due to the low prices offered by the Shrewsbury traders, who sought to make their own profits as middlemen. It was these middlemen, and their agents operating in the countryside, that could potentially have driven the industrialization of the Montgomeryshire textile industry. In the end it was to be a group of local notable worthies and businessmen who instigated the development of the late eighteenth century industrial townscape at Newtown.

The Shrewsbury Draper's Company lost its monopoly by 1790 due to outside competition from agents operating on behalf of Draper's Companies in Liverpool, Chester and London. Improved transport through the application of the Turnpike Acts and construction of the Montgomeryshire Canal also helped to break the stranglehold of the Shrewsbury agents. By 1800 Chester, Wrexham, Welshpool and Oswestry had all created, or restored, their own markets for the sale of woollen webs and flannels and Montgomeryshire had thereby become totally self sufficient in the production, processing, manufacture and sale of flannel and flannel production could now be rightly termed an 'industry' in its own right, rather than a supplement to farming.

1790-1820 The early growth and expansion of the Woollen Industry in Newtown

The Universal Trade Directory of 1790 lists one weaver, one weaver and flannel manufacturer, one card maker and one wool-stapler present in the town (Richards, M. 1993, 55). From this inauspicious beginning Newtown was to develop from a quiet market town to a fully mechanised factory town within 40 years. The 1801 census informs us that the population was 990, perhaps c. 800 in 1790.



Fig.2 c.1795 drawing of Newtown viewed from the north east



Fig.3 c.1798 Plan of Newtown

A description of the town in 1781 is offered by the famous social reformer, Robert Owen, who writes that it was ' *a very small market town...neat, clean, beautifully situated country village rather than a town, with the ordinary trades, but no manufacturers, except a very few flannel looms....*' (Richards, M. 1993, 51) This description matches a contemporary drawing of the town dated to c. 1795 (Fig. 2) which looks west and shows the old Church of St. Mary and the former timber Long Bridge in the foreground, with town houses and the market hall in the background.

A description of the town in 1799 by the Rev. Walter Davies (Richards, M. 1993, 51) noted that there were '*several manufactories upon larger scales*' and other contemporary diarists generally evoke an atmosphere of busied expansion and industriousness amongst the growing population. A plan survives of the town dated to 1798 (Fig.3), which shows the principal thoroughfares that are visible in the town plan today, but it is impossible to identify these early 'manufactories' described by Davies and others unless they are to be equated with the five small structures indicated immediately north of the Long Bridge. The town centre itself is quite well developed in the plan; with all of the major street frontages occupied, and little room for expansion can be discerned among the streets east of Broad Street. To the west of the town are the grounds, outbuildings and substantial house known as Newtown Hall, the seat of the Pryce family. To the south of the town are small pasture fields used for grazing cattle on slopes that rise steeply to the south. The occupied areas of the town therefore already delineate any new areas for industrial expansion available in 1790 and it is clear that development can only take place east and north of the town, with limited expansion possible in the northwest quadrant and south of Newtown Hall. Some small-scale development had taken place by 1790 along Pool Road and Kerry Road and included housing and possibly some tanneries, which were sited here due to their odour.

By 1800 work was under way to replace the medieval and post medieval timber framed building stock with brick and stone. Suitable clays for brick making appear to have been sourced locally and it may be significant that on a plan of Newtown dated 1844 the fields either side of Kerry Road are called the 'Brick Fields'. Other brickworks were later sited along the roads to Milford and Llanidloes. The clearance of the old medieval town structures was widespread and the success of the scheme is evident in the sparse survival of timber-framed structures in the present townscape, which is dominated by late eighteenth and nineteenth century buildings with brick extensions and outbuildings to the rear.

Between 1801 and 1811 the population in Newtown parish doubled from 990 to 2025 and the same dramatic rise occurred in the neighbouring Llanllwchaiarn parish between 1811 and 1821 where the figure jumped from 699 to 1007. By 1831 Newtown's population peaked at 4550 while the Llanllwchaiarn parish figures continued to increase into the 1840s to around 2847 souls. The population increase is directly related to the expansion of the

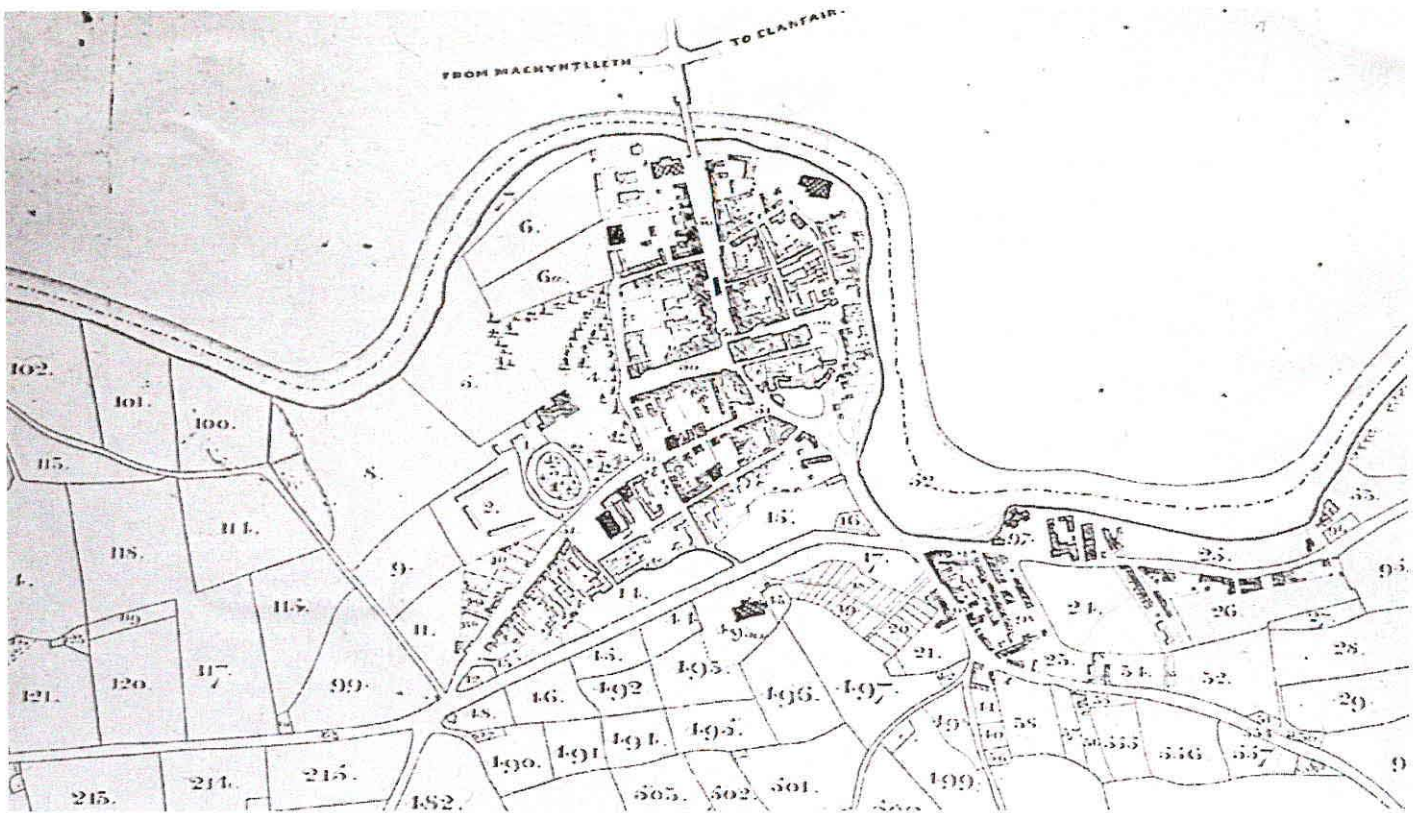


Fig.4 1848 Tithe Map of Newtown

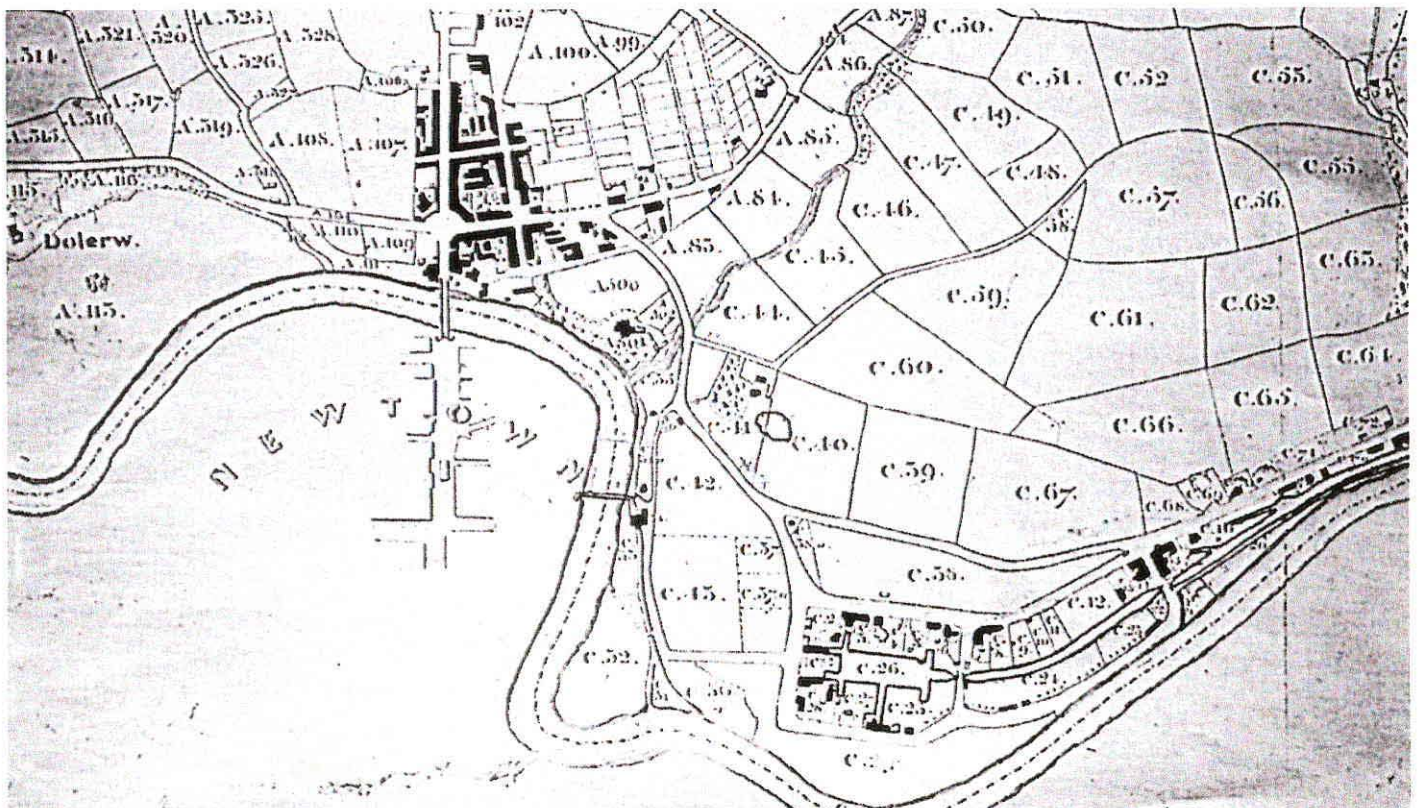


Fig.5 1848 Tithe Map of Penygloddfa

woollen industry in the town and can be tracked visually on the tithe maps for Newtown (Fig. 4) and Llanllwchaiarn (Fig.5) parishes as well as contemporary drawings and paintings of the town (Figs. 6,7,14)

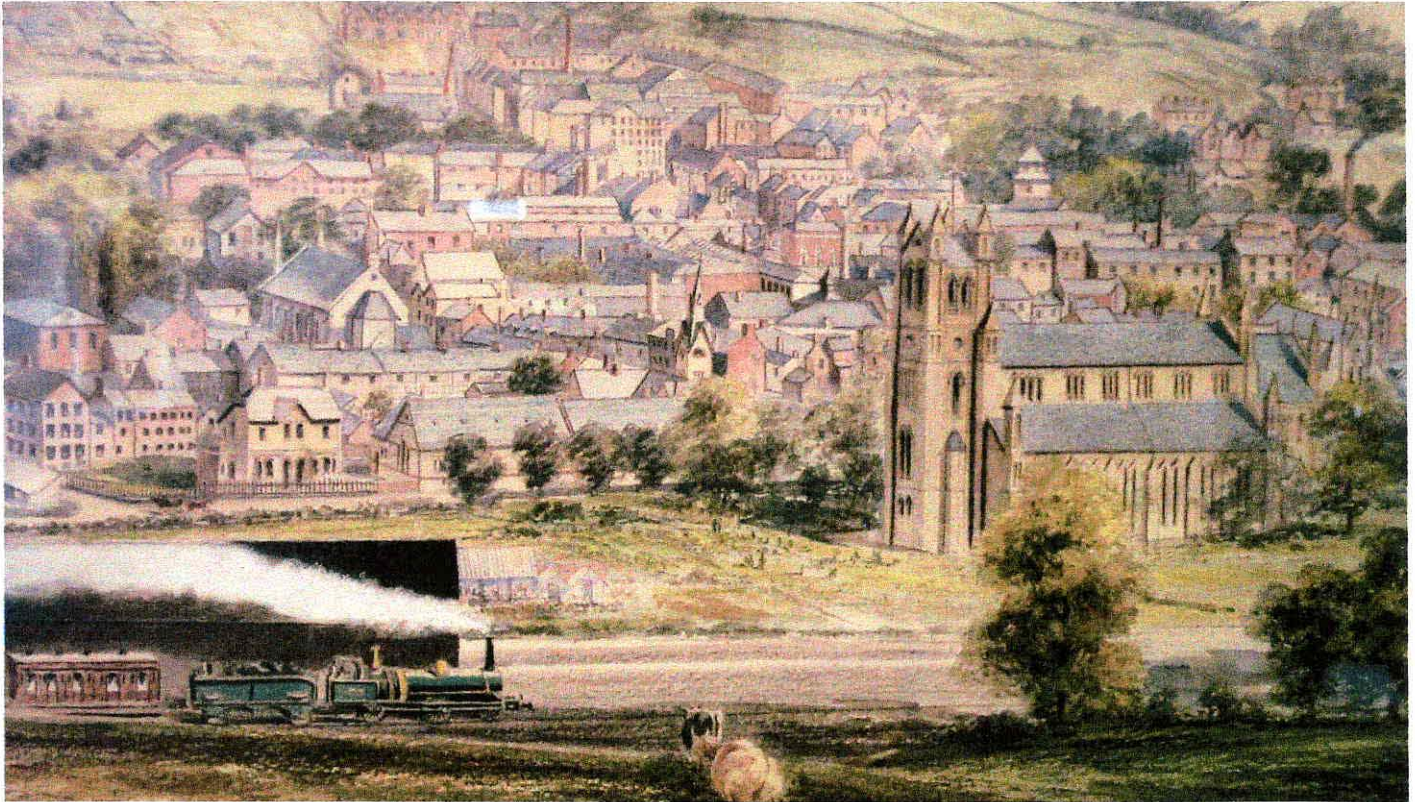
Other than the obvious rise in housing another indication of a rising worker population was the building of a number of large chapels in the town. The Wesleyans erected the first in 1806 and numerous rebuilds were necessary to accommodate the growing congregation. The last surviving Wesleyan structure on Severn Place was demolished in 1983. The Baptists also erected a chapel at The Green, off Park Street, and this grew to accommodate 900 people.

The Early Industrial Developers

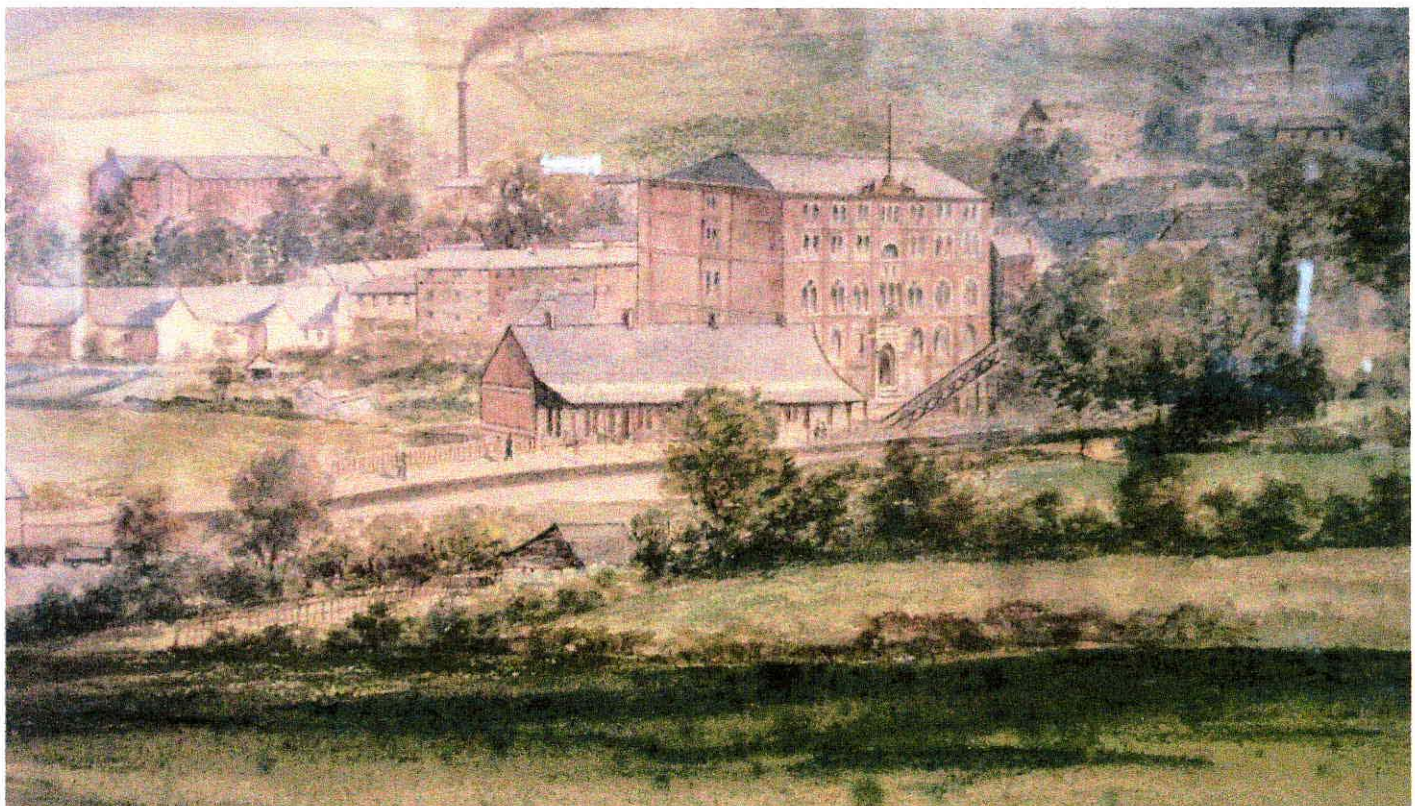
The enablers for this new phase of the town's development were not directly connected with the manufacturing of woollen goods and included some notable local landlords with business interests in the town. These gentlemen should really be described as small-scale capitalists rather than fully-fledged industrialists. In Newtown there were three gentlemen who made by far the greatest contribution and these include William Tilsley, George Arthur Evors and William Pugh.

William Tilsley lived at Llwydcoed, Aberhafesp and belonged to one of the more successful county families. He was originally based in London where he worked as a linen draper. In 1780, while still resident in London, he bought property in Broad Street belonging to his relatives and by 1790 he had bought another large property in Llanllwchaiarn parish where he moved permanently to reside. In the Newtown area he was well respected as a landlord and enabler of businesses having built a mill for carding in the grounds of Milford Hall in 1809 and another within the town itself by 1812. In the same year he became a partner in the bank of William Pugh, Colley & Co., which was housed within Tilsley's property on Broad Street. Pugh and Colley subsequently left the bank in 1815 and Tilsley took on a certain Wythen Jones. This partnership lasted until the bank failed in 1831 and Tilsley was forced to cover debts by selling his mills. In addition to the mills, which were rented out, Tilsley also has business interests in coal supply via the Montgomeryshire Canal and in the supply of clays from his estate grounds which were used in a pottery he established in New House, Llanllwchaiarn in 1823. The bankruptcy led to the sale of nineteen properties in four parishes including a factory, fulling mills and sixteen workers dwellings at Milford and a large factory with associated housing at Penygloddfa. Richards (Richards M. 1993, 58) lists the contents of the Milford Factory in the sale particulars as *'10 carding engines with the necessary willows, slubbing jacks etc. The fulling mills contain 7 stocks and have 3 planking rooms, a stove for drying fuller's earth, 15 tenters, each extending upwards of 220 yards. The factory and fulling mills are constantly supplied with a powerful stream of water from the River Severn, driving 4 wheels'*.

Shortly after this humiliating demise of his local business interests William Tilsley's son committed suicide and Tilsley fades into the background as new



**Fig. 6 Painting of Newtown in 1878 by Salter viewed from the south.
St. David's Church is in the right foreground**



**Fig.7 Painting of Newtown in 1878 by Salter viewed from the south.
The foreground buildings include the railway station and Pryce
Jones Warehouse**

developer's come to the fore. Tilsley can therefore be seen as one of the key players in the expansion of the town boundary beyond the confines of the medieval town and he was clearly directly involved in the early development of the Llanllwchaiarn and Penygloddfa suburbs, which were the primary manufacturing areas of the town by the time he left the scene.

The Reverend George Arthur Evors left his parish in South Wales in 1806 to claim his ancestors' estates based at Newtown Hall, located on the western edge of the town centre. He rapidly refurbished the Hall and then turned his attention to various investments within the town. His main efforts involved the conversion of old properties into new accommodation or manufacturing centres. He initially converted the Byander Corn Mill, located on the east bank of the Severn, into the Oversevern Flannel Mill in 1808 and added two carding engines, a slubbing billy and a scribbler. In 1830 he installed a wooden footbridge (known as the Halfpenny Bridge because of its toll), which connected the east side of the town with the developing canal terminus beyond. Under his direction many old properties in the town centre were bought up then demolished. The new buildings taking their place included housing and factories, which were built in brick and rented out to workers and manufacturers. Evors, as chief presiding magistrate, also enabled other people's schemes through his administrative capabilities and powers of justice. Between 1806 and 1844, when he died, Evors appears to have made the greatest contribution to the rejuvenation and development of the town centre whilst also providing for the expansion of 'greater Newtown' across the river in the parish of Llanllwchaiarn. He died having amassed a great fortune and supposedly had £7000 on his person at the time of death. Of the three principal benefactors of the industrializing of Newtown, Evors was conspicuously the most successful.

William Pugh of Brynllwarch, Kerry owned some 3500 acres of farmland in Montgomeryshire and was a respected member of the local gentry. His principal contribution would be the creation of a greatly enhanced communication network, which helped to drive the increase in production and distribution of the goods manufactured at Newtown in the first four decades of the nineteenth century.

In 1815 he singly bore the total costs of extending the Montgomeryshire Canal from Garthmyl to Newtown, an investment which eventually totalled some £52,700. He improved the connecting roads by investing £7,000 in county road bonds and assisting in the set-up of the Montgomeryshire Turnpike Act. He further provided £10,000 towards the building of the Newtown to Llandrindod Wells road and funded the construction of the New Road, lying to the west of Broad Street, which allowed development of that empty quarter of the town. He also funded and administered the legal procedures that led to the construction of the new stone Long Bridge across the River Severn, which connected Newtown with the rapidly expanding Penygloddfa suburb, in 1826-7.

Having improved the communications infrastructure of the industrial expansion of Newtown, Pugh turned his attention specifically to the woollen industry during the 1830s. In 1832 he was directly involved in financing and administering the construction of the Flannel Exchange, now the Regent Cinema, which replaced the market formerly located at Welshpool Town Hall. The assize court was also moved to this hall under Pugh's influence and it was one of the first structures in the town to be lit by gaslight, a product of the gasworks installed in 1827, which Pugh had also invested in.

Well aware of the benefits of new technology to the increase in production of wool Pugh also invested in eight power looms during 1833-5, four of which were delivered. These were the first steam driven power looms in Wales and were to be rented to the manufacturers for £100 per year. Sadly for Pugh this was to be one investment too far and the precarious economic conditions of the time took their toll when the banks withdrew their credit. The smaller manufacturers who relied on handlooms also rejected his intervention when they could not afford to invest in the new technology to keep up with the competition. Pugh was still owed thousands of pounds from his patronage of the construction of the road and canal network, but his debtors could not save him from his creditors. He fled to Caen in France where he died in 1842 after a gradual decline in health, no doubt exacerbated by his stressful financial situation.

1820-50 The Woollen Industry at its Peak and Industrial Unrest

By the 1820s Newtown was easily the largest flannel production centre in Wales and had developed a particular reputation for the finishing quality of the flannels in competition with the main rivals from the Rochdale area. The mechanisation of the carding and slubbing processes in Newtown, together with the development of bleaching techniques and wool sorting, all helped to centralise the industry in the town. Sequences of trade directories quantify the rise in manufacture by listing the increase in flannel manufactories from 54 in 1823 to 82 in 1835. In the latter year there were also 16 wool carders, 10 fullers, 5 wool merchants and two shuttle makers. Lewis in his *Topographical Dictionary* of 1833 commented that *'the skill and care bestowed by the masters on the finishing of the goods have distinguished the flannels of Newtown for unrivalled excellence of quality'* (Richards, M. 1993, 55). He goes on to list fifty factories accommodating 50 carders and 50,000 spindles as well as 1,200 looms turning out 250 pieces of 160 yard long flannel every week and employing 3,000.

In 1832 a commission surveying labour in towns to provide evidence in relation to the Committee of Factories Bill was presented with the findings and experiences of one William Lutener, a surgeon and doctor working in Newtown. Lutener told the commission that a typical day was twelve hours long with one and half hours rest. However, children, from the age of seven upwards, were often employed for up to 36 hours in one shift and frequently worked up to three nights in a row with only short meal breaks. They were largely employed to feed the machines by night and distribute the pieces during the day and many accidents occurred due to lack of sleep. Lutener told

the commission that due to the high rents charged for the factory premises the manufacturers had to keep the mill machinery in production 24 hours a day to maintain profits.

In 1838 the Handloom Weavers Commission visited the town and provided the first really accurate survey of the flannel industry. The report listed 75 manufacturers with a total of 726 looms and employing some 672 weavers. A list of thirteen processes in the manufacture of flannel is provided along with typical weekly wages for each. The commissioner, Mr W.A. Miles, reported: *'The finer flannels are made at Newtown. The markets are held alternate Thursdays. The quantity in the market averages 400 pieces every market day, at £10 per piece. The market is supplied from every part of the country, except Llanidloes (which had its own market). The flannel is sent in the rough from many districts, and finished or dressed in Newtown, where there are greater facilities of machinery and water'* (Richards, M. 1993, 61). Within this report we also start to hear something of the factors that led to the dramatic decline in the fortunes of this industry in the 1840s.

A new branch of the Bank of Manchester had been opened in the town during the early 1830s and was freely giving out credit to new manufacturers setting up businesses in the town. At least twenty new manufacturers started up between 1835-6 and they attracted a further 300 workers and their families. Boom turned to bust in 1837-8 and the new manufacturers abandoned their factories and at least 50 dwellings were unoccupied. The bank folded due to the lack of repayments being made on their loans.

At the time of the commissioners' visit a petition was signed and presented to them by 394 handloom weavers in Newtown complaining of the unfair practices adopted by some of the manufacturers in their measurement of the flannels produced. They also claimed that they were being forced out of work by the employment of women and children on low wages and that they were limited to buying their supplies from employers shops at inflated prices under the notorious truck system. Many of the weavers only worked for four months of the year and utilised the surrounding rented allotments for food in the intervening months.

The 1841 census records 250 unoccupied dwellings that were capable of holding at least 1,000 people and ably demonstrates the grave situation that had befallen the industry. Signals of distress in the industry had already appeared in 1838 when Newtown was the scene of the first Chartist movement demonstration on the 3rd of October. Some 4,000 workers marched through the town and further actions followed which got increasingly restless and violent. Troops were stationed in Newtown and after one particularly violent episode two of Newtown's prominent Chartists, John Ingram and Thomas Powell, were transported to Australia. In 1841 the Riot Act had to be read when 200 protestors descended on Newtown Hall, two of them were killed in the chaos that ensued.

The main grievances throughout the late 1830s and the 1840s were based on the perceived irregularities of the landlords in maintaining the reforms set out in the Factory Act and Truck Act as well as the continuing high rents for manufacturers and independent weavers. This problem was never really solved and the industry went through a period of stagnation until revival in the 1860s due, largely, to the introduction of power looms in larger factories and the enhancement in communications brought by the railway system. The handloom weaving industry was in decline throughout 1840-50 and modernisation of the machinery and processes in subsequent decades, with the introduction of steam driven power looms and self-acting mules, resulted in the disappearance by the 1880s of an industry that had been important in the county since at least the 13th century.

Flannel sales fluctuated during the decade of the 1840s but the general trend was for the manufacture of poorer quality woollens than had been seen before. Local press reports on the trade were recorded in the Eddowes Journal and reading through them frequent references to a low level of supply and small numbers of buyers present at the markets are common. On the 7th January 1848 Eddowes Journal records that the Oversevern or Byander Mill was burnt to the ground and many textile workers became unemployed as a result, this being one of the most modern mills in the town at that time (Richards, M. 1993, 74).

Given the gloom and despondency in the town's Flannel industry it would seem unlikely that investment in new civic buildings was possible, and yet by the end of the decade the new St. David's Church was opened to the public on the 13th September 1847 (Fig.6) and the National School opened on the Kerry Road in the same year. Earlier in the decade a new gasworks was erected off Gas Street, which replaced the inefficient works dating from 1827.

1850-1900 Revival and Decline

By 1853 an amalgamation of Montgomeryshire landowners and businessmen had gathered enough money to authorise the building of the Llanidloes and Newtown Railway, the first railway in the County. This line would operate between the coal wharfs at Llanidloes and Newtown and construction commenced in 1855 and finished in 1859. Links through to Welshpool and Oswestry were subsequently completed in 1861 and to Machynlleth, the Dovey Estuary and Aberystwyth in 1863. The Cambrian Railway Company subsequently operated all of these lines. The opening of the railways to commercial traffic enhanced the decline of the faltering rural weaving and fulling industries and many mill closures in the Llanbrynmair area and other outlying Montgomeryshire districts occurred at this time. In contrast the centralisation of production within the towns saw a new resurgence in activity to build large mills that could house all of the woollen manufacturing processes at the expense of the smaller urban mills and handloom weavers. This modernisation came too late for the Welsh woollen industry and Montgomeryshire could no longer claim to have a quality advantage over producers in the Rochdale and west Yorkshire valleys. The market for flannel was saturated and fashion was looking to other materials such as tweed.

Mills erected in the second half of the 19th century in Newtown were vast multi-storey affairs with open-plan floors, steam driven machinery, ancillary structures and associated workers housing. They included the Oversevern Mill (rebuilt 1860), Cambrian Mill (1861, rebuilt 1875), the Cymric or Commercial Mill (1862, rebuilt 1870) Craigfryn Mill (1872) and Severn Valley Mills (1875). Factories in Bryn Street (Fig.10) and Commercial Street (Fig.11) in the Penygloddfa district were also revamped considerably at this time and new machinery installed.

On a site close to the present Market Hall near the Bear Lanes shopping centre a young local trader named Pryce Jones set up his first small mail order business premises in 1859. This was the first mail order service in the world and initially concentrated on selling Welsh flannels to discerning local residents. Pryce Jones single handedly revived the Newtown flannel industry for a final flourish between 1860-1900. His marketing and promotion skills were enviable and largely responsible for his success. By the end of the 1860s he could boast Florence Nightingale and Queen Victoria herself as loyal customers and he had exhibited products both nationally and internationally.

Success led to expansion of the business premises and in 1879 the first Royal Welsh Warehouse was completed on the site of the existing building opposite the railway station (Fig.14) This was expanded further in 1887 and 1901 and a new factory (now the existing Agriculture House) was erected opposite the warehouse in 1895 and was linked to it by a sky bridge. In 1879 Pryce Jones' customers numbered some 40,000, but this figure increased to 250,000 by the end of the century. The rise of this business occurred in conjunction with the expansion of the regional railway infrastructure and Pryce Jones relied heavily on the fast and reliable train services via Newtown to all parts of the country. By the end of the 1870s the London and North Western Railway Company had provided three specially designed luggage vans, emblazoned with the company name, which travelled daily between Newtown and London. Parcels were distributed en route and Pryce Jones was thereby also the creator of the first Parcel Post system as a result. The company continued to expand up to the period of the First World War and a store was set up in Canada in 1910 to try and break the rise of competing mail order companies, but this venture failed and, together with the depression of the 1920's, resulted in a terminal decline of the Newtown production centre.

The Pryce Jones phenomenon had been good for the whole of the town during its existence and much of the capital raised by the Company was ploughed back into new civic development and the modernisation of local factories, such as the Severn Valley Mills in Newtown and the Powysland Mill in Welshpool. The new found optimism spread to independent manufacturers also and in 1865 the Cambrian Flannel Company of Newtown and Llanidloes was set up and took over many of the mill premises in both towns. The Company had the backing of the local MP, Sir Charles Hanbury Tracy, and was a direct attempt by Hanbury to revitalise the flagging Newtown woollen industry. In 1866 this company bought the huge Cambrian Mill complex, which

was sited adjacent to the canal terminus on the east bank of the Severn, and fully modernised all of the equipment to the extent that this became the most technologically advanced factory in Wales. These independent manufacturers were confident enough to exhibit their goods alongside those of Pryce Jones at international exhibitions and the range of products had expanded greatly to include plain and coloured flannels, shawls, whittles, hose and tweeds. In 1873 the Cambrian Flannel Company expanded once more and became the Welsh Woollen Manufacturing Company, which further developed the Cambrian Mill premises. By 1882 the company was in liquidation and the Cambrian Mill was bought by the Severn Tweed Company. Two disastrous fires in 1910 and 1912 saw the final demise of the Cambrian Mill, which was now the largest of its kind in Wales. The last of the large mills to stay in production was the Commercial or Cymric Mill (Fig.12) on the Llanllwchaearn road, which struggled on to final closure in 1935.

Census records from 1871 and 1881 indicate that the population increased by at least 1,200 in this decade and this is reflected in a new phase of the town's expansion. This development phase included new housing along New Road and at Dysart Terrace; a new sewage works at Penarth in 1879; a new tannery complex in Skinner Street in 1873; new waterworks and the provision of mains water; the establishment of the first Co-operative store in the country at Ladywell Street, Newtown in 1876 and the construction of many new religious buildings such as the English Congregational Church in 1878.

The new housing attracted workers from textile production centres outside Wales including Scotland, Ireland, Yorkshire, Lancashire and Cumberland, but after 1881 the population once again entered a decline from 7170 in 1881 to 5154 in 1931. By this time Pryce Jones had ceased to manufacture its own goods for sale at the warehouse and was now accepting textiles from their original competitors in Lancashire and Yorkshire. There was effectively no industry to speak of in Newtown by the time of the First World War and the woollen industry never recovered. The empty mills saw one last brief revival in their use as munitions factories during both world wars

The Significant Surviving Elements of the Industrial Townscape

The Textile Worker's Housing

Despite the ravages of the redevelopment programme in the 1960s and 1970s much survives of the early-late nineteenth century building stock which was erected to house the immigrant textile workers and their families. There are three main areas of survival and these include Penygloddfa, terraces north and south of New Road and terraces along the Canal Road frontage. There are a few surviving outliers east of Broad Street and in the Kerry Road/Sheaf Street area, but these are isolated examples and now have little group value.

Penygloddfa was undeveloped at the time of the 1798 survey (NLW FO89), but within thirty years of this date the existing street pattern and density of layout had largely been achieved. This is supported by the numerous entries for flannel manufacturer's in the early trade directories such as Pigot & Co's (1822, 1828, 1829, 1835) and by the 1843 tithe map, which displays buildings on all of the present street frontages and a cluster of allotment enclosures on the hillside immediately to the east.

By the late eighteenth century brick was both a cheap and fashionable building material and imported brick from the Wrexham area would have been reaching Newtown via the canal and newly built turnpike roads. Brick was also made locally where good glacial or alluvial clays were plentiful in the Severn Valley. In 1798 the town centre consisted of fully half-timbered, or half-timbered and brick faced, two and three-storey townhouses or shops with servants quarters on the upper floors in the wealthier households. Many of these structures were the late survivals of much altered medieval or post medieval timber dwellings.

Early expansion into Penygloddfa took place immediately north of the former timber bridge over the Severn and along the road network leading to Machynlleth and Llanfair Caereinion. The 1798 plan (Fig.3) shows just three or four structures clustered around the north side of the bridge in Upper Bridge Street and within the next thirty years development spread quickly along Commercial Street and north along Crescent Street and Bryn Street. All of the structures erected in Penygloddfa at this time are brick built, two or, more commonly, three and four-storey in height, with slate roofs and windows to each floor front and back.

The smaller two-storey structures were simple back-to-back dwellings with access to rear entrances provided by a covered side alley. Census records for 1851 indicate that practically every household in Penygloddfa was involved in some way with the woollen industry and these smaller dwellings probably housed domestic level spinning or handloom weaving operations. Census birthplace evidence suggests 80-90% of the occupants of properties in Penygloddfa were from Newtown or immediately adjacent parishes and the other 10-20% migrated in from western Montgomeryshire or Cardiganshire.



Fig. 8 The Textile Museum, Commercial Street

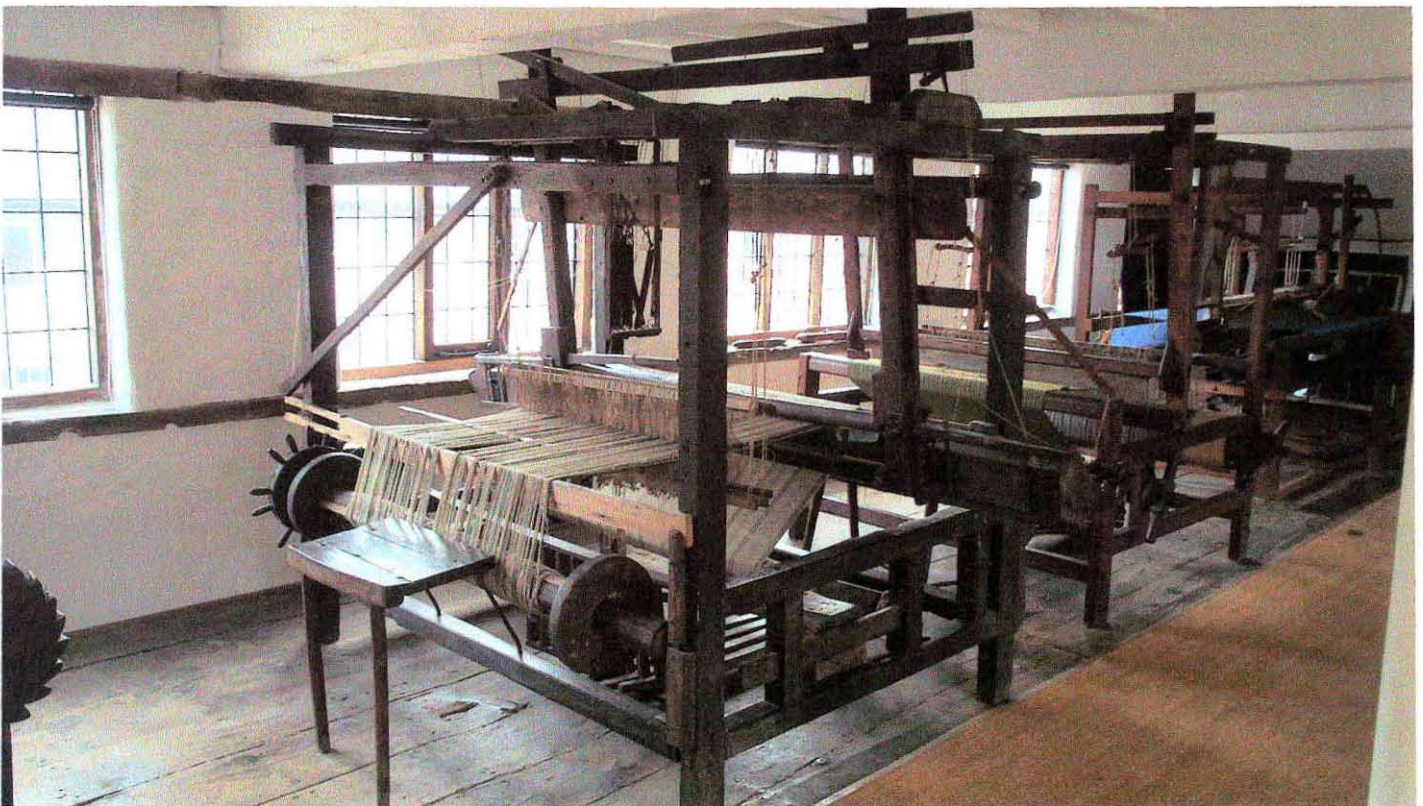


Fig.9 The Textile Museum, Commercial Street. Weaving looms on the second floor.

The taller three and four-storey houses are the real showpieces of Newtown's surviving industrial heritage. These were effectively proto-factories in transition from the single-family domestic set-up to the fully-fledged four and five-storey powered factories of the later nineteenth century. These structures are multi-household properties with communal working areas on the upper floors and with front and rear access, the latter via covered side alleys into rear yards.

The Textile Museum at 5-7 Commercial Street (Figs. 8&9) is an excellent example of one of these combined housing/industrial unit buildings. The building was preserved in 1962 and opened as a museum in 1967. It is now operated and maintained by the Powys County Council Museums Service and was completely restored and renovated in 1995-6. In 1999 National Heritage Lottery grant money allowed conservation and refurbishment work to be completed on the exterior of the building. The brick structure is probably early 1830s in date and originally consisted of six back-to-back cottages (now converted into three separate dwellings) with domestic rooms on the ground and first floor and two long open communal rooms, spanning the whole length and width of the six cottages, on the third and fourth storeys. A covered alley gives access to the rear cottages and a wooden staircase at the west end of the courtyard provided access to the workshops in the upper stories. The cottages were of simple two room, one up-one down, form with fireplaces arranged so that the flues did not pass through the upper workshop rooms, but exited via chimneys at the gable ends. There would have been a family to each cottage and conditions must have been very cramped with a living room/larder/washroom on the ground floor and shared bedroom on the first floor. A privy and laundry were originally situated in brick outbuildings in the rear courtyard. The third storey has substantial cast iron columns supporting the fourth floor, presumably to take the weight of the handlooms. This might suggest that lighter machinery was housed on the third floor and perhaps spinning took place here although lighter handlooms could also be utilised. The handlooms would have been positioned beneath each window and 10-12 handlooms could be accommodated in this way. The positions of the looms are marked to this day in the preserved original floor timbers as they are clearly worn where the feet of the looms shifted gradually while the upper frame was in motion. The large 45-pane three-light windows with central casement openings were fitted to both sides of the building and flooded the workshop floors with light. The domestic floors have simpler ten-pane windows with a single four-pane casement in one of the upper corners. The roof was slated and there was limited loft space for storage.

The sequential development of Penygloddfa is readily visible in the changing vertical and plan layouts of the buildings with initial development taking place at the bottom of the slope adjacent to the river and gradually advancing up-slope, with the later nineteenth century buildings to the north. A good example of this is visible in Chapel Street where the substantial three-storey corner property at No.1 represents the dwelling of someone of high status. This would have been the manufacturer or overseer's house that invested in land upslope where he could erect an attached block of four back-to-back

dwelling (No's 2-3) with a workshop on the third floor. Later again, another four back to back two-storey cottages (No's 3-4) were added to the north with a covered alley giving access to rear entrances. The windows of the workers dwellings are typically of the iron casement form and have been designed in this case to look like sash windows. This is in contrast to the original sliding sash windows of the employers' house on the corner. The employer's often borrowed heavily from investors such as the Rev. G.A. Evors to set up these early factories. The looms and dwellings would have been rented out to the workers and in many cases they were even forced to spend their wages on the highly priced goods sold in Truck shops owned by the employer. These truck shops were often sited on terrace corners or on the ground floor of a factory. A good example formerly existed on the corner of Union Street and Crescent Street, but has now been demolished.

The later multi-storey powered factories, such as those surviving in Bryn Street and Commercial Road, had the owner or foreman's dwelling incorporated into the structure by the addition of a new bay or separate side extension. There were originally six factories of the later type in Penygloddfa but only three, the Clock Factory in Bryn Street and the former Coach Works and Roberts and Quinn buildings in Commercial Street, survive in anything near original condition. Brynfield House (Fig.10) adjacent to the Clock Factory in Bryn Street is the finest example of one of these attached owners houses and is a grade 2 listed building. It is four-storey with sash windows and a grand panelled entrance door with fanlight above.

The 1840s depression in Newtown resulted in little building activity in Penygloddfa. A few two-storey dwellings were added to Upper Bryn Street in the late 1850s and through the 1860s. The upper storey workshops were no longer required by this time as the factory floor had shifted to the multi-storey powered factories and these buildings were therefore solely workers dwellings.

The latest stage of industrial housing at Penygloddfa is represented by the high Victorian architecture of Bryn Terrace at the top of Crescent Street. These houses were erected in 1875/6 during the second boom period of the flannel industry in the 1870s and 1880s. The terrace consists of six two-storey houses all built in one phase. Their fabric consists of polychrome brick with yellow stringcourses, blue brick details and yellow lintels over doors and windows. The windows have original two-pane sliding sashes and the ground floor has a large bay window. The roofs are slate with terracotta finials and decorative bargeboards. The doors are of the original six-panelled form. These houses clearly project the new confidence and wealth in the working population during the second boom and are similar to other examples of this architecture erected along Canal Road and on either side of New Road.

The second area that preserves industrial housing is located north and south of New Road. Here the preservation of buildings from the first half of the nineteenth century is poor in comparison to the Penygloddfa district due to the high level of redevelopment.

The area between New Road and Park Street was developed after enclosure in 1801. At that time New Road did not exist, having been constructed with funding by William Pugh in 1821. The frontages of Park Street and Ladywell Street were developed initially, with further construction to the south only taking place much later in the 1870s. Sadly, we have lost evidence in Park Street and Ladywell Street of what were probably the first proto-factories in the town, which pre-dated the 1830s boom in construction witnessed at Penygloddfa. Fortunately, the rescue recording work of Jeremy Lowe at the Welsh School of Architecture in Cardiff during the late 1960s and 1970s has preserved a detailed photographic and written/drawn record of these early structures. The terrace at 21-25 Ladywell Street, which was demolished in 1966, was the last surviving example of these early buildings. They were built c.1810 and consisted of a three-storey block of six back-to-back houses. These structures represented the transition from half-timbered to fully brick built construction techniques which was taking place at this time and the timber frame was infilled with bricks laid on edge. Each house had a single room to each floor and a fireplace in each with flues leading to a chimneystack shared with the property next door. By 1820-30 solid brick construction dominated in Newtown and a token gesture to this form of construction was present at the above houses in the form of a solid brick footing and ten-course skirt to the ground floor. The top floor of each of these houses originally contained a handloom for weaving.

The full brick development of these early structures survives in only a few properties along the north and south sides of Park Street. Here there are examples of three and four-storey brick built back-to-back houses with a top storey weaving room, many of which are distinguished by a decorative brick dogtooth dentil course. Jeremy Lowe has dated these buildings to between 1815 and 1830 in date (Lowe, J. 1994, 14) and as such they are the immediate precursors to the type of industrial properties commonly erected at Penygloddfa. The earliest survivals are on the north side of Park Street, where evidence of the relationship between domestic/industrial architecture and the adjacent employers/overseer's house is visible in No.s 51-54 Park Street. No's 51-53 are three-storey, four bay back-to-back workers dwellings with a weaving room on the top floor. The terrace adjoins an earlier three-storey two bay dwelling, which is divided from the terrace by a covered side alley, and this was the employer/owners dwelling (No.54). On the south side of Park Street there are a few short terraces and individual structures which display the normal 3-4 storey back-to-back construction with weaving rooms on the top floor. In some of these the top floor windows are noticeably smaller than on later weaving floors and these may be an earlier form.

The housing south of Park Street is noticeably later and of better construction and design. All of these houses were constructed after 1869 and the majority are simple two-storey dwellings in red brick with yellow or polychrome decorative brick features. They housed the workers of the later powered factories, such as the Severn Valley Mill adjacent to the railway and the Cambrian Mill, as well as workers employed by some of the new industries that had entered the town, such as the railway, the tanneries located in

Skinner Street and Pool Road and the Cambrian and Severn Valley Saw Mills located to the west of the town. The back-to-back terrace and courtyard, with alley entry from New Road, that was originally sited next to the Severn Valley Mill is a good example with polychrome voussoirs and decorative yellow brick crosses on the first floor and yellow brick stringcourses to the chimneys. The terrace is dated to the mid 1870s.

The final area where substantial industrial housing is preserved is along Llanllwchaiarn Road east of the town centre. In 1875 Charles Hanbury Tracey (later Lord Sudeley) erected a terrace of 23 houses on the east side of Llanllwchaiarn Road called Dysart Terrace (named after his father in law Lord Dysart). These houses were occupied by textile workers which were brought into Newtown from other woollen manufacturing areas to assist in the introduction of the tweed industry at the newly erected Commercial and Cambrian Mills. The census entries for 1881 confirm the immigrant status of these occupiers and their birthplaces are listed as: Yorkshire 8, Ireland 5, Scotland 4, Lancashire 2, Cumberland 1, Llanelli 1, Kerry 1 and lastly one local occupant from Llanllwchaiarn. Every head of each family in the terrace was employed by the woollen industry and of the 55 people resident in 1881 50 of them were employed in the industry.

The nature of the topography at the location where the terrace was built led to an innovative building technique not normally seen outside the Yorkshire textile manufacturing area. The steep slope from the road frontage to the canal below allowed the construction of one house on top of another with the lower dwelling built back into the bank. The upper house was entered from the Canal Road frontage while the lower house beneath was accessed via a flight of steps at either end of the terrace.

The Textile Mills

Of the twelve original multi-storeyed textile mills only five survive and these include the Clock Factory in Bryn Street, the Roberts & Quinn buildings in Commercial Street, the Kymric or Commercial Mill in Canal Road and the Royal Welsh Warehouse Factory of 1895 off Kerry Road. All twelve, except for the Cambrian mill, which burned down in 1912, survived through to the 1960's, but many were subsequently demolished to make way for new development sites in the town during the following twenty years.

The Clock Factory (so called because of the large clock face that hung from the mountings facing the street) in Bryn Street is a Grade 2 listed building (Cadw ref. 62/A/33 & 34 (4)). It is a four-storey, eight-bay structure in Flemish bond brick with a slate roof (Fig.10). The ground floor has a large original octagonal panelled door and the first and second floors both have a loading door within the front facade. The centrally located loading door on the second floor has a large iron bracket above which initially acted as a hoist fixing, but was later used to mount the clock face. There is a dogtooth dentil course at eaves level, but there is no other ornamentation to the very plain and functional facade. There are seven windows on the first three floors and eight on the top floor. The rear face carries eight windows to each floor. All windows



Fig. 10 The Bryn Street or 'Clock' Factory



Fig.11 The southern factory on Commercial Street

have a plain arch headed surround and all of them are currently boarded. The original windows were probably iron framed with louvre or casement windows. The adjacent Brynfield House to the south belonged to the factory owner. The factory housed spinning mules on the lower floor and warping and weaving machinery on the upper floors.

The two mills in Commercial Street are sited opposite each other on the north and south side of the street. Both are Grade 2 listed buildings (Cadw Refs. 62/A/44 (4) (north mill) and 62/A/49-52 (south mill) and both were formerly owned by the Roberts and Quinn Company. In origin both are c. 1830 in date.

The south mill on the corner of Commercial Street and Chapel Street is a four-storey, eight-bay building with an extension at the east end of one bay width and four storeys, which was the residence of the mill owner (Fig.11). The whole building is of red brick construction with plain arch headed window surrounds. The building has been recently sympathetically refurbished to create rented office space.

The Commercial Street elevation of the mill displays four floors of open factory floor space, which are well lit by nine-pane, three-light, cast-iron window frames. The second floor has a complete row of windows while the other three floors have their facade broken by entrance or hoisting doors. The west corner of the ground floor has an entrance to a full width room with a shop front style window facing onto Commercial Street. The latter was either office space or may have been used by the owner as a Truck shop. The west facade has two windows to each floor and a central access (ground floor) or hoisting door to each floor. The three upper access doors and one ground floor window are bricked up.

Internally the mill was open-plan with no cast-iron supporting columns required due to the narrow width of the building, which could easily be spanned in oak timbers. The stair well is at the west end and the hearth flues are built into the thickness of the end walls. The mill hearths, situated in the west gable wall, are small in size to prevent a potential fire hazard. The flue for the factory owner's hearths is built onto the east wall of the mill and is very large in comparison. The roof is covered with slate. As with other mills of this form the ground floors housed spinning operations while the upper floors housed warping and weaving machinery.

The north mill was not examined internally, but superficially appears to be similar in plan to the south mill. Again the building is of brick construction, but it is shorter in length at only six bays and four storeys in height. The upper three floors are well lit by six nine-pane, three-light cast-iron windows with central two-pane opening casements. The ground floor facade has been altered when the mill was later converted to a Carriage Works and the brickwork still carries the painted banner for the Commercial Carriage Works above the ground floor. A large arched doorway and smaller entrance give access to the ground floor. There is a single bricked up window and two tall cast-iron framed, twelve-paned windows, with upper central two-pane opening

casements. The roof is of slate construction. A four-storey dwelling was added to the west end of the mill at a later date. It is not known whether this was a dwelling associated with the owner of the north mill or simply a completely independently owned dwelling.

The Commercial or Cymric Mill (Fig.12) was built in 1862 and its latest incarnation is the only surviving power driven woollen mill in Newtown. It is also the last woollen mill to survive which was built in the post 1840s revival of the flannel industry. The original 1862 build suffered catastrophic damage in a fire and was entirely rebuilt in 1872. From 1873 to 1936 it was owned by Jones, Evans & Co. during which time the structure was damaged by two further fires in 1891 and 1911. Woollen goods were manufactured here up to 1936 when it was taken over by a London firm of shirt makers who occupied the premises until c.1950. Various companies have since used the ground floor as offices, but it currently stands empty with planning permission to convert it to flats.

The main building was constructed in red brick with the gable end fronting onto Canal Road and a wing extending east, with its side elevation parallel to the street frontage. The ground floor is approached by a flight of steps on the west side and turning south inside you enter a series of recently converted rooms where no original features are at first apparent. In the southernmost room, however, the south wall is exposed and displays a wide, low arch spanning almost the whole width of the room, which is now bricked up. The purpose of the arch is unclear unless it originally allowed access for a drive mechanism to power the mill machinery. Turning north inside the front entrance a short set of stairs provide access to a sub-basement set of small rooms, now a toilet block, which are lit by ceiling windows at the outside ground level. Climbing to ground floor level again there is a centrally located stairwell to the basement leading off the main entrance corridor. The basement is lit by ceiling level windows on the west side and the ceiling is supported along its length by a single central row of cast-iron columns manufactured by Turner Brothers of Newtown. There is a single fireplace built into the west wall opposite the stairwell. Adjacent to the stairwell on the south side is the base of a lift shaft surrounded by a protective cage. Looking up into the lift shaft it is wood lined with heavy wooden sliding doors to each floor. There is a maximum weight sign of 10 cwt on the upper doors.

Moving up the stairwell and continuing to the first floor one enters the empty floor space which has a modern linoleum surface covering the original oak timbers. In the ceiling are numerous linear wooden rails and cast iron brackets for machinery fixings. At the head of each rail is a small wooden trapdoor, presumably for passing part-finished materials to the floor above for further processing. On some ceiling rails there is a further trapdoor set further back to the east. There is an opening onto the floor from the lift shaft. The windows are cast-iron six-pane with a single opening pane at the top. There are no windows on the east side.



Fig. 12 The Cymric Mill



Fig.13 The Pryce Jones Royal Welsh Warehouse

Continuing to the top floor the wooden floor is visible with trapdoors. The plain king post through-purlin roof is open and visible with a timber clad lining to the inside of the roof. The top of the lift shaft is closed and there is a drive mechanism suspended on iron plates above the door. Windows on all sides light this floor.

The two-storey extension on the east side is reached via an access door adjacent to the lift shaft on the ground floor. It has two empty floors with similar window fittings to the main building. Both floors have rail and iron fittings in the roof for machinery fixings. The ground floor has a wide double door opening on a sliding rail in the east wall. The upper floor has a single sliding door in the east wall with a hoist drive mechanism suspended on iron beams above. The ceiling is wood and the king post roof is partly visible below this.

To the south of the extension is a large covered depot/storage area with concrete flooring which is clearly of twentieth century steel girder construction with corrugated wall and roof cladding. There is a later brick extension on the south wall of the main building, which has wooden hoppers in the ceiling of the south wall and a connecting opening at ground floor level that communicates with the basement of the main building. A ramp gives access to the first floor of the main building from this extension. The extension appears to have been a wool sorting area.

The Royal Welsh Warehouse Factory (later known as Agriculture House) was constructed in 1895 by Sir Pryce Jones on the site of his earlier three-storey No.3 factory. It was an addition to the Royal Welsh Warehouse (Fig.13) which opened in October 1879 and occupied the opposite corner of the road leading to the railway station off Kerry Road. It is an equally imposing bright red brick building with high Victorian ornamentation and rises to eight storeys on the west facade. The main entrance is on the north facing side and there was access to the rear yard from the west side. By 1895 Newtown was no longer producing quality flannel and this factory received flannels from Newtown's former rivals in Rochdale. Goods manufactured included shawls, gauze, rugs, and blankets. The structure is currently occupied by a number of small businesses, as is the main Royal Welsh Warehouse building.

The Principal Civic Buildings

Reflections of civic pride and the growing economic wealth of the town in the nineteenth century have survived and include a number of very prominent structures in the present townscape.

The Baptist Chapel on the north side of New Road dates to 1881 and is built in the Corinthian order of the classical style with a tetrastyle portico and carved pediment above in Ruabon brick and stone. It could hold 1,138 people in its galleried chamber and fittings were of cast iron and oak throughout. It was lit by gaslight and had underfloor heating.

St. David's Church, located on the south side of New Road, was originally called St. Mary's Church and replaced the original medieval parish church of the same name, which was sited north of Skinner's Street. It was designed by the architect Thomas Penson and built largely with donations from the Rev. George Evors. It was consecrated in 1847 and was altered in 1874. It is almost entirely built of buff-yellow brick in the gothic style and could hold 1,200 people.

The Flannel Exchange, now the Regent Cinema, is sited on the corner of Broad Street and Severn Place (Figs.14 & 15) and was built in 1832 to capture the woollen trade from the Welshpool Flannel Market. It was built in the plain classical style with a main entrance portico on the east side and two storeys. It survives intact, but with many unsightly later extensions.

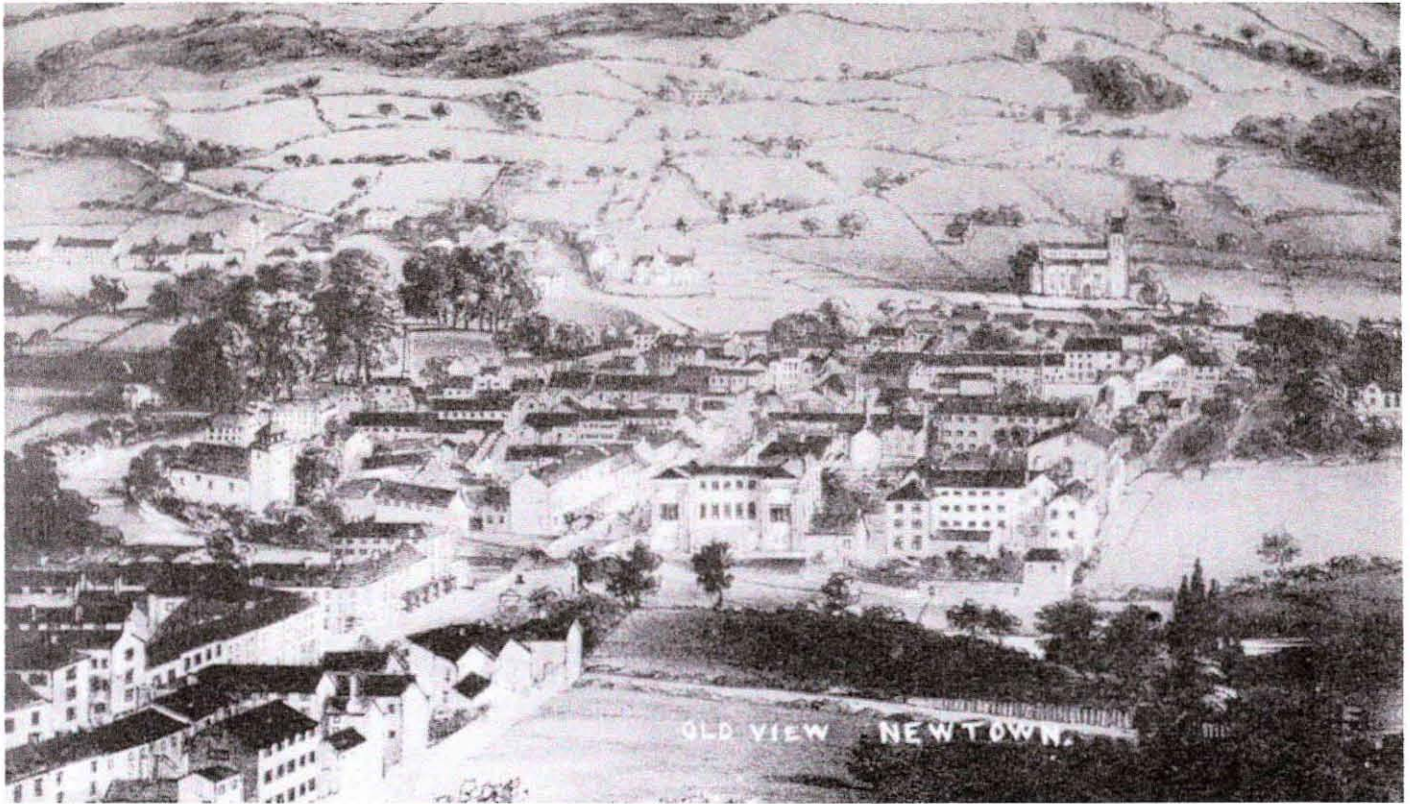


Fig.14 1846 drawing of Newtown with the Flannel Exchange in the centre foreground



Fig.15 The Flannel Exchange (now a cinema and offices)

The Conservation of the Industrial Heritage

The late nineteenth century appellation mentioned at the start of this study that Newtown was 'the Leeds of Wales' seems justified if we accept that Newtown was the primary manufacturing and distribution centre of the Welsh flannel industry throughout the nineteenth century. No other town in Wales had a concentration of specialist woollen workers, housing and factories on this scale and much of the building stock that pre-dates the new development of the 1960s and 1970s is effectively the product of the town's expansion through wealth created by, and attracted to, the textile industry. The most prominent buildings in the townscape are all the product of the town's industrial past and the Penygloddfa district in particular is a well preserved and rare survival of what was effectively an early nineteenth century industrial conurbation in a rural setting.

Given the obvious importance of this heritage the recognition that active conservation is required has been slow to generate. The efforts of the Civic Society and prominent members of the Newtown Local History Society including, notably, Maurice Richards, were primarily responsible for saving what is visible today and they were directly responsible for securing the preservation of 5-7 Commercial Street as the future Textile Museum in the 1960s. The awareness created by this early conservation and research work is tangible in the town today and many people living in the Penygloddfa area are both interested and keen to learn about the former occupants of their dwellings and immediate surroundings.

While the local planning authority has no designated Conservation Officer there are a number of planning officers with particular interests and skills which can be directed toward the conservation of the built environment. They are aided by the planning restrictions afforded by the designation of much of Newtown as a Conservation Area in 1986 and the inclusion of this recognition in the policies of subsequent local and county plans. A large number of buildings have acquired Listed Building status and more were added in a recent re-survey by Cadw:Welsh Historic Monuments during the 1990s. In addition, Planning Guidance (Wales) issued by the Welsh Office, now the National Assembly for Wales, in 1996 and the circulars 60/96 (Archaeology and Planning) and 61/96 (Archaeology and the Historic Environment) all afford a greater integration of the heritage consultation, conservation and mitigation processes within the planning process.

The four Welsh Archaeological Trusts in Wales each hold a copy of their Regional Sites and Monuments Record and have staff dedicated to planning control work who work within the guidelines of the National Assembly planning guidance framework. Through regular consultation on all development issues the Trusts can be both pro-active and reactive to pressures on the industrial heritage across Wales. The Trusts also have in-house staff capable of recording and excavating industrial monuments should the need arise. The Royal Commission on the Ancient and Historical Monuments of Wales similarly has staff available that can react to development pressures,

particularly in the case of the demolition of listed buildings, and they also maintain the National Monuments Record.

The means to maintain the status quo and prevent further loss to the town's heritage are therefore in place and it is extremely unlikely that proposals which directly destroy significant industrial features would be made, or even countenanced, in the present climate of cultural awareness and active monitoring. Proposals to re-use derelict industrial structures may be made, however, and it is up to the various conservation agencies cited above to ensure that sympathetic proposals which result in little or no loss to the original features of buildings are secured. Indeed, sympathetic re-use of an industrial structure, which may be derelict and otherwise open to decay and ultimate demolition, should be a priority if a workable proposal is forthcoming. This will hopefully be the fate of the Commercial or Kymric Mill, which is currently proposed for conversion to flats, but does not have the benefit of listing or being included in the Conservation Area. The earlier Bryn Street (Clock Factory) mill in Penygloddfa is an urgent priority for sympathetic re-use and would lend itself to conversion for accommodation or small business use with ease.

The Conservation Area itself could usefully be extended along Park Street and along Kerry Road as far as the railway station in order to include important structures from the nineteenth century textile industry, which are currently suffering the ravages of permitted development rights.

With regard to public awareness and future conservation in the town the only accessible source of information is the Textile Museum in Commercial Street. However, while an excellent small museum, it is hidden down a street outside the main town centre, which the passing tourist is unlikely to reach and is only open on certain afternoons from May to September. Town trail leaflets do exist, but there is no specific trail for the textile industry, which is at odds with its importance to the town's development. A trail leaflet could usefully be designed in conjunction with the Welsh Tourist Board, Civic Society and the Powysland Club which would include not just the key edifices in the town centre, but the Penygloddfa, Canal Road, Park Street and Kerry Road buildings.

Overall, the surviving industrial heritage has a potentially bright future and Newtown is lucky to have buildings present which represent every phase of the town's industrial history and development. It is up to the present and future guardians of that heritage to make sure that this rich resource is preserved for future generations.

Appendix

Gazetteer of Surviving Industrial Archaeological Sites in Newtown

Much of the industrial housing in the town (which makes up the majority of the gazetteer) is already listed and the listings have been transferred to the Regional Sites and Monuments Record (SMR) where individual houses or groups of dwellings have unique PRNs or Primary Record Numbers and ten figure OS map references. For brevity, only the PRNs relevant to each side of a street and one map reference per side of each street are listed below where the structures are already recorded.

Previously unrecorded industrial housing sites are listed in blocks for each side of the street with one map reference per side of each street. They are indicated within each entry by a Bold typeface in the Name: field. Sites other than the industrial housing simply have no PRN indicated.

Detailed information on PRN listings and full individual building map references can be obtained from: The SMR Officer, Regional Sites and Monuments Record, Clwyd-Powys Archaeological Trust, 7a Church Street, Welshpool, Powys, SY21 7DL.

The Woollen Factories, Mills and Warehouses

Name: Roberts & Quinn Building (South)

Type: Flannel Factory

PRN: 30959

Listing: 62/A/47 & 48 (4)

NGR: SO10789195

Date: c. 1830

Description: Four storey, eight-bay flannel factory. Flemish bond brick. Slate roof with brick chimneys at original east and west ends. Three-light casements to all floors. Former tier of access doors in west wall, now blocked. Two heavy plank doors to ground floor on north side. Later 19th century shop inserted to ground floor west end. Currently used as business premises.

Name: Roberts & Quinn Building (North)

Type: Flannel Factory

PRN: 30956

Listing: 62/A/44 (4)

NGR: SO10779196

Date: c. 1830

Description: Four-storey, six-bay flannel factory. Flemish bond brick. Slate roof. Brick end chimneys. Three-light casements to all floors. Later a carriage works. Painted carriage works signage above wide ground floor arched entrance. Smaller entrance door to west. Currently used as residential flats.

Name: The "Clock Factory" Bryn Street

Type: Flannel Factory

PRN: 30950

Listing: 62/A/33 (4)

NGR: SO10749199

Date: c.1830

Description: Four-storey, eight-bay flannel factory. Flemish bond brick. Slate roof. Chimney removed on north side. Three-light casements to all floors. Loading doors in centre of west wall on third and first floors. Bracket mounting on west facade for clock, now removed. Main entrance door offset with original doorcase and dentilled hood and rectangular fanlight. Brick covered passage to south gives access to rear. Factory owners house, Brynfield House, adjoins the south side (PRN 30951).

Name: No's 5-7 Commercial Street (Textile Museum)

Type: Industrial Housing/Flannel Factory

PRN: 30954

Listing: 62/A/38-41 (4)

NGR: SO10749194

Date: c 1836

Description: Two-storey, six-bay flannel factory over three two-storey, one window industrial houses. Houses originally six back-to-back brick dwellings with rear housing accessed by covered brick alley. Flannel factory is now the textile museum.

Name: Commercial or Kymric Mill, Llanllwchaïam Road

Type: Flannel Mill

PRN: -

Listing: -

NGR: SO11519195

Date: 1872

Description: Three-storey brick structure with a cellar and two-storey extension to the east. Slate roof. Six-pane two-light windows to each floor. Main entrance via flight of steps on west side to ground floor, which has been extensively modernised. Top two floors empty, but with traces of machinery fixings in ceiling and trapdoors in floor. Centrally located lift-shaft built onto east internal wall with timber-clad sides. Lifts drive mechanism above lift-shaft on top floor. Cellar has central row of cast iron columns cast by Turner Bros. Newtown. Door access to extension from ground floor. Extension has traces of machinery fixings in ground and second floor ceilings. Small lean-to extension to south side has wooden hoppers for wool sorting/packaging. The building is currently empty.

Name: Pryce Jones Factory (Agriculture House), Kerry Road

Type: Flannel Factory

PRN: 30994

Listing: 62/A/110 (5)

NGR: SO11189136

Date: 1895

Description: Built on the site of the earlier No.3 Factory. Five-storey with an attic. Gabled slate roofs. Nine-bay facade with gabled dormer over carrying the date 1895. Small paned cross-windows or paired shallow sash windows to elevations. Door on Kerry Road frontage has rectangular panel above with dragons supporting Arms of Gwynedd. A bridge formerly linked the factory to

the 1901 extension of the Royal Welsh Warehouse at the third floor level. Currently occupied by various small businesses.

Name: The Royal Welsh Warehouse, Kerry Road

Type: Wool Warehouse

PRN: 30993

Listing: 62/A/108 & 109 (5)

NGR: SO11149137

Date: 1879/1901

Description: Three-storey, seven-bay with attic and basement. Flemish bond brick with freestone dressings. Highly decorated entrance facade with Royal Arms, figure of Industry and her daughters and commemorative exhibition medallions. There is an 1886 extension to the north side at the west end and the lift-shaft has a decorative turret. The interior has cast iron columns on the ground floor and a grand staircase to the upper two floors. There is access to the 1901 extension from the upper floors via sliding fireproof doors. The 1901 wing is four-storey with an attic and dormers. The main entrance facade off Kerry Road is again highly decorated. The rear elevation has a loading bay and washroom tower with a cupola.

Name: Wool Warehouse (Parker's Lane)

Type: Wool Warehouse

PRN: 31019

Listing: 62/A/155 (4)

NGR: SO10909160

Date: c.1830

Description: Three-storey, five-bay brick warehouse. Slate roof. Central tier of loading doors. Three-light windows under eaves and three or two-light windows to other floors and cross wing. Large central door with further plank doors to right and left, each with four-light fanlights.

Name: Blyth's Warehouse, Back Lane

Type: Wool Warehouse

PRN: -

Listing: -

NGR: SO10679175

Date: Mid 19th century

Description: Three-storey brick warehouse with attic. Two twelve-pane sash windows to each floor with a small cross window in the attic. Single entrance door to ground floor. West facade rendered with two modern windows inserted. East wall has four windows. Rear facade originally had six windows, four now blocked and a modern door and exterior staircase has been added. This building was later used as an armoury and headquarters of the 5th Battalion, Volunteer South Wales Borderers who disbanded in 1908.

Name: 17 High Street Wool Warehouse

Type: Wool Warehouse

PRN: -

Listing: -

NGR: SO10769157

Date: Mid 19th century

Description: Stone built, four-storey warehouse with access from High Street. Iron framed multi-pane windows to all floors on the south, west and north sides. Currently the premises of the National Farmers Union.

Name: The Flannel Exchange, Broad Street

Type: Flannel Market

PRN: 30939

Listing: 62/A/14 (4)

NGR: SO10739178

Date: 1832

Description: Built to capture the trade from the Welshpool flannel market and later used at the Assembly Rooms, a Post Office and currently as the Regent Cinema. The original structure was two-storey with the main frontage facing on to Back Lane. It had a classic style with a grand tetrastyle Greek Doric portico at the entrance and slate hipped roofs. The brick walls were plastered over. Large multi-pane windows with arched headers to the ground floor. Smaller twelve-pane windows to the upper floor.

Name: Rear of 28-30 Broad Street

Type: Workshops

PRN: -

Listing: -

NGR: SO10809178

Date: Mid-Late 19th century

Description: Sited within the curtilage of the Elephant & Castle Hotel which is a listed building. A row of four single storey brick built workshops with slate roofs and garden bond brick walls. There is one round window high in the gable end at both ends of the row. The individual frontages include a six pane arch-headed window and single door. The workshops are potentially linked to the woollen industry and may have been later used as small dwellings.

Name: Wesley Street (South Side) & rear of 11 Broad Street

Type: Warehouse

PRN: -

Listing: -

NGR: SO10789169

Date: Mid 19th century

Description: A long three storey warehouse formerly attached to demolished woollen mills on, and to the rear of the same street. Brick with a slate roof and heavily converted to office space, sales premises and a club. A partial survival of a much larger original structure.

Name: Wesley Place Warehouse

Type: Warehouse

PRN: -

Listing: -

NGR: SO10759172

Date: Mid-Late 19th century

Description: Brick built warehouse surviving at the rear of the Woolworths Store. Two storey with a winch fixing and loading hatch on the top floor.

The Industrial Housing

Name: **Nos 42, 43, 44, 46,47,48,49,50, 51-59, 65-70** New Road (North Side)

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10759125

Date: 1845-1885

Description: Houses built in red brick with slate roofs. Some with polychrome decoration on the later houses. Mostly two-storey with cellars, occasionally two-storey with attic room or third storey.

Name: **Nos 15-22, 29-31, 37** New Road (South Side)

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10809125

Date: c.1855-1880

Description: Generally two-storey (except for No.37 - 3 Storey) red brick houses with slate roofs and polychrome decorative features on chimneys, windows or as string courses. Most have a cellar.

Name: **1-9, 10-12 (rear of 1-9)** Ffordd Croesawdy

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10799119

Date: 1-9 c.1855, 10-12c.1865

Description: 1-9 are two-storey with a cellar in red brick with yellow brickwork at window sills and lintels and yellow brickwork cross motif decorations on south facade. Slate roofs. Rear yard is cobbled with associated privies and laundries. Probably built in association with the railway, although they also housed workers in the formerly adjacent Severn Valley Flannel Mill. 10-12 consists of a terrace of three houses in red brick with slate roofs and two storeys. There was formerly a shop at the east end.

Name: **1-5, 9-30**, PRN 31021 (31), PRN 40386 (32), **35-37** Park Street (East Side)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10739136

Date: c.1815-1865

Description: Mostly three-storey brick (some with half-timber frame) combinations of back-to-back dwellings on first and second floors with a handloom operators weaving loft on the top storey. Slate roofs throughout. Rear dwellings accessed via covered brick alleys. Dwellings generally had one room to each floor. This road includes the first textile workers housing to be erected in the town.

Name: PRN 31022 (47), 51-53, PRN 31023 (54), PRN 31024 (1 Park Place), Park Street (West Side)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10709130

Date: c1700-1770 (PRN 31022),

Description: PRN 31022 is two-storey half-timbered. The other houses are all three-storey in red brick with slate roofs. 51-53 represents a short terrace of back-to-back houses with handloom operators weaving lofts on the top storey. PRN 31024 is associated with the latter terrace and is presumed to be the manufacturer/landlords primary residence.

Name: **14-16, 19-22** Frolic Street (North and South Sides)

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10829133 (south side) SO10839134 (north side)

Date: 14-16 1875, 19-22 1882

Description: Late two-storey red brick houses with slate roofs and polychrome detailing. Most have original six-pane sliding sash windows.

Name: **Long Bridge Street including former Syars Mill (Catholic Church) & Housing on east side.**

Type: Industrial Workers Housing, former Flannel Mill (Catholic Church)

PRN: -

Listing: -

NGR: SO10739188

Date: c.1828-1947

Description: Brick three-storey housing with slate roofs and originally back-to-back design on the corner with Crescent Street. Syar's Mill was converted into a Catholic Church in 1947 and greatly reduced in height to the ground and first floor level. The mill was originally six-storey. There are some original openings in the ground storey of the church, but no other original features survive.

Name: **Frankwell Street (North Side) 1-3 (The Barracks), 1-4 Severn Terrace**

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10869196

Date: 1-3 c.1830, 1-4 Severn Terrace c.1850

Description: Red brick with slate roofs. 1-3 are four-storey with open handloom operators weaving lofts on the third and fourth storeys. These were originally back-to-back houses with one room to each floor. 1-4 Severn Terrace are two-storey with polychrome detailing and sash windows.

Name: **25-31, 36-37, 43 (PRN40402), 44 (PRN40142), 45 (PRN40143), 46 (PRN 30961), 47 (PRN40403), 48 (PRN30962), 49 (PRN40145), 50 (PRN40146), 51 (PRN40147), 52 (PRN30963), 53 (PRN40404), 54 (PRN30964), 55 (PRN40405), 57, Commercial Street (South Side).**

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10789195

Date: c.1820-c.1855

Description: All red brick with slate roofs. Most are three-storey and originally of back-to-back design. Top floors may originally have been utilised for handloom weaving.

Name: **1-2, 3-4 (PRN30953), 5 (PRN30954), 6 (PRN40139), 7 (PRN40140), 8 (PRN30955), 9 (PRN40401) Commercial Street (North Side)**

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10749194

Date: c.1830s

Description: All red brick with slate roofs. Typically three or four-storey. Most are originally of back-to-back design with covered alley entries to the rear properties. Third or third and fourth floors were used as open area handloom weaving areas.

Name: **1-6, 8 (PRN40144), 9-10 (PRN40400), 11-16 Chapel Street (East and West sides)**

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10709190

Date: c1830s

Description: All red brick with slate roofs. Generally three-storey. Handloom weavers lofts on upper floor in three-storey examples.

Name: 1 (PRN30965), 2 (PRN30966), 3 (PRN30967), Lewis House, The Crescent

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10609190

Date: c.1830s

Description: All brick with slate roofs. All three-storey.

Name: **1-3, 9, 10** (PRN30969), 11 (PRN 30970), 12 (PRN 40148), 13 (PRN30971), 14 (PRN40406), 15 (PRN30972), 16 (PRN40407), 17 (PRN30973), 18 (PRN40409), 19 (PRN30974), 20 (PRN40410), **21-22, 23** (PRN30975), 24 (PRN30976), 25 (PRN40411), 26 (PRN30977), 27 (PRN40412), 28 (PRN30978), 29 (PRN40413), 30 (PRN30979), 31 (PRN40150), 32 (PRN40151), 33 (PRN30980), 34 (PRN40414), 35 (PRN30981), **36, 38-40**, 41 (PRN30982), 42 (PRN30983), 43 (PRN30984), 44 (PRN30985) Crescent Street (East and West Sides).

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10609190

Date: c.1820-1830s

Description: All red brick with slate roofs. Mostly three-storey with some two-storey. Third floors are usually handloom weavers lofts.

Name: 1 (PRN31037), 2 (PRN40169), 3 (PRN40170), 4 (PRN40171), 5 (PRN40172), 20 (PRN31038), **31, 32** (PRN31039) Union Street (North and South Sides)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR:

Date: c.1825-1890

Description: All red brick with slate roofs. Three-storey dwellings with handloom weavers loft on top floor.

Name: **1, 2** (PRN30947), 3 (PRN40399), **6-10, 11** (PRN30948), 12 (PRN30949), **13-17, 1-6 Goughs Court, 1-2 Bay Villas, Bay House, Rhoswen**, Brynfield House (PRN 30951) Bryn Street (East and West Sides)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10749199

Date: c. 1830s

Description: All red brick with slate roofs. Mostly three-storey with some two-storey. Third floors are usually former handloom weavers lofts.

Name: **1-6 Bryn Villas** (Northern extreme of Crescent Street)

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO10699230

Date: c.1870s

Description: Polychrome brick with yellow stringcourses and blue brick details. Slate roofs with terracotta finials and decorative barge boards. Terrace of six built in one phase with winged central section and turret to west end. Two-storey with three-storey wings.

Name: 4 (PRN31004), 5 (PRN40159), 6 (PRN40160), 7 (PRN40161), 8 (PRN40162), 10 (PRN31005), 11 (PRN40420) Lower Canal Road (South side)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO11209170

Date: c.1830s

Description: Former wharfage houses for canal workers. Two-storey red brick with slate roofs. Rear yards contain wash-houses and latrines. Rear of 10/11 has contemporary stables and yard.

Name: 11-12 (PRN30998), 15-19 (PRN30999) LLanfair Road (South side)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO11609210

Date: c.1830s

Description: All red brick with slate roofs. Three-storey with probable former handloom weaving lofts on top storey. Some originally back-to-back housing.

Name: **1-23 Dysart Terrace, 24-27 Severnside Cottages, 27-28** (PRN31000) Llanllwchaiarn Road (East side)

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO11549201

Date: Dysart Terrace was built to house workers in the Commercial and Cambrian Flannel Mills c.1872. The other housing is c. 1830-1850.

Description: All red brick with slate roofs. Unusual one over-one under construction of houses built into slope above former Montgomeryshire Canal. Generally three-storey, some two-storey at southern end of Dysart Terrace. Top storeys may have contained handloom weavers lofts.

Name: 6-8 (PRN31013), 9-11 (PRN31014) Old Church Street

Type: Industrial Workers Housing

PRN: see above

Listing: see PRNs

NGR: SO10859177

Date: 6-8 c.1850, 9-11 c.1750

Description: 6-8 are red brick with slate roofs, two-storey with one window to each floor. 9-11 area two-storey with a red brick facade. Slate roofs and timber framing to the rear with internal timber frame partitions.

Name: **22-27 Pool Road**

Type: Industrial Workers Housing

PRN: -

Listing: -

NGR: SO11479155

Date: Mid 19th century

Description: Three storey brick built dwellings with slate roofs and outbuildings to the rear. There is a connecting covered passage between 22-23 and 24-27 Pool Road which probably allowed access to upper floor properties via a rear staircase (although this could not be checked).

Other Industrial Buildings

Name: The Railway Station, off Kerry Road

Type: Railway Station

PRN: 30995

Listing: 62/A/111 (5)

NGR: SO11089129

Date: 1868

Description: Built for the Cambrian Railway in gothic style. Brick with slate roofs. Blue brick to window head and sills and stone window dressings. Original fittings in ticket office. Original platform seats.

Name: Railway Goods Shed, Newtown Railway Station, off Kerry Road.

Type: Goods Shed

PRN: -

Listing: -

NGR: SO11009125

Date: c. 1868-1870s

Description: Constructed in dressed stone blocks with extension on east end. The main building is single storey with a sliding door at the west end and a blocked opening at the northwest corner. The north facade has a tall sliding double door and a small window at the east end. The extension has a ground floor entrance on the north side with windows above. The east facade of the extension has a first floor loading door and later inserted window.

Name: The Lion Works Shadow Factory, Pool Road

Type: Munitions Factory

PRN: 13377

Listing: -

NGR: SO11759168

Date: c.late 1930s

Description: Series of rectangular factory units with open floor space and brick side/end walls, north-lit or with roof lights. Internal steel frame construction. Believed to have manufactured ammunition and aircraft parts during the Second World War.

Name: Smithy, 24 Commercial Street (south side)

Type: Smithy

PRN: -

Listing: -

NGR: SO10879179

Date: c.1850

Description: Single storey brick built range of buildings around a yard on the corner of Commercial Road and Frankwell Street with a high perimeter wall. Currently the Old Smithy Garage.

Name: Malthouse, 3 Bryn Street (Part of PRN40399)

Type: Malthouse

PRN: 40399

Listing: 62/A/29&30 (4)

NGR: SO10749198

Date: c.1830

Description: Adjoins 2 Bryn Street. It is sited gable end onto the street with a painted Flemish bond brick fabric. The roof is partly slate and the rest is corrugated iron. There is a saw tooth eaves cornice. The ground floor is much altered.

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