ARCHAEOLOGY WALES

Desk-Based Assessment:

Porthcawl Waterfront Regeneration

November 2025

Report No. 2424

REGISTERED ORGANISATION CIfA

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Prepared for the Urbanists

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Summary

Archaeology Wales (henceforth-AW) have been commissioned by The Urbanists (henceforth 'the client') to carry out an archaeological desk-based assessment in order to assess the likely impacts which could result from the proposed regeneration of Porthcawl Waterfront, covering a 43ha area between the harbour (NGR SS 82048 76274) and Sandy Bay (NGR SS 82915 77124) (Figure 1).

There are 83 recorded heritage assets within the 500m search area, of which eighteen assets lie within the bounds of the proposed development, including one Conservation Area and six Listed Buildings.

There will be a direct impact on two non-designated sites as well as on the Porthcawl Conservation Area. The redevelopment will include the demolition of the Coney Beach Fairground (GGAT07389m; NPRN307164), and the disturbance of the infilled Porthcawl Dock (GGAT02529m).

As well as limited physical impacts to the Conservation Area, there is the potential for visual impacts the Conservation Area and to those Listed Building within. The proposals are considered to have a minor visual impact on the Conservation Area, as the new buildings will form the backdrop to coherent existing Character Areas. The improved focus on the entrances to the town centre and linking the heritage elements means this would be a beneficial impact to the Conservation Area and Listed Buildings. The direct and Indirect impacts to the Conservation Area should be considered in detail in a Heritage Impact Assessment (HIA).

Newton Primary School (LB19371) is in the north of the proposed development area, bordering Sandy Bay to the south. At present, views of the proposed development area are blocked by a large earth bund in the north of the camp site, but this will be removed in the proposed development. The removal of the bund will open up new views to and from the building. There is the potential for this to have a beneficial impact to the asset.

The recommended mitigation in relation to the direct impacts include a photographic survey of the early sureviving elements of the Coney Beach Fairground (GGAT07389m; NPRN307164) and the archaeological monitoring and recording of any buried structures relating to Porthcawl Dock (GGAT02529m) encountered during the groundworks in this area.

Crynodeb Annechnegol

Mae Archaeology Wales (o hyn ymlaen – AW) wedi cael eu comisiynu gan The Urbanists (o hyn ymlaen 'y cleient') i gynnal asesiad archeolegol ar sail desg er mwyn asesu'r effeithiau tebygol a allai ddeillio o adfywio arfaethedig Glannau Dŵr Porthcawl, sy'n cwmpasu ardal o 43ha rhwng y harbwr (NGR SS 82048 76274) a Bae Trecco (NGR SS 82915 77124) (Ffigur 1).

Mae 83 o asedau treftadaeth wedi'u cofnodi o fewn yr ardal chwilio o 500m, ac mae deunaw ohonynt o fewn ffiniau'r datblygiad arfaethedig, gan gynnwys un Ardal Gadwraeth a chwe Adeilad Rhestredig.

Bydd effaith uniongyrchol ar ddau safle nad ydynt wedi'u dynodi yn ogystal ag ar Ardal Gadwraeth Porthcawl. Bydd y datblygiad yn cynnwys dymchwel Ffair Coney Beach (GGAT07389m; NPRN307164), a tharfu ar Ddoc Porthcawl sydd wedi'i lenwi (GGAT02529m).

Yn ogystal ag effeithiau corfforol cyfyngedig ar yr Ardal Gadwraeth, mae potensial am effeithiau gweledol ar yr Ardal Gadwraeth ac ar yr Adeiladau Rhestredig sydd ynddi. Ystyrir bod y cynigion yn cael effaith weledol fach ar yr Ardal Gadwraeth, gan y bydd yr adeiladau newydd yn ffurfio cefndir i'r Ardaloedd Cymeriad cydlynol presennol. Mae'r ffocws gwell ar fynedfeydd i ganol y dref a chysylltu'r elfennau treftadaeth yn golygu y byddai hyn yn cael effaith fuddiol ar yr Ardal Gadwraeth ac ar yr Adeiladau Rhestredig. Dylid ystyried yr effeithiau uniongyrchol ac anuniongyrchol ar yr Ardal Gadwraeth yn fanwl mewn Asesiad Effaith ar Dreftadaeth (HIA).

Mae Ysgol Gynradd Newton (LB19371) yn y gogledd o'r ardal ddatblygu arfaethedig, yn ffinio â Bae Trecco i'r de. Ar hyn o bryd, mae golygfeydd o'r ardal ddatblygu arfaethedig wedi'u rhwystro gan domen fawr o bridd yn y gogledd o'r safle gwersylla, ond bydd hon yn cael ei symud yn y datblygiad arfaethedig. Bydd symud y domen yn agor golygfeydd newydd i ac o'r adeilad. Mae potensial i hyn gael effaith fuddiol ar yr ased.

Mae'r lliniaru a argymhellir mewn perthynas ag effeithiau uniongyrchol yn cynnwys arolwg ffotograffig o elfennau cynnar sydd wedi goroesi o Ffair Coney Beach (GGAT07389m; NPRN307164) a monitro archeolegol ac arysgrifennu unrhyw strwythurau claddu sy'n gysylltiedig â Doc Porthcawl (GGAT02529m) a geir yn ystod y gwaith cloddio yn yr ardal hon.

1. Introduction

1.1.1. Archaeology Wales (henceforth-AW) have been commissioned by The Urbanists (henceforth 'the client') to carry out an archaeological desk-based assessment in order to assess the likely impacts which could result from the proposed regeneration of Porthcawl Waterfront, covering a 43ha area between the harbour (NGR SS 82048 76274) and Sandy Bay (NGR SS 82915 77124) (Figure 1).

1.1.2. The DBA will provide information of sufficient detail to allow informed planning decisions to be made, the requirements, which are set out in *Planning Policy Wales* (Edition 12, February 2024), Section 6.1 and *Technical Advice Note (TAN) 24: The Historic Environment* (2017). This will enable the client to safeguard and/or seek to minimise harm to the heritage resource. Preservation in situ is advocated where at all possible, but where engineering or other factors could result in the loss of archaeological features, preservation by record is recommended.

1.1.3. All work will conform to the *Standard and Guidance for Archaeological Desk Based Assessment* (CIfA, 2020) and be undertaken by suitably qualified staff to the highest professional standards.

2. Site Description

2.1.1. The proposed development area covers a 43ha of the Porthcawl Waterfront, between the harbour (NGR SS 82048 76274) and Sandy Bay (NGR SS 82915 77124) (Figure 1). The Porthcawl Waterfront Regeneration Design Code divides the existing area into eight main sections, which are Salt Lake Harbour, Salt Lake Promenade, Salt Lake Cresent, Hillsboro, Coney Beach Walk, Coney Beach Park, Sandy Bay Village, and Bay Gardens and Dunes.

2.1.2. The site is bounded to the south by Coney beach, to the west and north by Porthcawl with the eastern edge of the site abutting Trecco Bay Caravan Park.

2.1.3. The bedrock underlying most of the proposed development area is Limestone of the Oxwich Head Limestone Formation, a sedimentary bedrock formed between 337 and 329 million years ago in the Carboniferous period. In the northern part of the site the bedrock is conglomerate of the Mercia Mudstone Group, a sedimentary bedrock formed between 252.2 and 201.3 million years ago during the Triassic period (BGS 2025).

2.1.4. Superficial deposits are recorded as Blown Sand across most of the site, a sedimentary deposit formed in the Quaternary period between 2.588 million years ago and the present. A narrow band along the beachfront is recorded as Marine Beach Deposits, which also formed in the Quaternary period. No superficial deposits are recorded on western part of the proposed development area or Rhych Point (BGS 2025).

3. Methodology

3.1.1. The primary objective of this DBA is to assess the potential impact of the development proposals on the historic environment. This will help inform future decision making, design solutions and potential mitigation strategies. The aim is to make full and effective use of existing information in establishing the heritage/archaeological significance of the site to elucidate the presence or absence of heritage/archaeological material, its character, distribution, extent, condition and relative significance.

3.1.2. The work includes a comprehensive assessment of regional context within which the heritage/archaeological evidence resides and aims to highlight any relevant research issues within national and regional research frameworks.

3.1.3. This report provides information of sufficient detail to allow informed planning decisions to be made which can safeguard the heritage/archaeological resource.

3.1.4. Preservation in situ has been advocated where at all possible, but where engineering or other factors could result in the loss of archaeological deposits, preservation by record has been recommended.

3.1.5. This assessment considers the following:

a) The nature, extent, and degree of survival of archaeological sites, structures, deposits, and landscapes within the study area through assessment of various readily available primary sources:

- Collation and assessment of all relevant information held in the regional Historic Environment Record (HER), within a 500m study area surrounding the development.
- Collation and assessment of the impact on all Designated archaeological sites (Scheduled Monuments, Listed Buildings, Historic Parks and Gardens, landscapes, Conservation Areas) within 5km study area around the proposed development.
- Assessment of all available excavation reports and archives including unpublished and unprocessed material affecting the site and its setting.
- Assessment of aerial photographic and satellite imagery evidence.
- Assessment of archive records held at the County Archive, the National Library of Wales (NLW) and the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW).
- Records held by the developer e.g. bore-hole logs, geological/geomorphological information, aerial photographs, maps, plans.
- Map regression analysis using all relevant cartographic sources e.g. all editions of the Ordnance Survey County Series, Tithe and early estate maps (as available).
- Place-name evidence.

- Historic documents (e.g. charters, registers, estate papers).

b) The significance of any remains in their context both regionally and nationally and in light of the findings of the desk-based study.

c) The history of the site.

d) The potential impact of any proposed development on the setting of known sites of heritage/archaeological importance.

e) The potential for further heritage/archaeological remains to be present, which have not been identified in pre-existing archaeological records.

f) The potential for further work, with recommendations where appropriate for a suitable investigative and/or mitigation methodology.

3.1.6. In assessing the value of heritage/archaeological assets, and the potential impacts upon them by the proposed development, the terms and guidance used in the *Design Manual for Roads and Bridges: LA 104 Environmental assessment and monitoring* (Highways England et al., 2020) has been utilised. Values are given as:

Value	**Description**
Very High	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	Medium or high importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.
Very High	Very high importance and rarity, international scale and very limited potential for substitution.

3.1.7. The magnitude of the potential impact on the heritage/archaeological assets (which can be either positive or negative) is given as:

Magnitude		Description
Major	Adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.
	Beneficial	Large scale or major improvement of resource quality; extensive restoration; major improvement of attribute quality.
Moderate	Adverse	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.
	Beneficial	Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality.
Minor	Adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
	Beneficial	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.
Negligible	Adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
	Beneficial	Very minor benefit to or positive addition of one or more characteristics, features or elements.
No Change		No loss or alteration of characteristics, features or elements; no observable impact in either direction.

4. Archaeological and Historical Background

4.1. Previous Archaeological Studies

4.1.1. There are 19 previous archaeological studies recorded on the HER within the 500m study area. One of these studies lies within the redline boundary of the site, in May 2022 an Archaeological Evaluation (PRN – E008486) was undertaken by Foundation Archaeology ahead of the construction of a supermarket. The evaluation comprised of five evaluation trenches the results of the evaluation indicated that the western and northern areas of the evaluation site contained remains of a former railway, depicted on historical maps and possible modern demolition deposits. Excavation below these

deposits were not possible due to the potential presence of asbestos (Hood 2022).

4.1.2. There were three site visits undertaken within the southern area within the redline boundary. One of which was undertaken as part of the GGAT 76 Waterfronts in Southeast Wales (PRN - E0011310) . The second of which was undertaken by GGAT as part of Coastal Defence and Port Facilities (Defence of the Realm GGAT 137) undertaken between 2017 and 2018 (PRN – E008083).

4.1.3. There was one unspecified excavation undertaken just outside of the redline boundary to the northwest in 1846 (PRN – E000158). The excavation encountered urned cremated human remains thought to have been prehistoric.

4.1.4. One Desk Based Assessment was focused within the redline boundary, which was undertaken in 1999 by Wessex Archaeology (PRN - E002957), the DBA noted that the only asset from before a Postmedieval date was a single Bronze Age cairn. The site was noted as being a Postmedieval harbour.

4.1.5. The remaining thirteen studies focused on areas outside of the redline boundary included four Desk Bases Assessment, one Historic Area Assessment, one Heritage Assessment, One Visual Impact Assessment and six projects which covered a large area such as the southeast coast of Wales, such as the Arfordir Coastal Heritage Project undertaken by GGAT (PRN – E007637, E004287, E007635 and E007638).

4.2. Identified Heritage Assets

4.2.1. There are eighteen previously recorded heritage assets within the bounds of the proposed development, including one Conservation Area and six Listed Buildings. There are 83 recorded heritage assets within the 500m search area (Figure 2; Table 1). One of these (NPRN10029 Cefncribwr, Llandudwg Uchaf, Tythegstone Higher) appears to be a location error. The location of the Drill Hall (GGAT07507m) is hypothetical.

Table 1. All heritage assets within the 500m Study Area

ID	Name	Status	Period	Type
HLW (MGl) 1 HLCA010	Sker Point to Porthcawl Point	Landscape of Outstanding Historic Interest	Multi	Registered Historic Landscape Character Area
WAL/BRID/267	Porthcawl	Conservation Area	Post medieval	Conservation Area
WAL/BRID/265	Newton	Conservation Area	Post medieval	Conservation Area
LB11354; GGAT02036m; NPRN31837	Old Police Station, Merthyr Mawr	Grade II Listed Building	Post medieval	Police station
LB11355; GGAT02037m; NPRN32790	John Street Pub Convenience	Grade II Listed Building	Post medieval	Public convenience
LB11357; NPRN19459	22, Newton Nottage Road	Grade II Listed Building	Post medieval	House
LB11361; GGAT02103m; NPRN20120	Tudor Cottage	Grade II Listed Building	Post medieval	House
LB11369; GGAT02346m,	Jennings Warehouse, Porthcawl	Grade II Listed	Post medieval	Warehouse

ID	Name	Status	Period	Type
NPRN34263		Building		
LB11370; GGAT01481m; NPRN24274	Porthcawl Lighthouse	Grade II Listed Building	Post medieval	Lighthouse
LB11372; GGAT02345m; NPRN420761	All Saints Parish Church, Porthcawl	Grade II Listed Building	Modern	Church
LB19358	The Old Customs House	Grade II Listed Building	Post medieval	Customs House
LB19359; GGAT08382m	Porthcawl Lookout Tower	Grade II Listed Building	Modern	Military signalling
LB19362	The Breakwater	Grade II Listed Building	Post medieval	Breakwater
LB19363	Walls of the Outer Basin and West Pier/Quay	Grade II Listed Building	Post medieval	Dock
LB19364; GGAT02545m; NPRN310078	Grand Pavilion Porthcawl	Grade II Listed Building	Modern	Pavilion
LB19366; NPRN10187	Tabernacl Capel yr Anibynwyr aka Welsh Congregational Chapel	Grade II Listed Building	Post medieval	Chapel
LB19371; NPRN310027	Newton Primary School (2 blocks)	Grade II Listed Building	Post medieval	School
GGAT00195m	Barrow, Porthcawl	-	Bronze age	Round barrow
GGAT00196m	Ffynnon Trebrenin	-	Medieval	Well
GGAT01057.0m; NPRN34803	Porthcawl-dyffryn Llynfi Railway	-	Post medieval	Railway
GGAT01281m	Roman Coin Hoard, Sandy Bay, Newton	-	Roman	Findspot
GGAT01595m	Findspot, Porthcawl	-	Post medieval	Findspot

ID	Name	Status	Period	Type
GGAT01881m	Rhych Point, Porthcawl	-	Medieval	Port
GGAT02529m	Porthcawl Dock, Porthcawl	-	Post medieval	Dock
GGAT02533m	Ship Yard, Porthcawl	-	Unknown	Shipyard
GGAT02537m	Harbour, Porthcawl	-	Post medieval	Harbour
GGAT02546m	Esplanade Hotel, Porthcawl	-	Modern	Hotel
GGAT02547m; NPRN544062	Coastguard Station, Porthcawl	-	Modern	Coastguard station
GGAT02549m	Bridge, Porthcawl	-	Modern	Bridge
GGAT06315m	Standing Stones, near 'The Wilderness'	-	Unknown	Standing stone
GGAT07110m	Structure, Porthcawl	-	Unknown	Structure
GGAT07388m	House, Mary Street, Porthcawl	-	Modern	Terraced house
GGAT07389m; NPRN307164	Coney Beach Fairground	-	Modern	Fairground
GGAT07418w	Porthcawl Docks	-	Modern	Dock
GGAT07507m	Drill Hall, Porthcawl	-	Modern	Drill hall
GGAT07700m; GGAT02544m; NPRN408911	Seabank Hotel, Porthcawl	-	Modern	Hotel
GGAT07915m	Boulton Paul Defiant K8620 crash site	-	Modern	Air crash site
GGAT08395m	East Pier, Outer Basin, Porthcawl Dock	-	Post medieval	Pier
GGAT08396m	West Pier, Outer Basin, Porthcawl Dock	-	Post medieval	Pier
GGAT08450m; NPRN420374	Porthcawl War Memorial, Porthcawl	-	Modern	War memorial
GGAT09321m	Caroline Farmstead	-	Post medieval	Farmstead

ID	Name	Status	Period	Type
GGAT11757m	Glamorgan Holiday Hotel, Porthcawl	-	Modern	Hotel
GGAT11853m	Former Railway linears, Porthcawl	-	Modern	Railway
GGAT12262m	Victoria Inn	-	Unknown	Inn
GGAT12263m	Smithy, Porthcawl	-	Unknown	Blacksmiths workshop
GGAT12264m	Anchor Inn, Porthcawl	-	Unknown	Inn
GGAT12265m	Knights' Arms Hotel	-	Unknown	Hotel
GGAT12266m	Ship and Castle Hotel	-	Unknown	Hotel
GGAT12663m	Pier Hotel (P.H)	-	Unknown	Public house
NPRN10185	New Road English Independent Chapel, New Road, Porthcawl	-	Post medieval	Chapel
NPRN10188	Gilgal English Baptist Chapel, Park Avenue, Porthcawl	-	Post medieval	Chapel
NPRN10189	Noddfa Welsh Baptist Chapel Philadelphia Road, Porthcawl	-	Post medieval	Chapel
NPRN10029	Cefncribwr, Llandudwg Uchaf, Tythegstone Higher	-	Post medieval	Chapel
NPRN10190	Arlington Road Calvinistic Methodist Chapel, Arlington Road, Porthcawl	-	20th Century	Chapel
NPRN10191	Bethel English Calvinistic Methodist Chapel, South Road, Porthcawl	-	Post medieval	Chapel
NPRN10195	English Wesleyan Methodist Chapel, John Street, Porthcawl	-	Post medieval	Chapel
NPRN13678	Peniel Apostolic Church, Hilsboro Place, Porthcawl	-	Post medieval	Chapel
NPRN13679	Highfields Independent Chapel (United Reformed Church), Highfields Avenue, Porthcawl,	-	Post medieval	Chapel
NPRN34275	Porthcawl Harbour, Porthcawl	-	Post medieval	Harbour

ID	Name	Status	Period	Type
NPRN34273	Porthcawl Harbour Warehouses, Porthcawl	-	Post medieval	Warehouse
NPRN97243	Gilgal Baptist Chapel, South Road, Porthcawl,	-	Post medieval	Chapel
NPRN97244	Our Lady Star of The Sea Catholic Church	-	Post medieval	Church
NPRN268128	Trecco Bay Caravan Park	-	20th Century	Holiday Centre
NPRN301649	Porthcawl Gas Works, Porthcawl	-	Post medieval	Gas works
NPRN416868	Casino Cinema, Porthcawl	-	20th Century	Cinema
NPRN416869	Coliseum Cinema, Porthcawl	-	20th Century	Cinema
NPRN416870	Cosy Theatre (Cinema), Porthcawl	-	20th Century	Cinema
NPRN418623	Tower, Rhych Point, Porthcawl	-	Post medieval	Tower
NPRN544061	Lifeboat Station, Porthcawl	-	Post medieval	Lifeboat station
NPRN240214	Gordon	-	Modern	Wreck
NPRN273461	Swan	-	Post medieval	Wreck
NPRN273688	Welcome	-	Post medieval	Wreck
NPRN273757	Isabella	-	Post medieval	Wreck
NPRN273765	Bon Leon	-	Post medieval	Wreck
NPRN273779	Magnet	-	Post medieval	Wreck
NPRN273912	Tell Tale	-	Post medieval	Wreck
NPRN273999	Edmund	-	Post medieval	Wreck
NPRN274247	Sage	-	Modern	Wreck
NPRN274256	William Miles	-	Post medieval	Wreck
NPRN507178	Henry and Dora	-	Post medieval	Wreck
NPRN525280	Brothers	-	Post medieval	Wreck
NPRN525575	Alexander	-	Post medieval	Wreck
NPRN525576	Albion	-	Post medieval	Wreck

4.3. The Historic Landscape

4.3.1. The proposed development area is not situated within any Registered Historic Landscapes (HLW), but at its south-western extent it borders Merthyr Mawr, Kenfig and Margam Burrows Registered Historic Landscape (HLW (MGl) 1). This landscape is characterised by large areas dunes formed by windblown sand on the south Wales coast, primarily during a period of climate deterioration in the later medieval period (Heneb). This HLW has two discrete areas, which lie either side of Porthcawl; Merthyr Mawr Warren to the east and Kenfig and Margam Burrows to the west (Figure 3).

4.3.2. Sker Point to Porthcawl Point HLCA010, is the easternmost HLCA of Kenfig and Margam Burrows. It is a narrow intertidal zone of rock and cliffs but also includes unenclosed common and coastal grazing land. It is characterised by intertidal features such as sea defences, slipways, harbourage and fishing, and has a strong association with wrecks and wrecking.

4.3.3. No Registered Historic Park and Gardens (RHPGs) lie within the proposed development area. One RHPG lies within the 5km search area. Tythegston Court (PGW(Gm)15(BRI)), c. 3km to the north-east of the site, is a Grade II small landscape park which provides the setting for the Grade II* Tythegston Court house (LB11216). The gardens are contemporary with a major remodelling of the house in the 1760s and include landscaped lawns and woodlands surrounding the house and a separate walled kitchen garden to the north-west.

4.3.4. One Conservation Area lies partially within the proposed development area. This is Porthcawl Conservation Area (WAL/BRID/267), which includes the harbour area, streets around The Square, and The Esplanade (Figure 3). The Harbour and Breakwater Character Area lies within the development area. It includes listed buildings that represent the establishment and early history of

the harbour in the early 19th century; the breakwater (LB19362), lighthouse (LB 11370), outer basin walls (LB19363), old Customs House (LB19358), and Jennings Warehouse (LB11369), as well as the Look-out Tower (LB19359) just outside the development area boundary. Although the use of the harbour has changed, with the closure of the docks and conversion of the basin for leisure boat use, it retains strong heritage character.

4.3.5. The Square Character Area bounds the development area in the south-west. It is the oldest built-up area of Porthcawl, but its heritage value is diminished by views of modern or undistinguished buildings along the five narrow lanes that enter The Square (Bridgend County Borough Council, 2014).

4.3.6. Three other Conservation Areas are located with the 5km search area. Newton (WAL/BRID/265), within 500m to the north-east of the development area, and Nottage (WAL/BRID/266), c. 600m to the north, both cover the historic cores of villages now incorporated into Porthcawl. Newton Conservation Area is centred around the Church of St. John the Baptist, a Grade I listed building (LB11214) first built in the late 12th century. Nottage Conservation Area covers the village core of narrow historic streets and includes the Grade II* Nottage Court (LB11213), a 16th century house, and Veronica Cottage (LB19373), a mid-17th century Grade II listed cottage. Finally, Tygethston Conservation Area (WAL/BRID/268), c. 3km to the north-east, is a gentry estate with 12th century origins. The Conservation Area includes Tygethston Court (LB11216) and gardens, as well as the estate village to the south, with cottages, farm buildings, and the Grade II Church of St. Tudwg (LB11223).

4.4. Scheduled Monuments

4.4.1. No Scheduled Monuments (SMs) lie within the boundary of the proposed development. There are ten Scheduled Monuments within the 5km search area (Figure 3; Table 2).

Table 2. Scheduled Monuments within the 5km Study Area

ID Number	Name	Site Type	Period
GM022	Tythegston Long Barrow	Long Barrow	Prehistoric
GM025	Mynydd Herbert Round Barrow	Round Barrow	Prehistoric
GM040	Nottage Court Inscribed Stone	Inscribed Stone	Roman
GM095	Candleston Castle	Manor	Medieval
GM102	Cae Summerhouse Camp	Enclosure	Prehistoric
GM103	Hutchwns Round Barrow	Round Barrow	Prehistoric
GM214	Cross in Tythegston Churchyard	Cross	Medieval
GM217	Stormy Castle	Motte	Medieval
GM432	Merthyr Mawr Warren	Unclassified site	Prehistoric
GM587	Dan-y-Graig Roman villa	Villa	Roman

4.4.2. The closest SM to the proposed development area is Hutchwns Round Barrow (GM103), c. 900m to the north-west. This is a partially surviving probable Bronze Age round barrow, with the surviving section measuring 12m by 5m and up to 0.8m high.

4.4.3. Nottage Court Inscribed Stone (GM040) is situated c. 950m north-west of the development area. It is 1.1m high and up to 0.4m by 0.3m on the sides. It is thought to be of Roman date and has three inscribed lines on the east side. It may also have later Ogham markings.

4.4.4. Dan-y-Graig Roman villa (GM587) is c. 1.3km to the north-east of the development area, on the north-east edge of Newton. An agricultural outbuilding has been excavated, and geophysical survey indicates further buildings likely representing a villa complex of the third and fourth centuries AD.

4.4.5. A large SM, Merthyr Mawr Warren (GM432), lies 2.5km to the east of the proposed development area. The scheduled area includes a range of archaeological sites, including prehistoric funerary monuments and

medieval/post-medieval deserted settlements. Located within the coastal sand dunes, their importance is enhanced by group value. Immediately to the east of Merthyr Mawr Warren are the ruins of Candlestone Castle (GM095), a 14th century tower house. It is a well-preserved example of its type, including a semi-circular curtain wall surviving up to 2.5m high, and the rectangular house core with square keep and east and west projections, surviving up to 7m high in places.

4.4.6. Cae Summerhouse Camp (GM102) is an earthwork enclosure 450m north of Merthyr Mawr, 3.5km to the north-east of the development area. It consists of a series of banks partially enclosing a rectangular area on a low hilltop. It is thought to be of later prehistoric date.

4.4.7. Mynydd Herbert Round Barrow (GM025) is located in fields 3.3km to the north-east of the development area. It is an earthen mound about 20m in diameter and 2.2m high, probably dating to the Bronze Age.

4.4.8. Tythegston Long Barrow (GM022) dates to the Neolithic period and is 4km to the north-east of the development area. The disturbed earthen mound is c. 30m long east-north-east to west-south-west and widest and highest at its eastern end, where it is 17m wide and 1.8m high. It has a 4.5m long by 1.8m wide and 0.4m high capstone visible on the summit with an infilled chamber beneath.

4.4.9. Stormy Castle (GM217) is situated 4.5km to the north-north-east of the proposed development area. The castle consists of an eroded motte, believed to be that of Geoffrey Sturmi and established prior to 1154. It survives to a height of 0.3m and is 35m in diameter at the base, 15m to 18m at the summit. The scheduled area also includes the remains of a later medieval settlement to the south, including a stone-built gable surviving within a later boundary wall.

4.5. Listed Buildings

4.5.1. There are six Listed Buildings within the boundary of the proposed development area, all Grade II. There are 52 Listed Buildings within 5km of the site: two are Grade I, six are Grade II* and 44 are Grade II (Figure 3). A full list is provided in Appendix II.

4.5.2. Five of the Listed Buildings within the development area are in the harbour area and within the Porthcawl Conservation Area. They represent some of the earliest development of Porthcawl and have a combined group value.

4.5.3. The Outer Basin (LB19363) was built in 1828 as the first harbour at Porthcawl. It was expanded northwards in the 1840s and then became the outer tidal basin of the new larger dock built in the 1860s. Since the closure of the dock in the early 20th century the basin has been used as a marina. The basin was originally dug directly into bedrock in the south and west, with giant regularly coursed dressed limestone blocks to north and east. Later north wall and other repairs and patching are rock faced stone.

4.5.4. Jennings Warehouse (LB11369) is located south of the Outer Basin, fronting onto the west quay. It was built in 1832 by James Allen, owner of a spelter works in Dyffryn, at the southern terminus of the Dyffryn Llynfi Porthcawl Railway. The name comes from 1911, when it was used by timber importers Jennings and Co. It is a large, two-storey building, 15 bays long and five bays wide, built from limestone rubble. There are brick and stone dressings to windows and doors. It was recently renovated as part of a regeneration of the harbour area, and houses cafes and restaurants. The hipped slate roof has inserted skylights and along the west wall a single storey lean-to extension has been added. The south wall has been clad in slate, with a large, glazed opening to the centre.

4.5.5. The Breakwater (LB19362) is an extension of a shorter, earlier one associated

with the construction of the Outer Basin. It was part of the expansion of harbour in the mid-1860s. The 91m long extension was built in 1865. It is built from giant dressed stone blocks, with later repairs or alterations in smaller stone, brick, or concrete. The seaward side is a slope of roughly hewn boulders. The landward side has three tiers, joined by flights of stone steps. The original stone surfaces have been replaced with concrete, except where there is a surviving section of the Dyffryn Llynfi Porthcawl Railway. An original narrow slipway was widened in the Second World War to enable rescue of ditched aircraft.

4.5.6. The Lighthouse (LB 11370) was built in 1866 at the south-eastern end of the Breakwater. It is an early example of a cast iron lighthouse. It has a hexagonal stone base with tapered hexagonal cast iron tower, painted black and white. The original lantern was replaced following storm damage in 1911.

4.5.7. The Old Customs House (LB19358) is located at the north-west end of the Breakwater, at the top of the concrete slipway. It is thought to have been built in 1867 and was for the taking of import duties. It is a small, single storey rectangular building in rock-faced sandstone. The south end is semi-circular, with windows to both sides with sandstone lintels and sills. There is a small gabled porch on the east side. The original hipped timber shingle roof has been replaced during the recent renovations was slate.

4.5.8. The other Listed Building within the development area is Newton Primary School, LB19371, which consists of two blocks. The Junior School opened in 1907 and the Infant School in 1915. The buildings are red brick with blue brick patterning, diapering in two shades of red, and ashlar and brick dressings. They were designed by D. Pugh Jones.

4.5.9. Less than 100m to the west of the site boundary, on John Street, are two Grade II Listed Buildings. The Old Police Station (LB11354) was built in 1881 by John

Pritchard, the Diocesan Architect of Llandaff. It comprised police station, gaol, superintendent's house, and a prisoners' yard to the rear. The two-storey building is in Tudorbethan style. Immediately to the south are the Public Conveniences (LB11355), built in 1924 by Porthcawl Urban District Council. The front is a gable end in classical style, with rendered and painted dressings, including stepped pediment with Greek cross panel bearing name, date and Porthcawl emblem. Still in use, the interiors retain many original fittings, including terrazzo floors and Art Deco stained glass.

4.5.10. The Grand Pavillion (LB19364), lies on the Esplanade, 150m to the west of the development area and within Porthcawl Conservation Area. It was built in 1831-2 by E.J.E. Moore and was a pioneering example of ferrous-concrete works. It has a distinctive octagonal central dome flanked by loggia wings. It was a centre for live entertainment and is representative of Porthcawl's shift from dock town to seaside resort.

4.5.11. At the north of the town centre and c. 250m west of the development area is Church of All Saints (LB11372). This Grade II building was designed by George Halliday, Llandaff Diocesan Architect, and built between 1912 and 1914 to provide a church for the developing town. It is built of red sandstone with yellow and bluff ashlar dressings in Late Gothic style.

4.5.12. Capel y Tabernacl (LB19366), 400m north-west of the proposed development area, was built for the growing non-Conformist congregation in Porthcawl so they no longer had to travel to Newton. It opened in 1931 for a Welsh speaking congregation. It is in red and blue chequered brick with ashlar dressings. It is notable for an interior mixing traditional 1900s chapel design with Art Deco motifs and materials.

4.5.13. Slightly farther from the proposed development, there are two main clusters of Listed Buildings in Newton Conservation Area to the north-east and

Nottage Conservation Area to the north.

4.5.14. Other notable buildings within the 5km search area include the Grade I Sker House (11217), a two-storey Elizabethan house on the site of a former monastic grange, c. 4km to the north-west of the development area. It incorporates some medieval fabric and remains substantially unaltered. There is an associated range of farm buildings (LB11360) to the north-east, also with origins as part of the monastic grange, extended in the 16th-17th, 18th and 19th centuries.

4.6. Known Archaeological Remains and Historical Development

Prehistoric: Palaeolithic (c.450,000 – 10,000 BC), Mesolithic (c.10,000 – 3800 BC), Neolithic (3800 BC – 2300 BC), Bronze Age (2300 BC – 700 BC)

4.6.1. There are two findspots of Mesolithic flint microliths recorded by the National Museum of Wales in Porthcawl, demonstrating some Mesolithic presence in the area. Six other records of flint finds in the area are probably of later prehistoric date.

4.6.2. Only one HER entry documents the presence of prehistoric remains within the study area. GGAT00195m is recorded as a Bronze Age barrow located 50m to the north of the proposed development area on the A4106, but its exact location is uncertain. In 1846, the barrow was dug into to obtain soil for a garden and an urn containing cremated human remains was found.

4.6.3. Another asset, GGAT06135m, Standing Stones near 'The Wilderness,' recorded with 500m north of the development area was probably also of prehistoric date. Now destroyed, the standing stones were recorded on the Second Edition OS map. The HER notes they may have been related to a round barrow (GGAT06314), that lies just outside the 500m search area, which was destroyed in 1827.

4.6.4. In the wider area, there is evidence of Neolithic and Bronze Age activity in the

landscape, mainly in the form of funerary monuments, including SMs Tythegston Long Barrow (GM022), Mynydd Herbert Round Barrow (GM025) and Hutchwns Round Barrow (GM103). Later prehistoric remains are also found in the coastal dunes in the Merthyr Mawr, Kenfig and Margam Burrows Registered Historic Landscape.

Iron Age (700 BC – AD 43) & Roman (AD 43 – c. AD 410)

4.6.5. There are no assets of Iron Age date recorded within the 500m search area. The scheduled enclosure Cae Summerhouse Camp (GM102) is likely to be of Iron Age date. Beyond the 5km search area there is evidence for Iron Age activity, including Pen-y-Castell Camp (GM240), 5.5km to the north of the development area and the Promontory Fort on Flemming's Down (GM466), 6km to the east of the development area.

4.6.6. There is one findspot of Roman date recorded on the HER within the 500m search area. A Roman Coin Hoard (GGAT01281m) was found in a metal box in Sandy Bay. However, the coins were thought by the British Museum to have been a modern loss rather than an in situ Roman find. The presence of Dan-y-Graig Roman villa (GM587), 1.3km to the north-east of the development area, demonstrates Roman period occupation in the area. The Roman inscribed stone at Nottage Court (GM040) may also be part of a larger, as yet undiscovered, complex.

Early Medieval (c. AD 410 – AD 1086), Medieval (1086 – 1536)

4.6.7. There are no features relating to the early medieval period recorded within the 500m search area. There is a small number of early medieval sites recorded within the wider landscape. The Roman inscribed stone at Nottage Court (GM040) may also have Ogham markings. There have been suggestions that Nottage has early medieval origins, with it being suggested as the location of an unidentified church, Merthyr Glywys, mentioned in pre-Norman charters

(Evans, 2003). The dedication of the church at Tythegston (LB11223) to a Celtic saint, St. Tudwg, suggests it too may have early medival origins. There are also several pre-Norman Christian monuments, including the cross in Tythegston Churchyard (GM214), a sculptured cross at Llanmihangel Farm (GM345), 5.5km to the north of the proposed development area, and pre-Norman inscribed stones in Merthyr Mawr churchyard (GM169), 5.3km to the east.

4.6.8. Two medieval sites are recorded on the HER within the 500m search area. Immediately to the south of the proposed development area, a medieval port was recorded at Rhych Point (GGAT01881m), between Sandy Bay and Trecco Bay, although no evidence for it was found during the 2005 Waterfronts in southeast Wales survey (Dunning and Howell 2005). A possible holy well, Ffynnon Trebrenin (GGAT00196m) is recorded c. 400m to the north of the development area.

4.6.9. There are numerous medieval sites in the wider landscape, demonstrating the importance of the low-lying coastal strip of south Wales to both secular and religious powers. The region is dotted with castles with origins in the Norman period, including Stormy Castle (GM217), Ogmore Castle (GM037) just over 5km to the east of the site, and Kenfig Castle (GM042), c. 5.5km to the north-west. Margam and Neath Abbeys had substantial land holdings in the area, including granges at Sker and Stormy.

4.6.10. Both Nottage and Newton villages are first recorded in documents from the Norman period, and they retain elements of their original layout. Newton's church, Church of St. John the Baptist (LB11214) was built in 1180.

Post-medieval (1536 – 1899) & Modern (1900 – present day)

4.6.11. The majority of the assets recorded on the HER and NMR within the 500m search area date to the later post-medieval and modern periods. There was little change in the region from the medieval period into the early post-

medieval period. The conservation areas of Newton and Nottage both contain listed buildings with origins in the early post-medieval period, including Tudor Cottage (LB11361) and 22, Newton Nottage Road (LB11357) within the 500m search area.

4.6.12. The development of Porthcawl was the result of a group of local landowners and industrialists looking to provide a better way to export coal and iron from the developing industrial centres of Maesteg, Tondu, Cefn Cribbwr and Kenfig Hill. In the early 19th century, merchandise had to be transported over Newton Beach to be shipped. In 1825, an Act of Parliament allowed the formation of The Duffryn Llynvi Porthcawl Railway Company (Flint 1969). The group invested £60,000 to build a horse-drawn railway, initially from Duffryn Llynvi Ironworks in Maesteg, to a new seaport at Porthcawl.

4.6.13. The railway (GGAT01057.0m; NPRN34803) was built between 1826 and 1828 and a small, tidal harbour (LB19363) with short breakwater was built on the east side of Porthcawl Point. Warehouses for the various exporters were constructed along the west side of the harbour (NPRN34273), and the large Jennings Warehouse (LB11369; GGAT02346m, NPRN34263) was built on the western quay. Within the row was a public house, Anchor Inn (GGAT12264m), also owned by the railway company.

4.6.14. The decision to adapt the horse-drawn railway to steam was made in 1847, but it was not until 1860 that steam railway tracks were opened adjacent to the original line (Flint, 1969). The company amalgamated with the separately owned branch, Bridgend Railway, to become Llynfi Valley Railway (gracesguide.co.uk).

4.6.15. In 1864, Llynfi Valley and Ogmore Railway Companies jointly obtained an Act of Parliament to expand and improve Porthcawl Harbour. The harbour was often unusable in poor weather and winter months due to strong tides and

winds. The construction of the new Breakwater (LB19362) and Lighthouse (LB11370; GGAT01481m) significantly improved access and the new dock (GGAT02529m) accommodated more and larger vessels. These developments were largely driven by the Brogden family, who has purchased Tondu Ironworks and were developing coal mining in the Ogmore Valley.

4.6.16. The peak of use of Porthcawl Harbour was in the following decades. The dock was accessed by numerous branches from the main line, which in 1873 was bought by the GWR and became the Ogwr Porthcawl Line. Historic mapping shows a relatively gradual development of the town of Porthcawl (see Section 5 below). The early development of dock and railway worker housing, public houses and shops was unplanned. However, alongside the expansion of the harbour, in 1865 James Brogden purchased land to lay out the town's streets, the first of which was John Street (BCBC 2014).

4.6.17. The harbour's success was relatively short-lived. In 1898, the opening of Port Talbot and Barry Docks caused an almost total loss of trade and Porthcawl Dock was closed in 1906.

4.6.18. The town was already becoming a popular destination for day trippers and holidayers in the late 19th century (Porthcawl Civic Society 2020). In 1871, the Bank Holiday Act allowed ordinary workers time off, and Porthcawl rail connections to the south Wales valleys made it an accessible location. As part of his development of the town, Brogden also built the Esplanade along the seafront to the west of the harbour, and it was gradually populated by hotels in the late 19th and early 20th century (GGAT12265m, GGAT02546m, and GGAT07700m).

4.6.19. In 1870 a lookout tower (GGAT08382m; LB19359) was constructed at the eastern end of the Esplanade, which was used during both the First and Second World Wars. During the Second World War a Boulton Paul Defiant

K8620 crash site (GGAT07915m) crashed on the north-western edge of Porthcawl, with the crash site now having been subsumed into the town. During the Second World War both Seabank Hotel (GGAT07700m) and House, Mary Street (GGAT07388m) used as war time accommodation.

4.6.20. There are eleven ship wrecks located along the beach to the south of the site, with a further wreck on the beach to the south-west, and two beyond the shoreline (Figure 2). All of the ships were wooden vessels of various types and date to the 19th/20th centuries. The wreck locations for all bar the wreck of the SAGE (NPRN274247) are uncertain but believed to be in the vicinity of the locations shown on Figure 2.

5. Map Regression

5.1. Ordnance Survey Drawing, Bridgend (1813)

5.1.1. The earliest map showing the proposed development area in any detail is the 1813 OS Drawing of Bridgend. It shows that in the early 19th century no settlement existed at Porthcawl, with a single building depicted at Porthcawl Point. The whole of what is now Sandy Bay is labelled Porthcawl Harbour. Other than the western part around Porthcawl Point, most of the proposed development area is shown as sand dunes, called Newton Burrows, which extended west from Porthcawl Point for c. 5km to the River Ogmore.

5.1.2. There are two nearby settlement centres, the villages of Newton Nottage, 1.3km to the north of Porthcawl Harbour and Newton, 1.4km to the north-east. North of Newton Burrows, the landscape is depicted as agricultural fields around the villages with occasional isolated buildings. A road runs south from Newton Nottage to the Burrows, with a few buildings depicted at the southern end, labelled South. Several lakes are also shown immediately north of the Burrows.

5.2. Tithe map, Plan of the parish of Newton Nottage in the County of Glamorgan (1846)

5.2.1. The map shows some significant changes to the Porthcawl area from the earlier map (Figure 4). At Porthcawl Point, a rectangular dock had been built along the west side of the bay (LB19363). To the south is a single large warehouse (LB11369; GGAT02346m; NPRN34263), apportionment 595, and wharf (GGAT08396mm), owned by the Duffryn, Llynvi and Porthcawl Railway Company and used by the Llynor Iron Company. This was later to become known as the Jennings Warehouse.

5.2.2. To the west of the dock is a row of smaller warehouses (NPRN34273) also attributed to Duffryn, Llynvi and Porthcawl Railway Company and several iron companies, including Maesteg Iron Company and Glamorgan Iron and Coal Company. The row also includes a Public House, later to become Anchor Inn (GGAT12264). To the north-west of the warehouses are a few houses, public houses, and a shop. The area has been named Porth.

5.2.3. The Duffryn, Llynvi and Porthcawl Railway (GGAT01057.0m; NPRN34803) is shown running north – south through the area of what is now Porthcawl and along the western side of the harbour, equating to the modern route of The Portway and A4106. Within the proposed development area, a stretch of the railway is marked as running through a tunnel.

5.2.4. The rest of the proposed development area remains featureless but is shown with subdivisions. An area to the western half of the bay, Apportionment 602, is described as being Railway Waste and owned by Duffryn, Llynvi and Porthcawl Railway Company. The eastern half of the bay is labelled as Newton Burrows, Apportionment 736, rough grazing owned by Calvert Richard Jones. North of both is Backs Common.

5.2.5. In the north-west corner of Back Common, on the railway and the road from

Newton Nottage, is a cluster of buildings including a Steam Mill, several small houses with gardens, and two public houses. The land in the area is listed as being owned by Baronet Sir Josiah John Guest.

5.3. Ordnance Survey First Edition, Glamorgan Sheets XXXIX (1884) six-inch to the mile

5.3.1. The First Edition OS map provides greater detail than the previous mapping and shows an expansion of industry and settlement in the area now labelled as Porth-cawl.

5.3.2. The map shows the expanded dock (GGAT02529m), built in 1867, along the west side of the bay, with the original dock now forming an outer basin. A breakwater (LB19362) with lighthouse (LB11370; GGAT01481m) is shown extending south-east from Porthcawl Point. There is a narrow pier, East Pier (GGAT08395m) extending from the south-east corner of the Outer Basin, and a shorter pier, West Pier (LB19363) on the opposite side of the cutting.

5.3.3. Tramways servicing both sides of the dock are shown branching off from the main line (GGAT11853m), which by this time had been converted to steam and taken over by the GWR. The buildings in the harbour area are largely the same as was shown on the tithe, including the row of warehouses along the west side of the basin. There is a small Coastguard Station (GGAT02547m; NPRN544062) at the southern end of the warehouse area, and a Lifeboat Station among some buildings labelled as houses on the tithe map. At the northern end of the dock is a shipbuilding yard. An area immediately to the north east, accessed by a few terminating railway lines, may have been used as a dump or tip, either for material from the construction of the dock from the railway or ships.

5.3.4. There has been a small expansion of the buildings to the north-west of the harbour area, including a short section of terraced housing on Well Street.

Between this area and the tramways is a Saw Mill. Hotels have been built west of the harbour; the Ship and Castle (GGAT12266m) and the Knights' Arms Hotel (GGAT12265m).

5.3.5. The cluster of buildings around the Steam Mill noted on the tithe map to the north of the harbour has expanded along the northern edge of Newton Burrows, which includes the area named Back Common on the tithe map. A road runs east to Newton (here called Newton-Nottage), named New Road. There is a railway station at the western end of the road. Some rows of terraced housing has been built along the northern side of the road and there are occasional buildings to the south, including a chapel (NPRN10185) and a gas works (NPRN301649). There are also three hotels along the road: Brogden Hotel, Queen's Hotel, and Victoria Inn (GGAT12262m).

5.3.6. More housing has also been built on the west of the railway, including Philadelphia Row. The old road from Newton Nottage (here called Nottage) is named South Road, becoming John Street in the harbour area. There are two chapels, Gilgal English Baptist Chapel (NPRN10188) and the English Wesleyan Methodist Chapel (NPRN10195), and a school for boys and girls.

5.4. Ordnance Survey Second Edition, Glamorgan Sheet XXXIX (1900) six-inch to the mile

5.4.1. The map demonstrates further expansion of Porthcawl town centre along John Street and residential areas to the north (Figure 5). An Esplanade has been established along the seafront to the west of the harbour and new buildings have been built along it including hotels.

5.4.2. Within the proposed development area there are few notable changes. There has been an expansion of the railway lines to the north of the dock, with some extending as far north-east as the gas works. Mackworth Road has been established running south from New Road to Porthcawl Sands, demonstrating

an increasing use of the beach by holiday makers.

5.5. Ordnance Survey, Glamorgan Sheet XXXIX (1921) six-inch to the mile

5.5.1. Porthcawl's residential streets have continued to expand, principally to the west. There has been some construction of housing along the northern part of Mackworth Road.

5.5.2. Within the proposed development area, a tramway is shown running roughly east – west from one of the tramways north of the docks, across Mackworth Road and over the Burrows, curving south and terminating to the north-east of Rhych Point. There are several small buildings around its western end, including an engine shed and tank.

5.6. Ordnance Survey, Glamorgan Sheet XXXIX.16 (1947) 25-inch to the mile

5.6.1. Significant changes can be seen within the proposed development area from the previous map that document Porthcawl's change from industrial port to seaside town.

5.6.2. In the harbour area, the dock has been filled-in and is shown as an empty area of rocky scrub. The numerous railway lines that serviced the docks largely survive. The basin remains and has mooring points for boats. The row of warehouses along the west of the basin has largely been destroyed, making way for a road joining the Esplanade in the west to the newly constructed Eastern Promenade along the west side of the bay. The road bridges the former entrance to the dock from the basin (GGAT02549). A cinema (NPRN416868) and band stand have been built to the south-west of the basin. A miniature railway runs alongside the Eastern Promenade.

5.6.3. The Eastern Promenade curves northwards to join New Road. To the east is Griffin Park, with two bowling greens, a pavilion, a tennis court to the south and walking paths in the north. On its eastern side it is bounded by a railway

noted on the previous mapping, which runs to the area of the gas works. Between this railway and Mackworth Road and fronting onto the beach is Coney Beach Amusement Park (GGAT07389m; NPRN307164). Housing along Mackworth Road has extended farther south.

5.6.4. The tramway running across the Burrows on the previous map is no longer in use, but its route has been adopted as a track. A track has been established running south from New Road across the Burrows to Rhych Point. Named Rhych Avenue, a few houses have been built at its southern end.

5.6.5. Outside the development area, Porthcawl has continued to expand to the west and north, and all the way west along New Road to Newton.

5.7. Ordnance Survey Plan, SS87NW and part of SS77NE – A (1969), 1:10,000

5.7.1. The most significant change from the previous map is the establishment of caravan parks on the area of Newton Burrows. Within the proposed development area, west of Rhych Avenue and north of Sandy Bay, is the Municipal Holiday Camp. A lifeguard station (NPRN418623) is shown on Rhych Point. To the east of Rhych Avenue, outside the proposed development area is Trecco Bay Holiday Camp (NPRN268128).

5.7.2. There is a car park along the beach front between the Municipal Camp and Coney Beach Amusement Park. The former dock area is labelled as a car park and the former railway lines have been removed. The cinema and band stand in the harbour area have been demolished and a small park created.

6. Aerial Photographs and LiDAR

6.1. Aerial photographs

6.1.1. Aerial photographs of the area from 1929 to the present day have been examined.

1929

6.1.2. A series of photographs taken in 1929 provide a detailed picture of the harbour and beach front areas. Most notably, they demonstrate that many of the developments first recorded by mapping in 1947 had already occurred by the time.

6.1.3. Photographs WPW029452, WPW029453 and WPW029454 show that although the dock had not been filled, it was no longer in use, as the Eastern Promenade had been constructed between the basin and dock, blocking entry. The various railway lines serving the dock can be seen crossing an open scrubby area to the north-west.

6.1.4. To the west of the basin, the cinema building and bandstand area are visible. Surviving warehouse buildings from the original dockside can be seen most clearly in WPW029449, including the large Jennings Warehouse (LB11369).

6.1.5. Coney Beach Amusement Park is visible in two photographs, WPW029448 and WPW029447. There are two large buildings in the south-east and south-west corners of the site, with a row of small huts between then along the beach front. Behind then is an open area used for parking. In the north-east is what appears to be a rollercoaster, while the north-west is less developed, with grassy dunes crossed by paths and dotted with smaller buildings.

6.1.6. To the west of Coney Beach, the future site of Griffin Park is grassy dunes.

6.1.7. Photograph WPW029451 looks east across Porthcawl and shows how undeveloped the area east of Coney Beach was at the time, with the dunes of Newton Common stretching inland to New Road.

1947

6.1.8. A series of photographs taken in 1947 provide a detailed picture of the harbour and beach front areas, most notably that the Dock had been filled in

and the development of more residential buildings in the northern area of the town to the south of the Lime works, which shows Porthcawl's transformation from a harbour to a seaside town.

2003

6.1.9. Aerial photography from 2003 provides more detailed images of the area, by 2003 the railway lines within the redline boundary are now gone and a network of roads and a roundabout are in their place. The filled in Dock now houses a carpark and a large grassy area. Another notable change is the addition of a large caravan park to the east of the town to the north of Trecco Bay Beach.

6.2. LiDAR

6.2.1. The urban nature of the development area means that LiDAR is not suitable to assess archaeological potential.

7. Site visit

7.1.1. A site visit was conducted on the 23rd October 2025. Conditions were overcast with heavy showers but fair visibility. The site covers 43ha of the Porthcawl waterfront and can be divided into eleven distinct areas based on their existing character:

1. The Harbour (Plates 1-5). Historic harbour area in the south-west of the proposed development area. Subject to recent sympathetic regeneration, it includes the marina in the former dock basin, historic dock buildings, sympathetic modern buildings, and a small park/children's play area to the west.
2. Hillsboro Place Car Park (Plate 6). A tarmacked parking area in the west of the proposed development area, between The Portway and the town centre.

3. Salt Lake (Plates 7-8). A large redundant grassy space in the location of the former dock, between The Portway and Eastern Promenade. Used as overflow parking. The Metrolink is on the western edge and an Aldi with its own car park is in the north.
4. Eastern Promenade (Plates 9-10). Historic promenade walls along the west side of Sandy Bay with modern walkway, cycleway and planting areas.
5. Griffin Park (Plates 11-13). Victorian park in the north-west of the development area, between Eastern Promenade and Coney Beach. Bounded with iron railing, it has tennis courts, bowling greens, a pavilion and a children's play area.
6. Coney Beach (Plates 14-19). Former funfair, closed in September 2025, with boardwalk along Sandy Bay. Various single storey kiosks, rides and a car parking area to the north, bounded by Mackworth Road to the east.
7. Eastern Boardwalk and Hi Tide (Plates 20-23). Area fronting onto Sandy Bay east of Coney Beach. Includes a continuation of the Boardwalk with single storey kiosks, Hi Tide seafront bar with carpark, and a short terrace of two storey housing on Mackworth Road.
8. Monster Park (Plates 24-25). A small area of parkland with mature, mostly non-native trees.
9. Sandy Bay Campsite (Plates 26-30). A large flattened grassy area sloping gently down from south to north in the north-east of the development area, used as a seasonal campsite. Criss-crossed by tarmac access tracks, with a gravel car park in the south, along the north of the dunes. There is a large oval depression, Sandy Bay bowl, in the centre and a tall overgrown earth bund running roughly east to west in the north.

10. Dunes and Rhych Point (Plates 31-34). Undulating vegetated sand dunes in east of Sandy Bay, crossed by coastal path. Rhych Point is a grassy promontory with a look-out tower.

11. Newton Primary School (Plates 35 and 36). Grounds of primary school in north-east corner of proposed development area, including two early 20th century brick buildings (LB19371).

7.1.2. There are eighteen previously recorded heritage assets within the proposed development area, including one conservation area and six listed buildings. No new heritage assets were identified during the site visit.

7.1.3. The majority of the known assets, including five of the listed buildings, are located in the south-west of the proposed development area, around the harbour. The shape of the development area, curving around Sandy Bay, means that there is a lot of intervisibility between different parts of the proposal. All of the known assets in the harbour, except the location of the former Casino Cinema (NPRN416868), have at least partial views of Coney Beach, Hi Tide, and the Boardwalk to the north-north-east, and the dunes and Rhych Point to the north-east. Currently, due to the lower lying ground, the visibility of the Salt Lake area is limited from the harbour area, but notably the two existing buildings, the Metrolink and Aldi, can be seen.

7.1.4. Three known assets are located in the Salt Lake area: Porthcawl Dock (GGAT02529m) in the centre, and Former Railway Linears (GGAT11853m) and Ship Yard (GGAT02533m) in the north. Due to being lower lying, there are limited views from the Dock, with the higher Eastern Promenade particularly blocking views south and east. The locations of the Former Railway Linears and Ship Yard now lie in Aldi car park, with views to the east, including Coney Beach, blocked by the Aldi building. The main harbour buildings to the south are currently visible.

7.1.5. Coney Beach (GGAT07389m; NPRN307164) is largely self-contained, with limited views outwards. While kiosks block some views from the boardwalk, there are openings which allow views to the south, including the main harbour buildings, and east to the dunes and Rhych Point.

7.1.6. The remaining listed building with the development area, Newton Primary School (LB19371) is located in the north of the development area. Only a small area of Sandy Bay Camp Site is visible to the south, with farther views blocked by the large bund across the north of the camp site.

7.1.7. Within the 500m search area, there is a large cluster of known heritage assets in Porthcawl town centre, to the west of the proposed development area. The site visit established that the majority of these assets have no views of the proposed development area due to intervening buildings. However, there were views of Salt Lake and the harbour from a few assets adjacent to the development area, including Anchor Inn (GGAT12264m), Smithy (GGAT12263m), Glamorgan Holiday Hotel (GGAT11757m), and Ship and Castle Hotel (GGAT12266m).

7.1.8. The built environment of Porthcawl also blocked views between the proposed development area and the closer designated assets outside 500m search area, including the Nottage and Newton Conservation Areas and their associated listed buildings.

7.1.9. The relatively flat landscape to the north-west and north means that there are no views of the proposed development area from the more distant designated assets in these areas.

7.1.10. There is a ridge of higher ground that runs north-west to south-east from immediately north of Newton. The ridge is visible from much of the proposed development area. Assets which lie to the north-east of the ridge, including those at Tythegston and Mynydd Herbert Round Barrow, are not visible

beyond it.

7.1.11. To the east of the proposed development area is Trecco Bay Caravan Park and beyond are the coastal dunes of Merthyr Mawr Warren. Due to the low-lying nature of much of the development area and Merthyr Mawr Warren, views between the two are largely blocked by the slightly higher ground of Rhych Point. From the eastern part of the development area, including Rhych Point and the sand dunes, views to the east are blocked by the Trecco Bay caravans and Newton Point.

8. Impact Assessment

8.1. Previous Impacts

8.1.1. Previous impacts across the proposed development area are of great significance in determining the survival and importance of the known and potential archaeological resource.

8.1.2. Prior to the development of Porthcawl, much of the proposed development area was coastal dunes, similar to the Merthyr Mawr, Kenfig and Margam Burrows Registered Historic Landscape areas to east and west. These areas contain archaeology from the prehistoric to medieval periods and the area of Porthcawl would likely have had a similar potential. Only a very small area of dunes survive largely untouched within the proposed development area, but they have the potential to contain well-preserved buried remains.

8.1.3. The large area of Sandy Bay Camp Site has been landscaped to create a relatively flat area for camping and some tarmac roads and tracks have been laid. These activities are relatively low impact and there is still potential for the presence of well-preserved buried remains. Likewise, Monster Park may well be a relatively undisturbed dune-scape, although the roots of large non-native

trees will have had some impact on any surviving archaeology.

8.1.4. The historic map evidence demonstrates that the areas of Coney Beach and Hi Tide were relatively undisturbed prior to their development. There is some suggestion that a southern part of the Coney Beach area was used as a dump or tip during the use of the docks, and a few spurs from the dock railways cross the area. The 1921 OS map shows a tramway crossing both areas east to west, and the continuation of the route appears to survive as the boundary between the dunes and Sandy Bay Camp Site. Both Coney Beach and Hi Tide areas are entirely built or surfaced. Construction would have involved landscaping to create the flat areas for the funfair and car parking, as well as the excavation of foundations for the larger buildings. These activities could have disturbed any industrial or pre-industrial remains, although potential pre-industrial remains may survive buried under dunes.

8.1.5. Similarly, the dunes in the area of Griffin Park were largely undisturbed until its creation in the 1930s. Mapping shows a few rail spurs crossing it, including one leading to the Gas Works. There are also some allotments in the north of the area, along New Road, with some small buildings. The creation of the park would have involved landscaping and excavation of foundations for the pavilion, meaning pre-industrial buried remains may survive.

8.1.6. The areas of Salt Lake and Hillsboro Place Car Park were core elements of the Porthcawl dock. Salt Lake was the location of the dock itself with a more open area in the north, crossed by rail lines and occasional industrial buildings, including a shipyard. Hillsboro Place Car Park was the terminus of the railway, with multiple lines approaching the dock and a station building. The excavation of the dock would have destroyed any earlier archaeological remains in that location. Following its closure the dock was filled in and there has been no activity on the site since, meaning there is a high likelihood that

much of the dock structure survives. Historic mapping indicates that the disused rails to the north and west were removed around the 1960s. These areas have since been impacted by the construction of The Portway, the Metrolink, Aldi, and Hillsboro Place Car Park, which would have damaged any industrial or pre-industrial archaeology, although there may still be undisturbed areas.

8.1.7. The Harbour and Eastern Promenade are surviving historic elements of Porthcawl harbour that have recently been renovated, including the construction of a path and cycleway with planting on the Eastern Promenade, renovation of listed buildings in the harbour, and construction of sympathetic new buildings. The original construction of the harbour area on a rocky promontory means there is unlikely to have been any earlier archaeological remains in the area, but had there been they are unlikely to have survived the significant development of the area in the early 19th century.

8.2. Potential Impacts of the Proposed Development

8.2.1. The proposed development plans include an extensive redevelopment of Porthcawl Waterfront. At present the design plans have not been finalised but the current Masterplan splits the site into eight areas which are;

- Salt Lake Harbour,
- Salt Lake Promenade,
- Salt Lake Cresent,
- Hillsboro,
- Coney Beach Walk,
- Coney Beach Park,
- Sandy Bay Village,

- Sandy Bay Gardens
- Dunes

8.2.2. Each of these areas will see a mixture of development which will include leisure and community spaces, a hotel, residential properties, health and wellbeing spaces and woodland. The current plans for the structures across all areas of the site shows that the majority of buildings will be between two to four storeys tall, with only three structures being five storeys high and one at six storeys high.

8.2.3. The construction works will include the excavation of building foundations, services and new road layouts as a minimum. There will also likely be ground disturbance for other associated infrastructure, such as security fences and temporary site compounds. These works all have the potential to disturb sub-surface deposits and, therefore, to expose, damage or destroy potential archaeological remains.

8.2.4. The development also has the potential to generate indirect effects on archaeological sites in the surrounding landscape, such as altering the visual setting or tranquillity of the sites and landscapes.

8.3. Historic Landscapes

8.3.1. The south-western boundary of the proposed development area is adjacent to the Sker Point to Porthcawl Point HLCA of Merthyr Mawr, Kenfig and Margam Burrows Registered Historic Landscape (HLW (MGl) 1). The Registered Historic Landscape has a **High** value. The intertidal HLCA lies lower than the town. There are views of the seaward side of the Breakwater, but otherwise there are no views of the proposed development area. The current design plans make no changes to the Breakwater or the harbour area of the development, and it is considered the impact on the HLCA will be **No Change**.

8.3.2. One RHPG, Tythegston Court (PGW(Gm)15(BRI)), lies within the 5km search area. The park is associated with a Grade II* listed building and a Conservation Area. It has **High** heritage value. The site visit established that there will be no visual impact on the RHPG due to its topographic location and therefore there will be **No Change**.

8.3.3. One Conservation Area, Porthcawl (WAL/BRID/267), lies partially within the proposed development area. The harbour contains five listed buildings and as a well-surviving group representing the early history of Porthcawl and industrial export in south Wales it is considered to be of **High** value. The existing design scheme indicates there will be no significant changes to the harbour area. A part of the Conservation Area also lies within the proposed development area in the south of Hillsboro Place Car Park. This location is named in the Design Code as a key space connecting the development with the town centre. Current proposals for the space are to make it a square, with green space, a play area, dining areas, a pop-up market area and an active travel route as a continuation of Dock Street.

8.3.4. As well as physical impacts, there is the potential for visual impacts the Conservation Area, mainly in the harbour area, but also the area adjacent to the proposed development area around The Square and along Dock Street. These views will be of the of the Salt Lake area residential buildings, consisting of taller blocks in the south (up to 6 storey) and up to 4-storey blocks to the north, with ground floor commercial units. The design of these units is intended to draw on the heritage of the area in detailing and materials but also be distinct. It will also enhance movement between the historic town centre and harbour. The proposals are considered to have a minor visual impact on the Conservation Area, as the new buildings will form the backdrop to coherent existing Character Areas. The improved focus on the entrances to the town centre and linking the heritage elements means this would be a

Minor beneficial impact.

8.3.5. Three Conservation Areas are located with the 5km search area: Newton (WAL/BRID/265), Nottage (WAL/BRID/266), and Tygethston (WAL/BRID/268). They have a **Medium** heritage value. None of them will be directly impacted by the proposed development. The site visit established that the local topography and built environment prohibits views between all three CAs and the proposed development area and therefore there will be **No Change**.

8.4. Scheduled Monuments

8.4.1. No Scheduled Monuments lie within the boundary of the proposed development. There are ten Scheduled Monuments within the 5km search area, all of **High** heritage value. The site visit established that there is no intervisibility between the SMs and the proposed development area due to the topography and built environment and there will be **No Change**.

8.5. Listed buildings

8.5.1. There are six Listed Buildings within the proposed development area, all of which are of **High** heritage value. Five of them (LB19363, LB11369, LB19362, LB11370, and LB19358) are situated in the Harbour Character Area of the Porthcawl Conservation Area, the area of which is considered to form their curtilage. The impacts on these is considered the same as to the Conservation Area, **Minor beneficial**.

8.5.2. Newton Primary School (LB19371) is in the north of the proposed development area, bordering Sandy Bay to the south. At present, views of the proposed development area are blocked by a large earth bund in the north of the camp site, but this will be removed in the proposed development. The plans include a 2.2ha expansion to the school grounds to the south. The rest of Sandy Bay will be a residential area with terraced buildings between 2- and 4-storeys tall, except for a narrow area to the west of the extended school

grounds which will be a motorhome area. The proposed development will not have a direct impact on the building itself but will have indirect visual impacts. The removal of the bund will open up new views to and from the building. There is the potential for this to have a **Minor beneficial impact** to the asset.

8.5.3. The remaining Listed Buildings in the 5km search area have no views of the proposed development area and there will be **No Change**.

8.6. Non-designated sites

8.6.1. There are 83 previously identified assets within 500m of the site, eighteen of which are recorded as lying within the site boundary. Of the 83 assets, fourteen are Listed Buildings, one Registered Landscape Character Area and two Conservation Areas and have been discussed in Section 8.3-8.6 above. The remaining assets are all deemed to be of **Low** value.

8.6.2. Of the assets within the site boundary only two will be directly impacted by the proposed development. These are;

- Porthcawl Dock (GGAT02529m)
- Coney Beach Fairground (GGAT07389m; NPRN307164)

8.6.3. The docks do not exit in their historic form, having been infilled between 1921 and 1947, based on the historic map regression (Section 5), while Coney Beach Fairground is still extant. The redevelopment will include the demolition of the fairground, and the disturbance of the infilled docks. As such the impact to the fairground will be **Major adverse**, while the impact to the docks will be **Minor adverse**.

8.6.4. The Former Railway linears (GGAT11853m) and Ship Yard (GGAT02533m) are located to the west of Coney Beach Fairground. The two sites have already been disturbed by construction, lying under a supermarket carpark. The proposed development plan shows no construction works within this area and

as such there will be **No Change** to either of these sites.

8.6.5. The remaining non-designated sites within the boundary of the site are all located at the south-western end, within Porthcawl Conservation Area. There will be no direct impacts upon these assets but there will be indirect visual impacts. However, as with the Conservation Area and Listed Buildings within it, the impacts are deemed top be **Minor beneficial**.

8.6.6. The non-designated sites in the 500m study area outside the development boundary, will not be directly impact by the proposals. Many of these assets are within the previously discussed Porthcawl Conservation Area. The setting of some of these assets will likely be impacted although as is the case with the listed buildings, this is likely to be a positive change to their significance.

9. Mitigation

9.1.1. The objective of mitigation is to limit and reduce any residual impact a development might have on the heritage resources to an acceptable level by a range of measures. The exact mitigation measures adopted are dependent on the nature and scale of the final detailed development plans.

9.1.2. Several of the Coney Beach Fairground (GGAT07389m; NPRN307164) appear to date to the early phases, if not the first phase of the fairground. Any remaining structures of this early phase, seen on the aerial images of the 1940s or the mapping of the period should be subject to a photographic survey prior to demolition.

9.1.3. Due to the likely survival of buried structures relating to Porthcawl Dock (GGAT02529m), any groundbreaking work in the vicinity of the former dock should be subject to archaeological monitoring.

10. Conclusions

10.1.1. Archaeology Wales (henceforth-AW) have been commissioned by The Urbanists (henceforth 'the client') to carry out an archaeological desk-based assessment in order to assess the likely impacts which could result from the proposed regeneration of Porthcawl Waterfront, covering a 43ha area between the harbour (NGR SS 82048 76274) and Sandy Bay (NGR SS 82915 77124) (Figure 1).

10.1.2. There are 83 recorded heritage assets within the 500m search area of which eighteen assets lie within the bounds of the proposed development, including one Conservation Area and six Listed Buildings.

10.1.3. There will be a direct impact on two non-designated sites as well as on the Porthcawl Conservation Area. The redevelopment will include the demolition of the Coney Beach Fairground (GGAT07389m; NPRN307164), and the disturbance of the infilled Porthcawl Dock (GGAT02529m). As such the impact to the fairground will be **Major adverse**, while the impact to the docks will be **Minor adverse**.

10.1.4. Any remaining structures of the early phase of the fairground, seen on the aerial images of the 1940s or the mapping of the period should be subject to a photographic survey prior to demolition.

10.1.5. Due to the likely survival of buried structures relating to Porthcawl Dock (GGAT02529m), any groundbreaking work in the vicinity of the former dock should be subject to archaeological monitoring.

10.1.6. As well as limited physical impacts to the Conservation Area, there is the potential for visual impacts the Conservation Area and to those Listed Building within, mainly in the harbour area, but also the area adjacent to the proposed development area around The Square and along Dock Street.

10.1.7. The proposals are considered to have a minor visual impact on the Conservation Area, as the new buildings will form the backdrop to coherent existing Character Areas. The improved focus on the entrances to the town centre and linking the heritage elements means this would be a **Minor beneficial** impact to the Conservation Area and Listed Buildings.

10.1.8. Newton Primary School (LB19371) is in the north of the proposed development area, bordering Sandy Bay to the south. At present, views of the proposed development area are blocked by a large earth bund in the north of the camp site, but this will be removed in the proposed development. The removal of the bund will open up new views to and from the building. There is the potential for this to have a **Minor beneficial impact** to the asset.

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WPW029452 WALES (1929). General view of Porthcawl, oblique aerial view. 5"x4" black and white glass plate negative.

WPW029453 WALES (1929). General view of Porthcawl, oblique aerial view. 5"x4" black and white glass negative.

WPW029454 WALES (1929). General view of Porthcawl, oblique aerial view. 5"x4" black and white glass plate negative.

WPW029447 WALES (1929). General view of Porthcawl, showing amusement park, oblique aerial view. 5"x4" black and white glass plate negative.

WPW029451 WALES (1929). General view of Porthcawl, oblique aerial view. 5"x4" black and white glass plate negative.

WPW029448 WALES (1929). General view of Porthcawl, showing amusement park, oblique aerial view. 5"x4" black and white glass plate negative.

WPW029449 WALES (1929). View of Porthcawl harbour, oblique aerial view. 5"x4" black and white glass plate negative.

WAW014941 WALES (1948). View of Coney Pleasure Palace and beach at Porthcawl.

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Figures

Figure 1. Location of proposed development showing study areas

500m Study Area
5km Study Area
Redline Boundary

N

0 1km 2km

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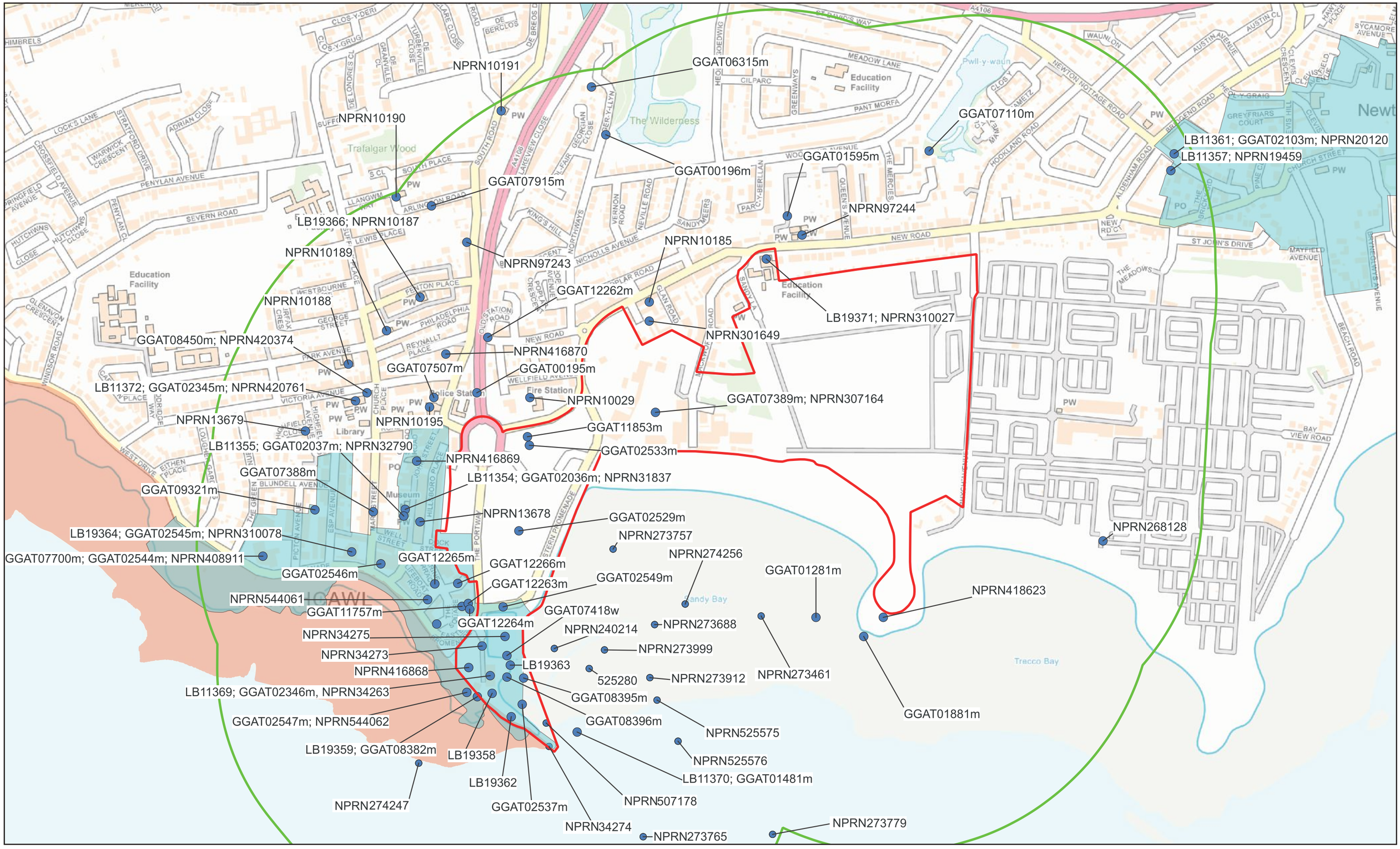
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LB11372; GGAT02345m; NPRN420761
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LB11354; GGAT02036m; NPRN31837
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NPRN525575
LB19359; GGAT08382m
LB19358
NPRN525576
LB11370; GGAT01481m
LB19362
NPRN507178
NPRN274247
GGAT02537m
NPRN34274
NPRN273765
NPRN273779
Education Facility
Trafalgar Wood
The Wilderness
Pwll-y-waun
Fire Station
Police Station
Library
Museum
Tredegar Park
Tredegar Park Golf Course
Tredegar Park Golf Club
Tredegar Park Golf Club Pond
Tredegar Park Golf Course Pond
Tredegar Park Golf Course Pond
Tredegar Park Golf Course

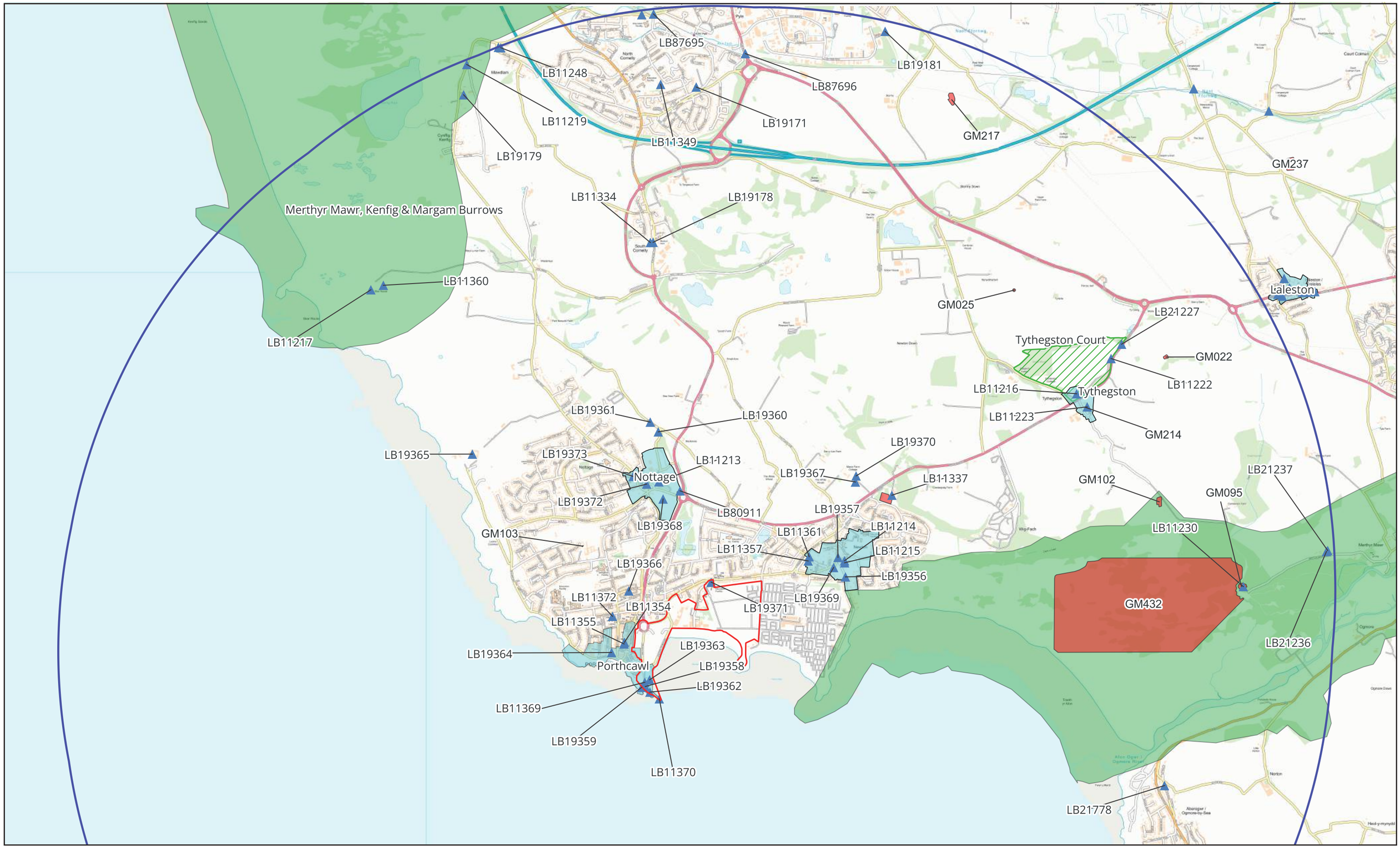

Figure 2. Designated assets within the 5km study area

5km Study Area
Redline Boundary
Listed Buildings
Scheduled Monuments
Historic Landscapes
Conservation Areas
Registered Parks & Gardens

N

0 1km 2km

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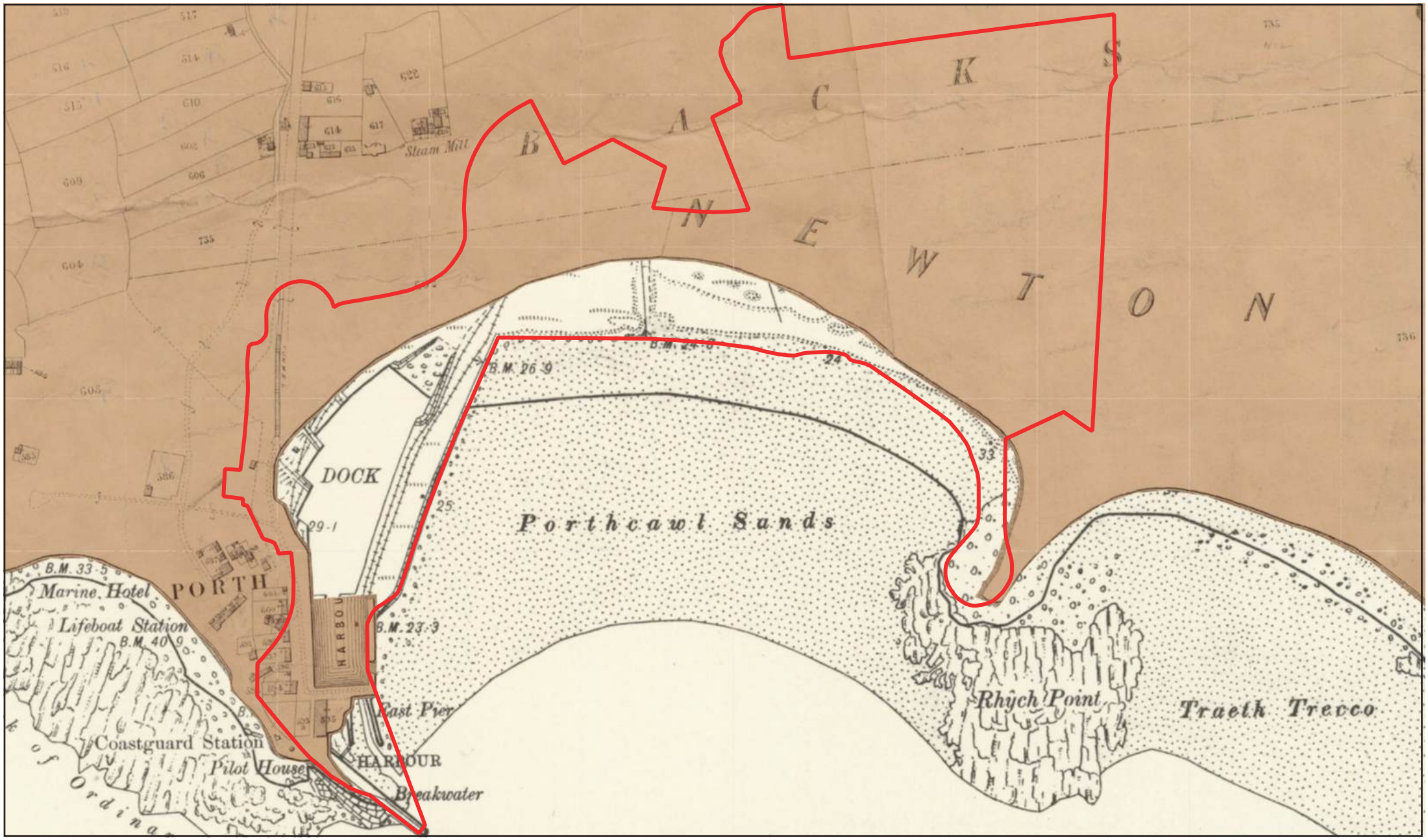

Figure 4. Tithe Plan of the parish of Newton Nottage in the County of Glamorgan, 1846

Development Area

N

0 150m 300m

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Llyfrgell Genedlaethol Cymru – The National Library of Wales

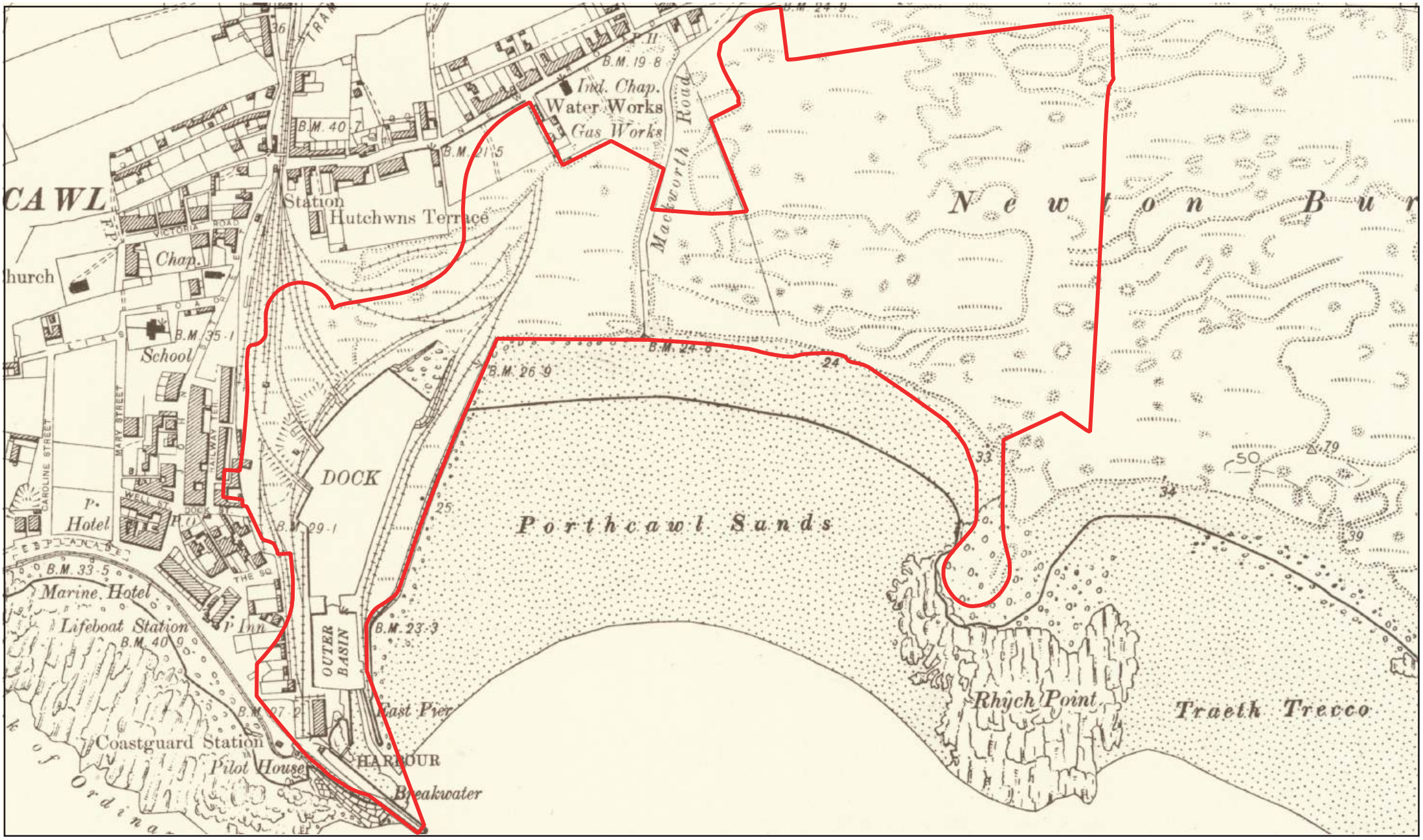

Figure 5. Ordnance Survey Glamorgan Sheet XXXIX.SE 1900

Development Area

N

0 150m 300m

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Plates

Plate 1. Porthcawl harbour breakwater (LB19362) with lighthouse (LB11370), looking south from outer basin wall.

Plate 2. Porthcawl harbour breakwater (LB19362), lighthouse (LB11370), and Old Customs House (LB19358), looking south-west.

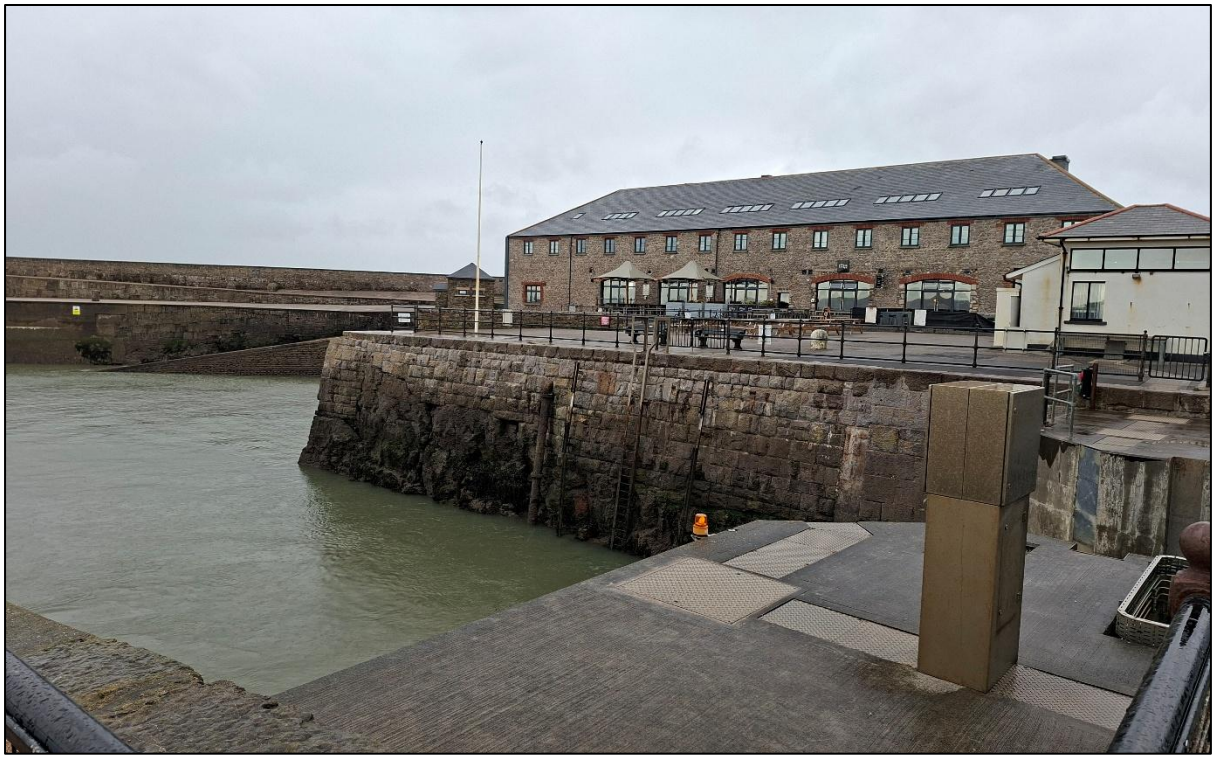

Plate 3. Jennings Warehouse (LB11369) and walls of Outer Basin and West Pier/Quay (LB19363), looking south-west east wall.

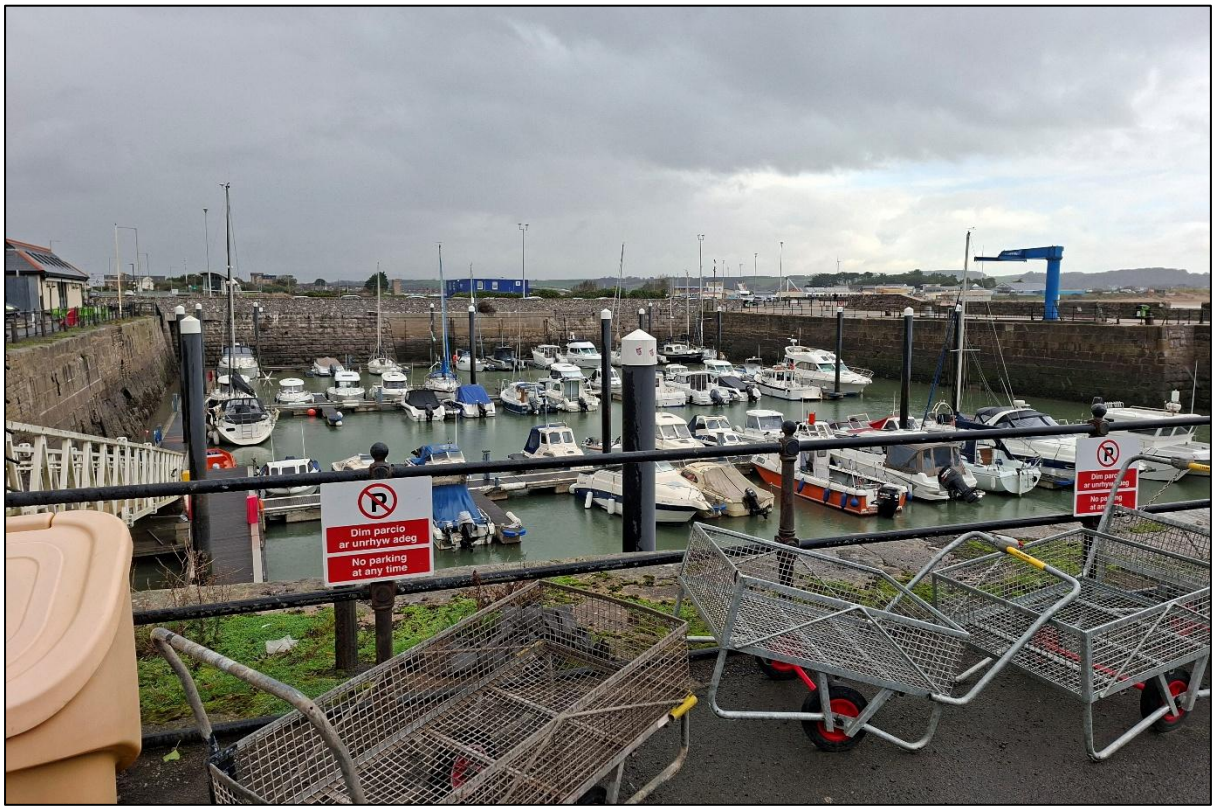

Plate 4. Marina, former Outer Basin (LB19363), looking north-east.

Plate 5. Modern park/children's playground in west of harbour area, looking north-west.

Plate 6. Hillsboro Place Car Park, looking south.

Plate 7. Salt Lake area, looking north from Eastern Promenade, Metrolink building to left of shot, Aldi to right.

Plate 8. Salt Lake area, looking south towards harbour from Aldi access road.

Plate 9. Eastern Promenade, looking north-east from southern end.

Plate 10. Eastern Promenade, looking south-west.

Plate 11. Western side of Griffin Park along Eastern Promenade, looking south.

Plate 12. Tennis courts and bowling green in north of Griffin Park, looking south.

Plate 13. Griffin Park with pavilion, looking north-east.

Plate 14. Entrance to Coney Beach Amusement Park from boardwalk, looking north-east.

Plate 15. Boardwalk along front of Coney Beach, looking north-west from Sandy Bay beach.

Plate 16. South-east corner of Coney Beach, looking north.

Plate 17. North-east corner of Coney Beach, looking south-west.

Plate 18. Car park to north-east of Coney Beach, looking south.

Plate 19. Car park to north of Coney Beach, looking east.

Plate 20. Hi Tide beachfront, looking north-west from Sandy Bay beach.

Plate 21. Boardwalk in from if Hi Tide, looking east from Mackworth Road.

Plate 22. Hi Tide buildings and car park, looking west from north-east corner of car park.

Plate 23. Terraced houses along Mackworth Road, looking south-east.

Plate 24. Monster Park from Sandy Bay camp site, looking south-west.

Plate 25. Monster Park, looking west from Mackworth Road.

Plate 26. South-east corner of Sandy Bay camp site, looking south.

Plate 27. Sandy Bay camp site, looking north.

Plate 28. Sandy Bay camp site, looking west from north-east corner.

Plate 29. Sandy Bay camp site bowl, looking south-east.

Plate 30. North-west corner of Sandy Bay camp site with bund to rear of shot, looking north-west.

Plate 31. Sand dunes from Rhych Point, looking north.

Plate 32. View to Rhych Point and look-out from sand dune, looking south-east. Lifeguard station to left of shot.

Plate 33. View north over rear dunes to Sandy Bay camp site.

Plate 34. Rhych Point look-out tower, looking south-west.

Plate 35. Newton Primary School (LB19371) from Mackworth Road, looking south-east.

Plate 36. Rear of Newton Primary School on Sandy Lane, Sandy Bay camp site bund visible behind.

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Appendix I: Gazetteer of sites on regional HER

HENEB HISTORIC ENVIRONMENT RECORD ENQUIRY REPORT - CORE RECORDS

Enquiry reference number: 9223
Prepared by: Olivia Husøy-Ciaccia, Heneb: Glamorgan-Gwent Archaeology
Produced for: Charley James-Martin, Archaeology Wales

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Search criteria

500m buffer, centred at Porthcawl waterfront, SS 82383 76828

PRN *00195m* **NAME** *Barrow, Porthcawl* **NGR** *SS81897701* **COMMUNITY** *Porthcawl*
TYPE *Bronze Age, Round barrow, RANK: 1*
SUMMARY *RCAHMW describes this thus: 'A barrow is said to have existed 'close to entrance of Porthcawl harbour' [source not given]. A boundary stone is said to have stood on it. On being dug into in 1846, it yielded fragments of an urn 0.15m in diameter at the m*

DESCRIPTION *RCAHMW describes this thus: 'A barrow is said to have existed 'close to entrance of Porthcawl harbour' [source not given]. A boundary stone is said to have stood on it. On being dug into in 1846, it yielded fragments of an urn 0.15m in diameter at the mouth and 0.08m at the base inverted over a cremation on a flat stone.' No source is given for this information. Dimensions: See description. A barrow is said to have existed 'close to entrance of Porthcawl harbour' [source not given]. A boundary stone is said to have stood on it. On being dug into in 1846, it yielded fragments of an urn 0.15m in diameter at the mouth and 0.08m at the base inverted over a cremation on a flat stone. (Source 01) GGAT 72 Prehistoric Funerary and Ritual Sites Project 'the discovery made in 1846, at another mound nearly a mile and a half to the south, but on the same side of the railroad, and close to the entrance of the tunnel near Porthcawl harbour. Earth was wanted for a garden, and in raising a supply from a small tumulus on which once stood a boundary mere stone, fragments of a rude cylindrical earth were found. From the pieces shown me, two or three of which I retain, the urn appeared to have been about six inches in diameter, tapering to three at the base; it had been inverted to protect the remains of a human body. From the layers of burnt earth and wood, it appeared that the body had been wrapped in turf, then burnt with the soda and brushwood' (Knight 1853, 93-4) Location of this barrow is shown on OS 1st edn as SS81897701. RCHAMW (1976, 81 no.254) has SS81957701*

CONDITION
CONDITION: Destroyed DESCRIPTION: - RELATED EVENT: - RECORDED: 1977

STATUS *None recorded*
CROSS REFERENCES - - *GGATE000158*

SOURCES
Article Knight, H H 1853 Account of Newton Nottage, Glamorgan: Chapter I
01/PM List/RCHM//1976/Glam Invent/No.254;
02/MM Record Card/OS//1957/SS 87 NW 6/;
03/PH Desc Text//Knight H.H/1853/Archaeol Cambrensis/p.93-4;
04/MM Record Card/OS//1976/SS 87 NW 6/
PM Desc Text/Evans EM/2000/GGAT 72 Prehistoric Funerary and Ritual Sites Project **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT00195m

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PRN *00196m* **NAME** *Ffynnon Trebrenin* **NGR** *SS82167755* **COMMUNITY** *Porthcawl*
TYPE *Medieval, Well, RANK: 1*
SUMMARY *Reference given by Evans (1944, 389). No visible remains of a well, only small spring which is the source of water for a small ornamental canal.*

DESCRIPTION *Reference given by Evans (1944, 389). No visible remains of a well, only small spring which is the source of water for a small ornamental canal. Irregular shaped limestone blocks are scattered around (OS card SS 87 NW 7). Not in Jones 1954. Evans 2003: GGAT 73 Early-Medieval Ecclesiastical Sites Project database.*

CONDITION
CONDITION: Not known DESCRIPTION: - RELATED EVENT: - RECORDED: 2004

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES
Book Jones, F 1954 The Holy wells of Wales GG.9121.JON
01/MM Record Card/OS//1956/SS 87 NW 7/;
02/PM Desc Text//Evans C.J.O/1944/Glam its Hist & Topography/p.389
Evans EM, 2003-04, GGAT 73 Early Medieval Ecclesiastical Sites Project **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT00196m

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PRN *01057.0m* **NAME** *Porthcawl-dyffryn Llynfi Railway* **NGR** *SS8189177113, SS8921585951* **COMMUNITY** *Llangynwyd Lower*
TYPE *POST MEDIEVAL, Railway, RANK: 1*
SUMMARY *Dismantled railway built in 1828, travelling from Porthcawl Harbour north to Pyle, Tondu and Dyffryn Llynfi.*

DESCRIPTION *Dismantled railway built in 1828, travelling from Porthcawl Harbour north to Pyle, Tondu and Dyffryn Llynfi (Huckfield and Hughes 2009). Originally horse-powered then converted to broad gauge steam in 1860 and bought by GWR in 1873 to become the Ogwr Porthcawl Line. William Malins built a 1.5km loop of track linking Cwsc and Mill works to Bryn-du. (Williams 1993)*

CONDITION
CONDITION: DAMAGED DESCRIPTION: The line of the Porthcawl railway was clear around SS 83630 81425, preserved as a hedge line. RELATED EVENT: E008576 RECORDED: 2018
CONDITION: Destroyed DESCRIPTION: - RELATED EVENT: - RECORDED: 1998

STATUS *None recorded*
CROSS REFERENCES *Associated with 02695.0m, Associated with 02696m, Associated with 07947m, Associated with 07948m, Same as 02689.0m GGATE003200, GGATE007045, GGATE008353, GGATE008569, GGATE008576, GGATE008859*

SOURCES
Article Richards B. 1982 History of the Llynfi Valley
Report Huckfield, P and S. Hughes 2009 Better Woodlands for Wales For Management Plan. Heritage Management Information. WHE2 Report Coed Pentwyn 4721
Report Thomas, S. 2018 Land off the A48 Pyle, Bridgend: Archaeological Desk Based Assessment 5559
*/MM RECORD CARD/OS///SS87 NW38/**
*/PM DESC TEXT//FLINT/AJ/1969/MORGANNWG 13 p103-7**
*/PM DESC TEXT/BAXTER/B/1966/STONE BLOCKS & IRON RAILS/p220-1**
*/PM MENTION//RICHARDS B/1982/HISTORY OF THE LLYNFI VALLEY/p366** **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT01057.0m

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PRN *01281m* **NAME** *Roman Coin Hoard, Sandy Bay, Newton* **NGR** *SS82607654* **COMMUNITY** *Porthcawl*
TYPE *Roman, FINDSPOT, RANK: 1*
SUMMARY *Mr TJ Richards found a metal box 'shaped like a bell', whilst digging in the sand, containing coins which were said to be bright and well preserved - 10 in number. Box was not retained.*

DESCRIPTION *Mr TJ Richards found a metal box 'shaped like a bell', whilst digging in the sand, containing coins which were said to be bright and well preserved - 10 in number. Box was not retained. Only one coin was properly identified (by BM), as debased tetradrachm from Roman Egypt minted 285/286 at Alexandria for Diocletian; BM believes this to be a loss in recent times.*

CONDITION
CONDITION: Near intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1981

STATUS *None recorded*
CROSS REFERENCES - - *GGATE001657*

SOURCES
Report Evans, E M 2001 Romano-British southeast Wales settlement survey: Final report 726
01/MM Record Card/OS//1957/SS 87 NW/ **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT01281m

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PRN *01481m* **NAME** *Porthcawl Lighthouse* **NGR** *SS8189176374, SS821763, SS8228776530, SS8274876537* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, Lighthouse, RANK: 1*
SUMMARY *Tapering hexagonal cast-iron harbour light stands 4.57m high on a stone plinth at Porthcawl Point. Built 1866 to aid ports shipping refined metals. Original lantern was replaced in 1911 to a dioptric Chance lens, now converted to natural gas in 1974.*

DESCRIPTION *It is a small, tapering, hexagonal cast-iron harbour light established in 1866 on the south east end of the breakwater; it stands on a blackened stone plinth and its main structure is 4.57m (15ft) high. It has no external gallery and the interior is reached by an iron door on the sheltered side with the access to the lantern by a renewed iron ladder. The original lantern had plain openings and a pitched roof; an old photograph shows this and the exterior of the tower painted with imitation stone joints. The lantern was replaced in 1911 by the present round one which has diagonal glazing to the west and is secured to the old structure by six crude carpenter's-style clamps. There is a moulded band on the top of the tower below the lantern. A dioptric apparatus by Chance is 0.69m (27ins) high by 0.36m (14ins) in diameter. It was converted to natural gas in April 1974. There is a single glazed panel in the tower showing the guiding-light aligned to the harbour entrance and small vents are bolted to each side of the tower.*

CONDITION
CONDITION: Intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1992

STATUS *listed building 11370 II*
CROSS REFERENCES *Same as 34274 GGATE006100*

SOURCES

Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01/PM Desc Text//Hague DB/1979/Archaeol J/Vol136;
02/MM Record Sheet/RCAHM//1982//
03/pm desc text/Cadw//1991/Listed Building List
04/Pm Desc Text/Hague DB/Lighthouses of Wales: The architecture and archaeology/RCAHMW/1994 **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT01481m

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PRN *01595m* **NAME** *Findspot, Porthcawl* **NGR** *SS82547738* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, FINDSPOT, RANK: 1*
SUMMARY *Canon ball found in Porthcawl (HILLIER, A.T: 1982).*

DESCRIPTION *Canon ball found in Porthcawl (HILLIER, A.T: 1982).*

CONDITION
CONDITION: Not known DESCRIPTION: - RELATED EVENT: - RECORDED: 1982

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

01/MM Letter//Hillier AT/1982//Porthcawl Museum
01/MM Letter//Hillier AT/1982/Porthcawl Museum/ **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT01595m

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PRN *01881m* **NAME** *Rhych Point, Porthcawl* **NGR** *SS827765* **COMMUNITY** *Porthcawl*
TYPE *Medieval, Port, RANK: 1*
SUMMARY *Medieval port recorded at Rhych Point, situated between Sandy Bay and Trecco Bay, Porthcawl.*

DESCRIPTION *Medieval port recorded at Rhych Point, situated between Sandy Bay and Trecco Bay, Porthcawl.*

CONDITION
CONDITION: Destroyed DESCRIPTION: - RELATED EVENT: - RECORDED: 1982

STATUS *None recorded*
CROSS REFERENCES - - *GGATE001377*

SOURCES
Report Dunning, R and Howell, J 2005 Waterfronts in southeast Wales: Phase 2, Volume 2, gazetteer 2062
01/PM Desc Text//Thorne R/1981/The Ports and Creeks of S Glam/ **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT01881m

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PRN *02036m* **NAME** *Old Police Station, Merthyr Mawr* **NGR** *SS8174076766* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, Police station, RANK: 1*
SUMMARY *Built 1877 by John Ptitchard Tudibeathan 2-storey 6-bay front*

DESCRIPTION *Built 1877 by John Ptitchard Tudibeathan 2-storey 6-bay front*

CONDITION
CONDITION: Intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1989

STATUS *listed building 11354 II*
CROSS REFERENCES - -

SOURCES
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01/mm desc text/CADW//1989// **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02036m

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PRN *02037m* **NAME** *John Street Pub Con* **NGR** *SS8173776752* **COMMUNITY** *Porthcawl*
TYPE *Unknown, Public convenience, RANK: 1*
SUMMARY *1924 simple classical purpose built public convenience*

DESCRIPTION *1924 simple classical purpose built public convenience*

CONDITION
CONDITION: Intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1989

STATUS *listed building 11355 II*
CROSS REFERENCES *Associated with 2036m*

SOURCES
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01/mm desc text/CADW//1989// **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02037m

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PRN *02103m* **NAME** *Tudor Cottage* **NGR** *SS83357751* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, House, RANK: 1*
SUMMARY *An early 17th century two-unit, end-entry house with hall and inner room, enlarged to the left possibly in the 19th century.*

DESCRIPTION *An early 17th century two-unit, end-entry house with hall and inner room, enlarged to the left possibly in the 19th century.*

CONDITION
CONDITION: Near intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1990

STATUS *listed building 11361 II*
CROSS REFERENCES *Same as 20120 GGATE008403*

SOURCES
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01 pm desc text/RCAHM//1988/Invent IV 2/p275 no 966 B16 **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02103m

---

PRN *02345m* **NAME** *All Saints Parish Church, Porthcawl* **NGR** *SS8163676993* **COMMUNITY** *Porthcawl*
TYPE *Unknown, Church, RANK: 1*
SUMMARY *The church was designed by George Halliday in 1909; the foundation stone laid in 1912; a Lady Chapel and choir vestry were added in the 1960s. The church, of red sandstone with slate roof in Late Gothic style, retains a number of original features.*

DESCRIPTION *The church is situated in the center of Porthcawl, on the corner between Victoria Avenue and Church Place. It is surrounded by a churchyard not currently used for burial. It was designed by George Halliday in 1909 (Llandaff Diocesan Architect). The foundation stone was laid by G Blundell in 1912 but it was never fully completed as the SE tower was never built. A Lady Chapel and choir vestry to the NE were added in the 1960s (architect Trevor Roderick). The church retains a number of original features including the stained glass window to the East, woodblock floor, boarded timber barrel ceiling to nave and octagonal font. The style is Late Gothic, built of red sandstone with yellow and buff ashlar dressings and a slate roof (CADW Listed Building description, 1998).*

CONDITION
CONDITION: Intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1992

STATUS *listed building 11372 II*
CROSS REFERENCES *Same as 4091*

SOURCES
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01/mm desc text/CADW//1992/Listed building list/
CADW Listed Building description, 1998 **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02345m

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PRN *02346m* **NAME** *Jennings Warehouse, Porthcawl* **NGR** *SS8191876418* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, Warehouse, RANK: 1*
SUMMARY *The warehouse belonged to one of the earliest railway companies (Dyffryn Llynfi and Porthcawl, 1832) connected with South Wales Iron industry. In 1911 it belonged to Jennings and Co, timber importers. Constructed of limestone and bricks, with hipped slate roof.*

DESCRIPTION *The warehouse is situated on the west quay of the harbour just north of the Breakwater and south of the harbour basin. It was built in 1832 by James Allen (proprietor of a spelter works at Dyffryn). It is a very early railway company warehouse, and had important connections with the South Wales Iron industry. It is one of the founding buildings of Porthcawl which originated with the harbour; grouped in value with the Lighthouse, the Outer Basin, the Breakwater, the Old Customs House and the Look-out Tower. It is described on Tithe Map of 1846 as a 'warehouse of the Llynfi Iron Company' leased from the Dyffryn Llynfi and Porthcawl Railway Company. It was used as a store for iron and iron goods awaiting shipment and is much larger than the few other surviving examples. The name dates from 1911 when it was used by Jennings and Co, timber importers. In 1920s it was part of Cosy Corner site, an entertainment area including a cinema, roller skating ring and a swimming pool. In the Second World War, the warehouse became a base for RAF Air Sea Rescue Launch. It consists of a large 2 storey building, 15 bays long, 5 bays wide. It has been built of limestone rubble with stone and brick dressings, with a hipped slate roof. The architecture of the windows is cambered arched heads with brick voussoirs, arched openings and arched doorways (Cadw Listed Building description, 1998). The building was visited on 05/06/08 and is in bad condition apart from the roof which has been maintained in a good state. There seems to be an extension, built on the east facade, with recent walls. The eastern facade is concrete rendered and is heavily damaged. The north-west front, in bad condition, is being rendered and is cracking. The west front elevation is of bricks and stones : some parts are more recent to repair windows and stabilise the structure. The windows and over-openings are boarded. It needs to be repointed, bricks and wall are eroded. The warehouse originally belonged to one of the earliest railway companies connected with the South Wales Iron industry. During the Second World War the building became home to the Marine Craft Section of the Air Gunnery School (AGS) (Huckfield 2013).*

CONDITION
CONDITION: Converted DESCRIPTION: - RELATED EVENT: - RECORDED: 2013
CONDITION: Intact DESCRIPTION: - RELATED EVENT: - RECORDED: 1992

STATUS *listed building 11369 II*
CROSS REFERENCES *Associated with 02689.0m GGATE002957, GGATE004836, GGATE006100*

SOURCES
Digital photograph GGAT Digital photograph (1); Jennings Warehouse, Porthcawl HERP3755
Digital Photograph Huckfield, P.W 2012 Digital photographs: RAF Stormy Down (62) HERP2557.1-62
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
Report Huckfield, P.W. 2013 GGAT 112: Second World War Military Airfields of South Wales Year 2 - Airfield Hinterland
01/mm desc text/CADW//1992/Listed building list/
Cadw Listed Building description, 1998
Cadw Listed Building Schedule, s.d. **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02346m

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PRN *02529m* **NAME** *Porthcawl Dock, Porthcawl* **NGR** *SS8197876721* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, DOCK, RANK: 1*
SUMMARY *Labelled as Dock on 1st edition OS map of 1877, in-filled by 4th edition OS map of 1949, when rail sidings cover the area.*

DESCRIPTION *Porthcawl Dock (site of), constructed in 1867, visible on the 1st edition Ordnance Survey map (1st ed.1:2500 OS map 1877; Locock 1997, 15). The dock possibly in-filled by 4th edition Ordnance Survey map (1949) as rail sidings seen throughout (4th ed. 1:2500 OS*

map 1943). In the Post-medieval period coastal trade grew substantially and it reached its pick in 19th century. This can be proven by the sequence of developments in the Porthcawl port. Porthcawl had a tidal basin in use by 1823 (Craig 1980, 493), which was linked to the tramroad to Maesteg, and a dock constructed by the 1867 (Locock 1997, 15). On the 1st edition Ordnance Survey map (1877) the dock is depicted with Shipbuilding Yard to the north, coal tips to the west and tramrails to the east and west (1st ed.1:2500 OS map 1877). By the 1899 the Shipbuilding Yard is replaced by another coal tip with numerous tramrails (2nd ed.1:2500 OS map 1899). The coal tips are out of use by the 1919 (3rd ed. 1:2500 OS map 1919) and the dock was infield some time after.

CONDITION
CONDITION: DESTROYED DESCRIPTION: Site not visited. Condition estimated from Google Earth Historical Imagery (2001-2016). RELATED EVENT: - RECORDED: 2018
CONDITION: NEAR DESTROYED DESCRIPTION: - RELATED EVENT: - RECORDED: 1997

STATUS *None recorded*
CROSS REFERENCES *Part of 19363 GGATE006100*

SOURCES
Map Ordnance Survey 1st Edition OS map
Map Ordnance Survey 2nd Edition OS map 1:2500
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500
Report Locock M. 1997 GGAT 50: Coastal Archaeology Survey (Glamorgan). Sker Point, Mid Glamorgan to the River Rhymney, Suoth Glamorgan
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02529m

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PRN *02533m* **NAME** *Ship Yard, Porthcawl* **NGR** *SS820769* **COMMUNITY** *Porthcawl*
TYPE *Unknown, Shipyard, RANK: 1*
SUMMARY *A post-medieval shipbuilding yard depicted on the 1st edition Ordnance Survey map (1877). The site is not indicated on later maps.*

DESCRIPTION *A post-medieval shipbuilding yard, depicted on the 1st edition Ordnance Survey map (1st ed.1:2500 OS map 1877). The site is not indicated on the later maps (2nd ed.1:2500 OS map 1899; 3rd ed. 1:2500 OS map 1919, 4th ed. 1:2500 OS map 1943; OS Master Map 2016). On the map from 1877 the Shipbuilding Yard is surrounded by numerous tramrail lines and it has a smithy and a slipway located to the south (1st ed.1:2500 OS map 1877). On the later maps from 1899 and 1919, only the slipway is shown, but the site is not labeled as Shipbuilding Yard. The slipway is gone by 1943. Craig (1980, 494) mentions a five wooden sailing vessels contructed by William S. Martin between 1871 and 1877 (Locock 1997, 15).*

CONDITION
CONDITION: NEAR DESTROYED DESCRIPTION: - RELATED EVENT: - RECORDED: 1997
CONDITION: NOT KNOWN DESCRIPTION: The site is not visible on Google Earth Historical Imagery (2001-2016). Site not visited. RELATED EVENT: - RECORDED: 2018

STATUS *None recorded*
CROSS REFERENCES *- - GGATE001377, GGATE006100*

SOURCES
Map Ordnance Survey 1st Edition OS map
Map Ordnance Survey 2nd Edition OS map 1:2500
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500
Map Ordnance Survey 2016 OS Master Map
Report Locock M. 1997 GGAT 50: Coastal Archaeology Survey (Glamorgan). Sker Point, Mid Glamorgan to the River Rhymney, Suoth Glamorgan
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02533m

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PRN *02537m* **NAME** *Harbour, Porthcawl* **NGR** *SS8198576358* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, HARBOUR, RANK: 1*
SUMMARY *Post-medieval harbour, built by 1811 (Higgins 1968) (Locock 1993, 31). Visible from the 1st edition Ordnance Survey map (1877) onwards (1st ed.1:2500 OS map 1877).*

DESCRIPTION *Post-medieval harbour, built by 1811 (Higgins 1968) (Locock 1993,31). Visible from the 1st edition Ordnance Survey map (1877) onwards (1st ed.1:2500 OS map 1877; 2nd ed.1:2500 OS map 1899; 3rd ed. 1:2500 OS map 1919, 4th ed. 1:2500 OS map 1943; OS Master Map 2016). An early record of the coastal trade, a survey of the ports of Glamorgan undertook by Thomas Phaer in 1562, mentions Newton Nottage (Porthcawl). In the Post-medieval period coastal trade grew substantially and it reached its pick in 19th century. Porthcawl port went through the sequence of developments in that time. The new harbour was built by 1811 and it had a tidal basin in use by 1823 (Craig 1980, 493), which was linked to the tramroad to Maesteg, and a dock constructed by the 1867 (Locock 1997, 15).*

CONDITION
CONDITION: NEAR INTACT DESCRIPTION: - RELATED EVENT: - RECORDED: 1997
CONDITION: NEAR INTACT DESCRIPTION: Site not visited. Condition estimated from Google Earth Historical Imagery (2001-2016). RELATED EVENT: - RECORDED: 2018

STATUS *None recorded*
CROSS REFERENCES *Part of 19363 GGATE001310, GGATE001377, GGATE002957, GGATE006100*

SOURCES
Map Ordnance Survey 1st Edition OS map
Map Ordnance Survey 2nd Edition OS map 1:2500
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500

Map Ordnance Survey 2016 OS Master Map
Report Locock M. 1997 GGAT 50: Coastal Archaeology Survey (Glamorgan). Sker Point, Mid Glamorgan to the River Rhymney, Suoth Glamorgan
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02537m

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PRN *02544m* **NAME** *Seabank Hotel, Porthcawl* **NGR** *SS814764* **COMMUNITY** *Porthcawl*
TYPE *Modern, Hotel, RANK: 1*
SUMMARY *Hotel (Seabank Hotel); modern (1930s?)*

DESCRIPTION *Hotel (Seabank Hotel); modern (1930s?)*

CONDITION
CONDITION: Not known DESCRIPTION: - RELATED EVENT: - RECORDED: 1997

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006100*

SOURCES

01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02544m

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PRN *02545m* **NAME** *Grand Pavilion Porthcawl* **NGR** *SS8162876677* **COMMUNITY** *Porthcawl*
TYPE *Modern, Pavilion, RANK: 1*
SUMMARY *Building (Grand Pavilion); modern (1932)*

DESCRIPTION *Building (Grand Pavilion); modern (1932). Visible from the 4th Edition OS Mapping (1943)*

CONDITION
CONDITION: NEAR INTACT DESCRIPTION: - RELATED EVENT: - RECORDED: 2018

STATUS *listed building 19364 II*
CROSS REFERENCES - - *GGATE006100*

SOURCES
Digital photograph GGAT Digital photograph (1); Grand Pavillion, Porthcawl HERP3756
Online Resource The Handley Partnership HAAbase built heritage assessment system: Buildings at Risk database
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02545m

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PRN *02546m* **NAME** *Esplanade Hotel, Porthcawl* **NGR** *SS8168976652* **COMMUNITY** *Porthcawl*
TYPE *Modern, Hotel, RANK: 1*
SUMMARY *Hotel (Esplanade Hotel); modern (1927; first built 1877: Morgan 1987*

DESCRIPTION *Hotel (Esplanade Hotel); modern (1927; first built 1877: Morgan 1987*

CONDITION
CONDITION: NEAR DESTROYED DESCRIPTION: - RELATED EVENT: - RECORDED: 2018

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006100*

SOURCES
Digital photograph GGAT Digital photograph (1); Porthcawl Esplanade HERP3757
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02546m

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PRN *02547m* **NAME** *Coastguard Station, Porthcawl* **NGR** *SS8186976383* **COMMUNITY** *Porthcawl*
TYPE *Modern, Coastguard station, RANK: 1*
SUMMARY *Post-medieval (Coastguard station), visible from the 1st Edition OS Mapping onward (1877)*

DESCRIPTION *Post-medieval (Coastguard station), visible from the 1st Edition OS Mapping onward (1877)*

CONDITION
CONDITION: NEAR DESTROYED DESCRIPTION: - RELATED EVENT: - RECORDED: 2018

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006100*

SOURCES

01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02547m

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PRN *02549m* **NAME** *Bridge, Porthcawl* **NGR** *SS8194576562* **COMMUNITY** *Porthcawl*
TYPE *MODERN, Bridge, RANK: 1*
SUMMARY *Bridge, of modern date (c. 1930). Road bridge over dock.*

DESCRIPTION *Bridge across dock in Porthcawl, modern in date (1930) (Locock 1997,32). The bridge is depicted from the 4th edition Ordnance Survey map (1943) onwards (4th ed. 1:2500 OS map 1943, OS Master Map 2016).*

CONDITION
CONDITION: NEAR INTACT DESCRIPTION: - RELATED EVENT: - RECORDED: 1997
CONDITION: NEAR INTACT DESCRIPTION: Site not visited. Condition estimated from Google Earth Historical Imagery (2001-2016). RELATED EVENT: - RECORDED: 2018

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006100*

SOURCES
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500
Map Ordnance Survey 2016 OS Master Map
Report Locock M. 1997 GGAT 50: Coastal Archaeology Survey (Glamorgan). Sker Point, Mid Glamorgan to the River Rhymney, Suoth Glamorgan
01/pm desc text/ggat/1997/GGAT 50: Coastal archaeology survey Sker Point, Mid Glamorgan to the River : Coastal archaeology survey Sker Point Mid Glamorgan to the **ARCHWILIO URL**
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT02549m

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PRN *06315m* **NAME** *Standing Stones, Near 'The Wilderness'* **NGR** *SS82137765* **COMMUNITY** *Porthcawl*
TYPE *Unknown, standing stone, RANK: -*
SUMMARY *Standing stones shown on 25" OS 2nd edn.*

DESCRIPTION *Standing stones shown on 25" OS 2nd edn. Also mentioned in connection with a round barrow (06314m) destroyed in 1827.*

CONDITION
CONDITION: Destroyed DESCRIPTION: - RELATED EVENT: - RECORDED: 2011

STATUS *None recorded*
CROSS REFERENCES *Associated with 06315m*

SOURCES

ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT06315m

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PRN *07110m* **NAME** *Structure, Porthcawl* **NGR** *SS8283777516* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, STRUCTURE, RANK: -*
SUMMARY *Structure depicted on 1st edition OS mapping.*

DESCRIPTION *Structure depicted on 1st edition OS mapping (OS map).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: Depicted on 1st edition OS mapping (OS map). RELATED EVENT: - RECORDED: 1877

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES
Map Ordnance Survey 1st Edition OS map 6"
ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT07110m

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PRN *07388m* **NAME** *House, Mary Street, Porthcawl* **NGR** *SS 81673 76761* **COMMUNITY** *Porthcawl*
TYPE *Modern, TERRACED HOUSE, RANK: -*
SUMMARY *Properties in Mary Street were used as accommodation for airmen of No. 23 Air Gunnery and No.8 Observer Courses from 1941.*

DESCRIPTION *Properties in Mary Street were used as accommodation for airmen of No. 23 Air Gunnery and No.8 Observer Courses from 1941. Tensions between the aircrews billeted in these properties and their landlords became frayed in the run up to the summer months, as the threat of eviction in order to make way for higher paying holidaymakers became an issue. The Porthcawl Town Council stepped in to stop property owners from carrying out this action (Huckfield 2013).*

CONDITION
CONDITION: INTACT DESCRIPTION: - RELATED EVENT: - RECORDED: 2014

STATUS *None recorded*
CROSS REFERENCES - - *GGATE004836*

SOURCES
Report Huckfield, P.W. 2013 GGAT 112: Second World War Military Airfields of South Wales Year 2 - Airfield Hinterland
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07388m

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PRN *07389m* **NAME** *Coney Beech Fairground* **NGR** *SS 82264 76969* **COMMUNITY** *Porthcawl*
TYPE *Modern, FAIRGROUND, RANK: -*

SUMMARY *Buildings at Coney Beech Fairground, Porthcawl were taken over to accommodate personnel attending the Air Gunner and Air Observer courses at RAF Stormy Down.*

DESCRIPTION *Buildings at Coney Beech Fairground, Porthcawl were taken over in late October, early November 1940 to accommodate the every increasing number of personnel attending the Air Gunner and Air Observer courses at RAF Stormy Down (Huckfield 2013).*

CONDITION
CONDITION: Converted DESCRIPTION: - RELATED EVENT: - RECORDED: 2014

STATUS *None recorded*
CROSS REFERENCES *- - GGATE004836, GGATE006100*

SOURCES
Digital photograph GGAT Digital photograph (1); Coney Island Beach Fairground HERP3727
Report Huckfield, P.W. 2013 GGAT 112: Second World War Military Airfields of South Wales Year 2 - Airfield Hinterland
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07389m

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PRN *07418w* **NAME** *Porthcawl Docks* **NGR** *SS8195376460* **COMMUNITY** *Porthcawl*
TYPE *MODERN, DOCK, RANK: -*
SUMMARY *Porthcawl Docks, used to dismantle vessels at the end of WWI.*

DESCRIPTION *A single reference has been located relating to the dismantling of U boats and other vessels at Porthcawl Docks after the end of the war. The docks had largley closed in the early 20th century and it is unclear whether they still had the capability of dismantling the vessels. (Rendell 2008; Crawford 2014).*

CONDITION
CONDITION: NEAR INTACT DESCRIPTION: - RELATED EVENT: - RECORDED: 2014

STATUS *None recorded*
CROSS REFERENCES *- - GGATE004823, GGATE004931, GGATE006100*

SOURCES
Digital photograph GGAT Digital photograph (4); Porthcawl Docks HERP3728
Document Rendell, B 2008 The History of Chepstowâ€™s Unique War Memorial
Report Crawford, J. 2014 First World War Scoping Study Glamorgan and Gwent 4707 2020_06
Report Crawford, J. 2015 The Sinews of War: South East Wales Industry and The First World War 5407
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07418w

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PRN *07507m* **NAME** *Drill Hall, Porthcawl* **NGR** *SS818770* **COMMUNITY** *Porthcawl*
TYPE *Modern, Drill hall, RANK: -*
SUMMARY *No description available. Not seen on cartographic sources. It was home to the drill station of B Squadron the Glamorgan Yeomanry (Drill Halls Project). A Drill Station made use of an existing large building such as an institute meeting hall or church hall. As such it is impossible to distinguish a military role from cartographic sources. It is unusual that Porthcawl did not posess its own dedicated Drill Hall, given the strong association it had with the pre-war Territorial Army and Volunteer units previous to that.*

DESCRIPTION *No description available. Not seen on cartographic sources. It was home to the drill station of B Squadron the Glamorgan Yeomanry (Drill Halls Project). A Drill Station made use of an existing large building such as an institute meeting hall or church hall. As such it is impossible to distinguish a military role from cartographic sources. It is unusual that Porthcawl did not posess its own dedicated Drill Hall, given the strong association it had with the pre-war Territorial Army and Volunteer units previous to that.*

CONDITION
CONDITION: Not known DESCRIPTION: - RELATED EVENT: E004823 RECORDED: 2014

STATUS *None recorded*
CROSS REFERENCES *- - GGATE004823*

SOURCES
Report Crawford, J. 2014 First World War Scoping Study Glamorgan and Gwent 4707 2020_06
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07507m

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PRN *07700m* **NAME** *Seabank Hotel, Porthcawl* **NGR** *SS 81442 76668* **COMMUNITY** *Porthcawl*
TYPE *Modern, HOTEL, RANK: -*
SUMMARY *The Seabank Hotel, Porthcawl was used as accommodation for 37 Officers from No.2 Flying Training School from the latter stages of 1939.*

DESCRIPTION *The Seabank Hotel, Porthcawl was used as accommodation for 37 Officers from No.2 Flying Training School from the latter stages of 1939. One of the Officers billeted there was the CO, Flying Wg Cdr Ira 'Taffy Jones, DSO, MC, DFC, MM, a First World War veteran who had had forty kills over Flanders to his name, and who on the 10th July 1940 single-handily attacked a Ju88 armed only with his Very signal pistol*.The building is still a functioning hotel and therefore its condition for the project is converted. *A Very Pistol, was a hand held device which fired flares of different colours depending on the situation into the air as a signal to pilots and personnel (Huckfield 2013).*

CONDITION
CONDITION: Converted DESCRIPTION: - RELATED EVENT: - RECORDED: 2014

STATUS *None recorded*
CROSS REFERENCES *- - GGATE004836*

SOURCES
Report Huckfield, P.W. 2013 GGAT 112: Second World War Military Airfields of South Wales Year 2 - Airfield Hinterland

ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07700m

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PRN *07915m* **NAME** *Boulton Paul Defiant K8620 crash site* **NGR** *SS8179577401* **COMMUNITY** *Porthcawl*
TYPE *MODERN, AIR CRASH SITE, RANK: -*
SUMMARY *Crash site of Boulton Paul Defiant K8620*

DESCRIPTION *Defiant K8620 was the second prototype of the aircraft assigned to AAEE/5 OTU. It crashed at Porthcawl on 13th July 1940 (Halley 1976; Huckfield & Burton 2013).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED: 2013

STATUS *None recorded*
CROSS REFERENCES *- - GGATE004769*

SOURCES
Book Halley, J.J. 1976 RAF Aircraft K1000-K9999
Report (digital) Huckfield, P.W. & Burton, J. 2013 GGAT 126: Military Aircraft Crash sites in Southeast Wales
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT07915m

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PRN *08382m* **NAME** *Porthcawl Lookout Tower* **NGR** *SS8189176374* **COMMUNITY** *Porthcawl*
TYPE *MODERN, MILITARY SIGNALLING SITE, RANK: 2*
SUMMARY *The Pilot Lookout Tower is situated at the eastern end of the Esplanade at Porthcawl and was built in 1870. The tower was in use during the First World War (when it was manned by the Porthcawl Volunteer Coast Intelligence Department) and Second World War and has been used for various activities between those conflicts up until the 1960s.*

DESCRIPTION *The Pilot Lookout Tower is situated at the eastern end of the Esplanade at Porthcawl. It was built in 1870, and is a Grade II listed building (LB19359). It is a white painted, circular tower with a flat roof (now of concrete); the seaward side now has four replaced large glazed viewing panels. There are two protruding ledges of unknown purpose at eye level on each side (Cadw 19359). The lookout was in use during the First World War (when it was manned by the Porthcawl Volunteer Coast Intelligence Department) and Second World War and has been used for various activities between those conflicts up until the 1960s. The building is currently owned and operated by The National Coastwatch Institution. It has been refurbished with grant funding from the Townscape Heritage Initiative, by Bridgend County Borough Council with the full support of Porthcawl Town Council (Huckfield 2018).*

CONDITION
CONDITION: RESTORED DESCRIPTION: The lookout has been refurbished with grant funding from the Townscape Heritage Initiative, by Bridgend County Borough Council with the full support of Porthcawl Town Council. RELATED EVENT: E008085 RECORDED: 2017

STATUS *Listed Building 19359 II*
CROSS REFERENCES *- - GGATE008083, GGATE008085*

SOURCES
Online Resource Cadw Listed Buildings Description
Report Huckfield, P W. 2018 GGAT 137 Defence of the Realm: Coastal Defence and Port Facilities 3859
ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT08382m

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PRN *08395m* **NAME** *East Pier, Outer Basin, Porthcawl Dock* **NGR** *SS8198876413* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, PIER, RANK: -*
SUMMARY *Pier projecting south of the east side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'East Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps, unchanged apart from indication of Mooring Posts from 3rd ed.*

DESCRIPTION *Pier projecting south of the east side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'East Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps, unchanged apart from indication of Mooring Posts from 3rd edition (1st ed.1:2500 OS map 1877; 2nd ed.1:2500 OS map 1899; 3rd ed. 1:2500 OS map 1919; 4th ed. 1:2500 OS map 1943).*

CONDITION
CONDITION: RESTORED DESCRIPTION: Site has been totally renewed/replaced: APs between 2003 and 2009 show the line of the reduced footings and associated 'stone' raft in place, but no pier. By 2013 the current slightly shorter pier has been constructed at a similar location on a slightly different alignment (Mastermap2016; Google Earth Historical Imagery 2003-2016). Site visit not included in project. RELATED EVENT: - RECORDED: 2016

STATUS *None recorded*
CROSS REFERENCES *- - GGATE006100*

SOURCES
Map Ordnance Survey 1st Edition OS map
Map Ordnance Survey 2nd Edition OS map 1:2500
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT08395m

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PRN *08396m* **NAME** *West Pier, Outer Basin, Porthcawl Dock* **NGR** *SS8195376415* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, PIER, RANK: -*
SUMMARY *Pier projecting south of the west side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'West Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps with a Foot Bridge leading from S tip to Breakwater; unchanged on all editions apart from indication of Mooring Posts and a Flag Staff from 3rd ed.*

DESCRIPTION *Pier projecting south of the west side of the entrance to the Outer Basin of the Harbour at Porthcawl. The pier, given as 'West Pier' on historic OS mapping, is depicted on the 1st - 4th edition OS maps with a Foot Bridge leading from S tip to Breakwater; unchanged on all editions apart from indication of Mooring Posts and a Flag Staff from 3rd edition (1st ed.1:2500 OS map 1877; 2nd ed.1:2500 OS map 1899; 3rd ed. 1:2500 OS map 1919; 4th ed. 1:2500 OS map 1943).*

CONDITION
CONDITION: NEAR DESTROYED DESCRIPTION: Site visible on aerial photographs in a fragmentary state - a few reduced structural members/footings are visible at low tide, therefore considered near destroyed. (Mastermap2016; Google Earth Historical Imagery). Site visit not included in project. RELATED EVENT: - RECORDED: 2016

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006100*

SOURCES
Map Ordnance Survey 1st Edition OS map
Map Ordnance Survey 2nd Edition OS map 1:2500
Map Ordnance Survey 3rd Edition OS map 1:2500
Map Ordnance Survey 4th Edition OS map 1:2500
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT08396m

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PRN *08450m* **NAME** *Porthcawl War Memorial, Porthcawl* **NGR** *SS8166077010* **COMMUNITY** *Porthcawl*
TYPE *MODERN, WAR MEMORIAL, RANK: -*
SUMMARY *War memorial located in the churchyard of All Saints Church.*

DESCRIPTION *A parish war memorial is located in the churchyard of All Saints at the corner of Victoria Avenue and Church Place. The monument is in the form of a small decorated Celtic ring cross mounted on a steeple-style pillar with square-plan pedestal base, on a two-tiered, chamfered plinth. Recessed panels under decorative gables on each face of the steeple base contain metal memorial plates: on the east face to the men of the parish who fell in both world wars; on the south and west faces the names of the fallen of the First World War; and on the north face the fallen of the Second World War. In the latter case additional names are commemorated below it on a second plate secured to the upper step of the plinth. The monument is mounted on a two-stepped base (Crawford 2019).*

CONDITION
CONDITION: INTACT DESCRIPTION: As reported in GGAT137: Their Names Liveth for Evermore: First World War memorialisation in South East Wales. RELATED EVENT: - RECORDED: 2019

STATUS *None recorded*
CROSS REFERENCES *Associated with - GGATE008089*

SOURCES
Report Crawford, J. 2019 GGAT137: Their Names Liveth for Evermore: First World War Memorialisation in South East Wales. 5409
ARCHWILIO URL
https://archwilio.org.uk/arch/query/page.php?watprn=GGAT08450m

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PRN *09321m* **NAME** *Caroline Farmstead* **NGR** *SS8155176765* **COMMUNITY** *Porthcawl*
TYPE *POST MEDIEVAL, FARMSTEAD, RANK: -*
SUMMARY *Potential historic farmstead identified as part of GGAT and Cadw's Historic Farmsteads project, visible on Second Edition OS mapping.*

DESCRIPTION -

CONDITION
CONDITION: INTACT DESCRIPTION: Potential historic farmstead identified as part of GGAT and Cadw?s Historic Farmsteads project, visible on Second Edition OS mapping. RELATED EVENT: - RECORDED: 1898

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES
Map Ordnance Survey 2nd Edition OS map 6"
ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT09321m

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PRN *11757m* **NAME** *Glamorgan Holiday Hotel, Porthcawl* **NGR** *SS81859 76563* **COMMUNITY** *Porthcawl*
TYPE *MODERN, HOTEL, RANK: -*
SUMMARY *The Glamorgan Holiday Home was purpose-built for the three Glamorgan councils and opened in 1974, offering holiday breaks for the elderly and those in poor health. It finally closed in 2016 and has been proposed for demolition.*

DESCRIPTION *The Glamorgan Holiday Home was purpose-built for the three Glamorgan councils and opened in 1974, offering holiday breaks for the elderly and those in poor health. The building comprises 39 bedrooms, most with en-suite or washing facilities, a lounge, kitchen, and entertainment areas. Some of the staff lived in two self-contained flats. The building itself was built on a reinforced concrete frame with a variety of heights and roofs. When the local government was reorganised in 1996 a charitable trust was set up to run the hotel; however, over time council contracts fell away and the hotel relied on guests booking directly, competing with changes within the holiday market which offered more accessible/flexible accommodation. Eventually bookings dropped. Cartrefi Cymru took over the hotel during 2012 and closed the hotel while a £1 million refurbishment took place, reopening the hotel in August 2015. However, despite the improvements, bookings were not sufficient and the hotel was still running at a loss, with Cartrefi Cymru announcing the final closure of the hotel in October 2016. The building was not suitable for conversion for alternative use due to its layout and its method of construction and so proposals have been submitted to demolish the building and replace it with a new residential apartment complex (Hall & Sambrook 2020).*

CONDITION
CONDITION: DAMAGED DESCRIPTION: RELATED EVENT: RECORDED: 2022
CONDITION: DAMAGED DESCRIPTION: - RELATED EVENT: E008327 RECORDED: 2020

STATUS *None recorded*
CROSS REFERENCES - - *GGATE006580*

SOURCES
Report Hall, J. & Sambrook, P. 2020 Heritage Impact Assessment of the Impact of the Proposed Demolition of Glamorgan Holiday Hotel, Porthcawl, CF36 3BW and a Proposed New Development 5175
ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT11757m

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PRN *11853m* **NAME** *Former Railway linears, Porthcawl* **NGR** *SS 81996 76918* **COMMUNITY** *Porthcawl*
TYPE *MODERN, RAILWAY, RANK: -*
SUMMARY *Linear stone settings were uncovered in this area, clearly related to railway tracks shown on the 1943 Ordnance Survey map*

DESCRIPTION *Linear stone settings were uncovered in this area (see E008486), clearly related to railway tracks shown on the 1943 Ordnance Survey map (Hood 2022).*

CONDITION
CONDITION: NEAR DESTROYED DESCRIPTION: - RELATED EVENT: E008486 RECORDED: 2022

STATUS *None recorded*
CROSS REFERENCES - - *GGATE008486*

SOURCES
Map Ordnance Survey Map
Report Hood, A. 2022 Land at Salt Lake North, Porthcawl, Wales: Archaeological Evaluation 5297
ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT11853m

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PRN *12262m* **NAME** *Victoria Inn* **NGR** *SS8191377126* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, INN, RANK: -*
SUMMARY *Inn identified on 1st Edition historic OS map (1877).*

DESCRIPTION *Inn identified on 1st Edition historic OS map (1877).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12262m

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PRN *12263m* **NAME** *Smithy, Porthcawl* **NGR** *-, SS8187276569* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, BLACKSMITHS WORKSHOP, RANK: -*
SUMMARY *Smithy identified on 1st Edition historic OS map (1877).*

DESCRIPTION *Smithy identified on 1st Edition historic OS map (1877).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12263m

---

PRN *12264m* **NAME** *Anchor Inn, Porthcawl* **NGR** *SS8187576557* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, INN, RANK: -*
SUMMARY *Inn identified on 1st Edition historic OS map (1877).*

DESCRIPTION *Inn identified on 1st Edition historic OS map (1877).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12264m

---

PRN *12265m* **NAME** *Knights' Arms Hotel* **NGR** *SS8180276610* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, HOTEL, RANK: -*
SUMMARY *Hotel identified on 1st Edition historic OS map (1877).*

DESCRIPTION *Hotel identified on 1st Edition historic OS map (1877).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12265m

---

PRN *12266m* **NAME** *Ship and Castle Hotel* **NGR** *SS8185076611* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, HOTEL, RANK: -*
SUMMARY *Hotel identified on 1st Edition historic OS map (1877).*

DESCRIPTION *Hotel identified on 1st Edition historic OS map (1877).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12266m

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PRN *12663m* **NAME** *Pier Hotel (P.H)* **NGR** *SS8180676526* **COMMUNITY** *Porthcawl*
TYPE *UNKNOWN, PUBLIC HOUSE, RANK: -*
SUMMARY *Public house identified on 3rd Edition historic OS map (1919).*

DESCRIPTION *Public house identified on 3rd Edition historic OS map (1919).*

CONDITION
CONDITION: NOT KNOWN DESCRIPTION: - RELATED EVENT: - RECORDED:

STATUS *None recorded*
CROSS REFERENCES - -

SOURCES

ARCHWILIO URL
http://archwilio.org.uk/arch/query/page.php?watprn=GGAT12663m

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AM - 10.07.25 (09:10) - HTML file produced from Heneb HER, Heneb file number 3469.
Heneb: Glamorgan-Gwent Archaeology, SA12 Business Centre, Seaway Parade Industrial Estate, Baglan, Port Talbot, SA12 7BR tel (01792) 655208 , fax (01792) 474696, email her@ggat.org.uk , website www.ggat.org.uk

Archaeological data, from the Regional Historic Environment Record, supplied by *Heneb: Glamorgan-Gwent Archaeology* in partnership with Local Authorities, Cadw and the partners of ENDEX GGAT, 2010.

ARCHAEOLOGY WALES

Appendix II: Listed Buildings

ID	Name	Grade
11213	Nottage Court	II*
11214	Church of St John the Baptist	I
11215	Churchyard Cross	II
11216	Tythegston Court	II*
11217	Sker House	I
11219	Prince of Wales Inn, also known as Ty Newydd	II
11222	Gate piers to Tythegston Court	II
11223	Church of St Tudwg	II
11230	Candleston Castle	II*
11247	Marlas House	II
11248	Church of St Mary Magdalen, Pyle with Kenfig.	II*
11334	Ty-maen	II
11337	Danygraig House	II
11349	The Hall Farm	II*
11354	The Old Police Station	II
11355	Public Conveniences	II
11357	22, Newton Nottage Road, Newton, Porthcawl, MID GLAMORGAN, CF36 5PF	II
11360	Ty-yr-ychen, also known as Sker House farm buildings.	II
11361	Tudor Cottage	II
11369	Jennings Warehouse	II
11370	Lighthouse on Breakwater Porthcawl Harbour	II
11372	Church of All Saints	II
19171	Pyle Calvinistic Methodist Chapel, Capel y Pil, and schoolroom, with forecourt railings.	II*
19175	Chest tomb in the graveyard of the Church of St Mary Magdalen, Pyle with Kenfig.	II
19178	Garden gateway at Ty-maen	II
19179	Pool Farmhouse	II
19181	Accommodation Bridge over the former Duffryn Llynvi and	II

ID	Name	Grade
	Porthcawl Railway	
19356	St John's Well aka Sandford's or de Sanford's Well	II
19357	The Old School	II
19358	The Old Customs House	II
19359	The Look-out Tower	II
19360	St David's Well aka Ffynnon Dewi	II
19361	Former Tramroad and Railway bridge over Moor Lane	II
19362	The Breakwater	II
19363	Walls of the Outer Basin and West Pier/Quay	II
19364	Grand Pavilion	II
19365	The Rest	II
19366	Tabernacl Capel yr Annibynwyr aka Welsh Congregational Chapel	II
19367	Manor Farmhouse	II
19368	Nottage House	II
19369	Crown House	II
19370	Manor Farm Courtyard Farm Range	II
19371	Newton Primary School (2 blocks)	II
19372	The Farmers' Arms	II
19373	Veronica Cottage	II
21227	Mile marker	II
21236	Ton Farm	II
21237	Ton Farm Cottage	II
21778	Sutton	II
80911	Ffynnon Fawr	II
87695	Marlas Road Overbridge	II
87696	Pyle Road Overbridge	II

ARCHAEOLOGY WALES

Appendix III: Written Scheme of Investigation

ARCHAEOLOGY WALES

Written Scheme of Investigation
for an Archaeological Desk-Based Assessment
for the
Porthcawl Waterfront Regeneration

Project No: 3242

September 2025

Version	Date	Sections Revised	Prepared/Revised by
1	26/09/2025		Charley James-Martin MCIfA

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REGISTERED ORGANISATION CIfA

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Summary

This Specification details the proposal for an archaeological Desk-Based Assessment associated with the proposed regeneration of the Porthcawl Waterfront. The masterplan includes proposed construction of up to 1000 new homes, further education facilities, cafes and restaurants, leisure uses, shops, arts, community facilities, and a hotel as well as green spaces and car parking.

The area covered by the proposals covers 43ha stretching from the harbour (NGR SS 82048 76274) around to Sandy Bay (NGR SS 82915 77124)

This Written Scheme of Investigation has been prepared by Archaeology Wales Ltd at the request of The Urbanists.

1. Introduction

1.1.1. This Specification has been prepared by Archaeology Wales Ltd (henceforth – AW) at the request of The Urbanists (henceforth – the Client). It provides information on the methodology that will be employed by AW during the Desk-Based Assessment (DBA).

1.1.2. The purpose of the proposed Desk-Based Assessment is to provide Archaeological Planning Heneb Glamorgan-Gwent Archaeology (APHGGA) – archaeological advisors to the Planning Authority – with the information they have requested in respect of the proposed development, the requirements for which are set out in Planning Policy Wales (Edition 12). The work is to assess the archaeological potential of the site and the proposals impact upon it, including its setting. This assessment will be the first phase of archaeological work and depending on the results, further mitigation may be required.

1.1.3. All work will conform to the *Standard and guidance for historic environment desk-based assessment* (CIfA, 2020) and be undertaken by suitably qualified staff to the highest professional standards.

2. Site Description

2.1.1. The proposed development site covers 43ha (Figure 1) stretching from the harbour (NGR SS 82048 76274) around to Sandy Bay (NGR SS 82915 77124).

2.1.2. The current masterplan in consideration and consultation includes:

- Up to 1,100 new homes, which would be a combination of houses, maisonettes, and apartments.
- Up to 2.2 ha (22,000sqm) area for the creation of future education provision.
- Space for new cafes and restaurants, leisure uses, shops, arts, community facilities, and a hotel.
- Extended Porthcawl Harbour facilities.
- Enhancement of the Griffin Park play facilities with a MUGA.
- Up to 21 ha (210,000 sqm) of open space for use by the public and future residents.
- Creation of a continuous active promenade from the Esplanade and Cosy Corner in the west to Trecco Bay and Rhych Point in the east. This would connect with the Wales Coast Path.
- Three separate areas of play space where multiple play facilities would be provided to cater to young people of different ages. Including space for a pump track and skate park.
- A new green park that would provide over 4 ha (40,000 sqm) of green space for recreation, health, wellbeing, and biodiversity between the existing Griffin Park and the Relic Dunes.
- Flexible areas that could be used to provide space for holiday motorhomes and accommodation.
- New public parking areas and the enhancement of the Hillsboro Car Park could provide over 600 parking spaces without making the Hillsboro Car Park a multi-storey facility.

3. Objectives

3.1.1. The primary objective of the DBA will be to assess the potential impact of the proposals on the historic environment by means of a detailed desk-based study and site visit. This will help inform future decision making, design solutions and potential mitigation strategies. The aim will be to make full and effective use of existing information in establishing the archaeological significance of the site, to elucidate the presence or absence of archaeological material, its character, distribution, extent, condition and relative significance.

3.1.2. The work will include a comprehensive assessment of regional context within which the archaeological evidence rests and will aim to highlight any relevant research issues within national and regional research frameworks.

3.1.3. This desk-based assessment will result in a report that will provide information of sufficient detail to allow informed planning decisions to be made which can safeguard the archaeological resource. The information could then be used to determine further archaeological investigation or appropriate mitigation strategies for any archaeological remains within the area to be implemented prior to or during the proposed development. Preservation in situ will be advocated where at all possible, but where engineering or other factors result in loss of archaeological deposits, preservation by record will be recommended.

4. Methodology

4.1. Assessment

4.1.1. The assessment will consider the following:

a) The nature, extent and degree of survival of archaeological sites, structures,

deposits and landscapes within the study area. It will involve the following areas of research:

i. Collation and assessment of all relevant information held in the regional HER within a 500m study area around the proposed development area.
ii. Collation and assessment of the impact on all Designated archaeological sites (Scheduled Monuments, Listed Buildings, Historic Parks & Gardens, landscapes, Conservation Areas) within 5km study area around the proposed development area.
iii. Assessment of all available excavation report and archives including unpublished and unprocessed material affecting the site and its setting.
iv. Assessment of all extant aerial photographic (AP) evidence. This will include material from the Central Register of Air Photography for Wales, in Cardiff (CRAPW).
v. Assessment of relevant archive records held at the County Archives, and as appropriate, site files held by RCAHMW
vi. Records held by the developer e.g. bore logs, geological/geomorphological information, aerial photographs, maps, plans.
vii. Map regression analysis using all relevant cartographic sources e.g. All editions of the Ordnance Survey County Series, Tithe and early estate maps (as available).
viii. Place name evidence.
ix. Internet sourced satellite imagery and Lidar imagery as available.
x. Assessment of the records held at the Portable Antiquities Scheme.
xi. Historic documents (e.g. Charters, registers, estate papers).

b) The significance of any remains in their context both regionally and nationally and in light of the findings of the desk-based study.

c) The history of the site, based on the areas of research outlined above.

d) The potential impact of the proposed development on the setting of known sites of archaeological importance (this will constitute a brief assessment rather than a formal setting assessment).

e) Assessment of the historic landscape in relation to the new woodland creation, including assessing scale and species representation.

f) The potential for further archaeological remains to be present, which have not been identified in pre-existing archaeological records.

g) The potential for further work, with recommendations if appropriate for a suitable investigative and/or mitigation methodology.

4.1.2. The site visit will be a visual walked search of the accessible development area. The ground surface will be visually inspected for all earthworks, structures and finds. The location of any environmental archaeological deposits, or areas which may have a potential for such deposits, will also be taken into account along with the visible archaeology.

4.1.3. All located sites or finds will be accurately fixed by means of GPS. Each individual find or site location will have an accurate NGR reference attached. Where a close cluster of related features is identified a single NGR for the centre of the cluster will be used, and each constituent feature separately described in the text.

4.1.4. Digital photographs, including scales, will be taken using cameras with resolutions of 10 mega pixels or above.

4.2. Report

4.2.1. The results will be presented in a report and will be detailed and laid out in such a way that data and supporting text are readily cross-referenced. The report will adhere to the Heneb's Guidance for the Submission of Data to the

Heneb Historic Environment Records (2024). The historical development of the site will be presented in phased maps and plans comprising clearly, the outline of the site.

4.2.2. Within the report an attempt will be made to indicate areas of greater or lesser archaeological significance and the sites will be ranked in level of overall archaeological importance (locally, regionally and nationally).

4.2.3. All relevant aerial photographs, re-plots and historic maps will be included and be fully referenced.

4.2.4. The report will specifically include the following:

- a location plan
- all identified sites plotted on an appropriately scaled plan of the proposal site
- a gazetteer of all located sites

4.2.5. Copies of the report will be sent to the client and to the regional HER. Digital copies will be provided in pdf format.

4.3. The Site Archive

4.3.1. A project archive will be prepared in accordance with the National Monuments Record (Wales) agreed structure and be deposited with the National Monuments Records, held and maintained by the RCAHMW, Aberystwyth, on completion of the report. It will also conform to the guidelines set out in 'The National Standard and Guidance to Best Practice for Collecting and Depositing Archaeological Archives in Wales 2019' (National Panel for Archaeological Archives in Wales 2019) and the RCAHMW's *Guidelines for Digital Archaeological Archives* (2016).

4.3.2. Although there may be a period during which client confidentiality will need

to be maintained, the report and the archive will be deposited not later than six months after completion of the work.

4.3.3. Other significant digital data generated by the survey (i.e. AP plots, EDM surveys, CAD drawings, GIS maps, etc) will be presented as part of the archive. The format of this presented data will be agreed with the curator in advance of its preparation.

5. Resources & Timetable

5.1. Standards

5.1.1. The DBA will be undertaken by AW staff using current best practice. All work will be undertaken to the standards and guidelines of the CIfA.

5.2. Staff

5.2.1. The project will be undertaken by suitably qualified AW staff. Overall management of the project will be undertaken by Charley James-Martin MCIfA (Project Manager, AW).

5.3. Timetable of archaeological works

5.3.1. The work will be undertaken at the convenience of the client and is likely to commence imminently.

5.4. Insurance

5.4.1. AW is fully insured for this type of work and holds Insurance with Aviva Insurance Ltd and Hiscox Insurance Company Limited through Towergate Insurance. Full details of these and other relevant policies can be supplied on request.

5.5. Arbitration

5.5.1. Disputes or differences arising in relation to this work shall be referred for a decision in accordance with the Rules of the Chartered Institute of Arbitrators' Arbitration Scheme for the Institute for Archaeologists applying at the date of the agreement.

5.6. Health and safety

5.6.1. All members of staff will adhere to the requirements of the Health & Safety at Work Act, 1974, and the Health and Safety Policy Statement of AW.

6. References

Chartered Institute for Archaeologists, 2020. *Standard and guidance for the creation, compilation, transfer and deposition of archaeological archives*.

Chartered Institute for Archaeologists, 2020. *Standard and guidance for the collection, documentation, conservation and research of archaeological materials*.

Chartered Institute for Archaeologists, 2020. *Standard and guidance for historic environment desk-based assessment*.

Heneb, 2024. *Guidance for the Submission of Data to the Welsh Historic Environment Records (HERs).*

National Panel for Archaeological Archives in Wales, 2019. *The National Standard and Guidance to Best Practice for Collecting and Depositing Archaeological Archives in Wales*

RCAHMW. 2016. *Guidelines for Digital Archaeological Archives.*

Websites

https://porthcawlwaterfront.co.uk/ *[visited 26/09/25)*

ARCHAEOLOGY WALES

Figures

Data Management Plan

Section 1: Project Administration

Project ID / OASIS ID
3242
Project Name
Porthcawl Waterfront Regeneration
Project Description
The masterplan includes proposed construction of up to 1000 new homes, further education facilities, cafes and restaurants, leisure uses, shops, arts, community facilities, and a hotel as well as green spaces and car parking. The area covered by the proposals covers 43ha stretching from the harbour (NGR SS 82048 76274) around to Sandy Bay (NGR SS 82915 77124)
Project Funder / Grant reference
The Urbanists
Project Manager
Charley James-Martin – AW project manager charley@arch-wales.co.uk
Principal Investigator / Researcher
Same as above
Data Contact Person
Rhiannon Philp, AW Post-excavation Manager rhiannon.philp@arch-wales.co.uk
Date DMP created
Created on 26/09/2025
Date DMP last updated
26/09/2025
Version
1
Related data management policies
This DMP is guided by the Project Brief, CIfA Standards and guidance, trusted digital repository guidelines (RCAHMW) or other best practice guidance (see brief for details)

Section 2: Data Collection

What data will you collect or create?

The table below provides a summary of the data types, formats and estimated archive volume for data collected / created as part of this project. As the project progresses, more detail regarding files will be added to this DMP.

Type	Format	Estimated volume (Data Archived)
Spreadsheets	Excel (.xlsx)	TBC
Text/documents	PDF (.pdf and .pdf/a)	TBC
Images	Photographs (.jpg)	TBC
GIS	Shapefiles (.shp plus associated files)	TBC

How will the data be collected or created?

Data Standards / Methods

- Standard methods of data collection will be applied throughout the project, working to best practice guidance where applicable/available. In general, data acquisition standards are defined against RCAHMW Guidelines. Specific or additional guidance relevant to this project are listed below, and will
- be updated as the project progresses.
- Methods of collection are specified within the Project Design (see Archaeology Wales 2024) and will meet the requirement set out in the Project Brief, the organisation recording manual and relevant CIfA Standards and guidance.
- Where appropriate, project contributors external to the organisation will be required to include data standards, collection methodology and metadata with individual reports and data.

Data storage / file naming

- The data produced will be uploaded at regular intervals during the project as a way of backing up the information.
- The working project archive will be stored in a project specific folder on the internal organisational server. The internal organisation server is backed up to a cloud based storage system to maintain an up to date security copy of the organisation wide data.
- Project folders are named following established organisational procedures and the folder hierarchy and organisation devised will be understood by all members of staff involved in the project.
- Data collected will be downloaded and raw data will be stored in the appropriate folder.
- File naming conventions following established organisational procedures, based on RCAHMW file naming guidance, and include version control management.
- The data stored will be checked by the project manager regularly as a means of quality assurance.

Section 3: Documentation and metadata

What documentation and metadata will accompany the data?

- Data collected will include standard formats which maximise opportunities for use and reuse in the future (see Section 2, above).
- A RCAHMW metadata document will be included with the digital archive and include all data types included within the archive. A working copy will be kept on the organisational server in the Project Folder. A copy of the form containing HER required data will also be created.
- Data documentation will meet the requirement of the Project Brief, Museum Deposition Guidelines, Digital Repository Guidelines and the methodology described in the Project Design methodology.
- An archive catalogue documenting both physical and digital archive products will be maintained and submitted with both the Museum and Trusted Digital Repository

Section 4: Ethics and legal compliance

How will you manage any ethical, copyright and Intellectual Property Rights (IPR) issues?

- The project archive will include the names and contact details of individuals who intend to volunteer or participate in the excavation and post excavation stages. We have a GDPR compliant Privacy Policy which underpins the management of personal data; any personal data is managed through a secure cloud-based database and not retained on the project specific folders.
- Personal data will be removed from the archaeological project archive and permission to include individual's names in any reporting is gained prior to use.
- Copyright for all data collected by the project team belongs to the organisation, and formal permission to include data from external specialists and contractors is secured on the engagement of the specialist or contractor.
- Where formal permissions and/or license agreements are linked to data sharing, they will be included in the project documentation folders and will accompany the archaeological project archive.

Section 5: Data Security: Storage and Backup

How will the data be stored, accessed and backed up during the research?

- Organisational IT is managed by an external data management provider, who is also responsible for the management and verification of our daily back-ups and who supports access to security copies as needed
- Sufficient data storage space is available via the organisational server, which includes permissions-based access. The server is accessible by staff on and offsite through a secure log-in

- Off-site access to the project files on the organisation's server is provided to support back-up of raw data while fieldwork is ongoing. Where internet access for data back up is not possible, the raw data will be backed up to a separate media device (such as laptop and portable external hard drive).
- Project files will be shared with external specialists and contractors directly using the same system, with the wider project team gaining access to only the files needed using permissions-based access

Section 6: Selection and Preservation

Which data should be retained, shared, and/or preserved?

- The Selection Strategy and DMP will be reviewed and updated following the fieldwork. Updated documentation will be included in all reporting stages.
- Prior to deposition, the Selection Strategy and DMP will be updated and finalised in agreement with all project stakeholders (including the Local Planning Archaeologist, Client, Museum, RCAHMW).
- Selection will be informed by the Project Design, defined against the research aims, regional and national research frameworks, specialist advice and the significance of the project results.
- The project will be published as an online technical report (accessible via RCAHMW and as part of this the archive), with full access to research data.
- The data archive will be ordered, with files named and structured in a logical manner, and accompanied by relevant documentation and metadata, as outlined in Sections 2 and 3 of this DMP.
- Deselection will be undertaken automatically on any duplicate or unusable files, such as blurry or superfluous photographs.

What is the long-term preservation plan for the dataset?

- The digital archive will be deposited with the RCAHMW, which is working towards becoming a certified repository with Core Trust Seal.
- The archive will be prepared for deposition by the project team and the costs for the time needed for preparation, and the cost of deposition have been included in the project budget.

Have you contacted the data repository?

- RCAHMW have also been contacted as the intended repository for digital data.

Have the costs of archiving been fully considered?

- A costing estimate has been produced to allow for the preparation of the archive and has been included in the project budget.

Section 7: Data Sharing

How will you share the data and make it accessible?

- The digital archive repository, and will be updated as the project progresses.
- The investigations are likely to result in a number of documents: Project Design and Final Report
- The final report is expected to be completed within three months of the completion of fieldwork.
- A final version of the project report will be supplied to the Historic Environment Record, and any data which they request can also be provided directly.
- The location (s) of the final Archaeological Archive will be included in the final report

Are any restrictions on data sharing required?

- A temporary embargo may be required on the sharing of the project results. If this is the case, specific details once agreed will be included in the updated version of this DMP and will be documented in the overarching Project Collection Metadata.

- Data specific requirements, ethical issues or embargos which are linked to particular data formats will be documented within the relevant metadata tables accompanying the project archive

Section 8: Responsibilities

Who will be responsible for implementing the data management plan?

- The Project Manager and Post Excavation Manager will be responsible for implementing the DMP, and ensuring it is reviewed and revised at each stage of the project.
- Data capture, metadata production and data quality is the responsibility of the Project Team, assured by the Project Manager and Post Excavation Manager.
- Storage and backup of data in the field is the responsibility of the field team.
- Once data is incorporated into the organisations project server, storage and backup is managed by an external company.
- Data archiving is undertaken by the project team under the guidance of the Post Excavation Manager, who is responsible for the transfer of the Archaeological Project Archive to the agreed repository.
- Details of the core project team can be found in the Project Design.

ARCHAEOLOGY WALES

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