

HENEB

Trust for Welsh Archaeology

**Newport Docks Substation,
Newport**

Desk Based Assessment



June 2025



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Trust for Welsh Archaeology

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Front Cover. View to the northeast of the proposed site with the existing substation in the centre (red door) and the Transporter Bridge in the background

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SUMMARY

The Trust for Welsh Archaeology (Heneb) has been commissioned to carry out an archaeological desk-based assessment to inform a planning proposal for a substation at Newport Docks, Newport. The proposed development is in the pre-planning stage. The proposed location is on an area of hard standing with an existing substation, sheds, derelict building and areas of scrub, to the east of Alexandra Docks and west of East Way Road, Newport (NGR ST 32446 86862).

There are no designated assets within the Site Boundary.

The Grade I Listed Transporter Bridge (17415/17414/3076) lies within the Study Area, approximately 430m to the northeast of the site, and is visible from most of the Site, so any development may change the setting of the Bridge. However, given the scale of the development and its surrounding industrial landscape, it is assessed that any effect would be minimal and therefore not have an impact on the setting of the Bridge.

*The assessment has identified the potential for encountering Paleoenvironmental remains is **Low**, for encountering Prehistoric and Iron Age remains is **Very Low**, for encountering Roman remains is **Low** and for encountering early medieval and medieval remains, **Very Low**. With regards to encountering post-medieval remains, the potential has been assessed as **Very High**, due to the use of the land as a dock and dockyard, and particularly for its railway infrastructure running across and immediately surrounding the proposed development. The potential for encountering modern remains has been assessed as **Medium**.*

One previously identified asset lies within the site boundary; Newport Docks Landscape (16451g), and two new non-designated assets have been identified through assessment; Railway Sidings & Features associated with Alexandra Dock (NDS001) and Building associated with Alexandra Dock (NDS002) identified from analysis of 1st edition OS mapping.

A high impact magnitude has been identified for the Newport Docks Landscape (16451g), Railway Sidings & Features associated with Alexandra Dock (NDS001) and Building associated with Alexandra Dock (NDS002) assets. The extent to which any previously identified archaeology would be encountered is unknown, and so is any impact that development might have on it. It is likely that any archaeological features dating prior to the opening of the docks in 1875 have been largely destroyed.

Although there is the potential for any construction works to have an impact on the known dock and its immediate landscape, and any unknown archaeology, the modern development currently on site has potentially damaged any archaeological remains.

It is understood that geotechnical works are to be carried out prior to the construction of the substation, as such, an archaeological watching brief is recommended during these works to inform on the potential for further archaeological mitigation during the construction of the substation. It is also recommended that during the geotechnical works archaeological watching brief, a photographic record and identification of any visible Railway Sidings and Features (NDS002) are undertaken.

The proposed scheme also meets the Newport Council Local Development Plan (2011-2026) 'EM2 Newport Docks' paragraphs 6.18 and 6.19 policies.

The archaeological advisors to the local council will ultimately make the decision on if/what archaeological mitigation may be required. It is nevertheless considered that, with appropriate archaeological measures in place, any proposed development within the Site will be in accordance with national legislation, and with local and national policy.

This study has been undertaken to the professional standards of the Chartered Institute for Archaeologists and is intended to meet the Standard and guidance for historic environment desk-based assessment (2014 updated 2020).

CRYNODEB

Mae'r Ymddiriedolaeth ar gyfer Archaeoleg yng Nghymru (Heneb) wedi'i chomisiynu i gynnal asesiad archaeolegol bwrdd gwaith i lywio cynnig cynllunio ar gyfer is-orsaf ger Dociau Casnewydd. Mae'r datblygiad arfaethedig yn y cam cyn-cynllunio. Mae'r lleoliad arfaethedig mewn ardal ac iddi arwyneb solet sy'n cynnwys is-orsaf helaeth, siediau, adeilad segur ac ardaloedd o dir prysg, a hynny i'r dwyrain o Ddociau Alexandra ac i'r gorllewin o Heol Ffordd y Dwyrain, Casnewydd (NGR ST 32446 86862).

Nid oes unrhyw asedau dynodedig o fewn ffin y Safle.

Mae'r Bont Gludo restredig Gradd I (17415/17414/3076) wedi'i lleoli yn yr Ardal Astudio, tua 430 m i'r gogledd-ddwyrain o'r safle, a gellir ei gweld o bron bob man ar y safle, felly gallai unrhyw ddatblygiad newid gosodiad y Bont. Fodd bynnag, o ystyried graddfa'r datblygiad a'r tirlun diwydiannol a'i amgylch, asesir y byddai unrhyw effaith yn fach iawn ac felly na fyddai'n effeithio ar osodiad y Bont.

*Mae'r asesiad wedi nodi bod y posibilrwydd o ddod ar draws gweddillion palaeoamgylcheddol yn **Isel**, o ddod ar draws gweddillion cynhanesyddol ac o'r Oes Haearn yn **Isel iawn**, o ddod ar draws gweddillion Rhufeinig yn **Isel**, ac o ddod ar draws gweddillion canoloesol a chanoloesol cynnar yn **Isel iawn**. O ran dod o hyd i weddillion ôl-ganoloesol, aseswyd bod y posibilrwydd yn **Uchel iawn**, a hynny o ganlyniad i ddefnyddio'r tir fel doc ac iard longau, ac yn arbennig oherwydd ei seilwaith rheilffordd sy'n rhedeg ar draws y datblygiad arfaethedig ac yn union o'i gwmpas. Aseswyd bod y posibilrwydd o ddod ar draws gweddillion modern yn **Ganolig**.*

Mae yna un ased a nodwyd yn flaenorol o fewn ffiniau'r safle: Tirwedd Dociau Casnewydd (16451g); a nodwyd dau ased newydd heb eu dynodi trwy asesiad: Seidins a Nodweddion Rheilffordd sy'n gysylltiedig â Doc Alexandra (NDS001) ac Adeilad sy'n gysylltiedig â Doc Alexandra (NDS002), a nodwyd trwy ddadansoddi argraffiad 1af o fapiau OS.

Mae effaith o bwysigrwydd mawr wedi'i nodi yn achos asedau Tirwedd Dociau Casnewydd (16451g), Seidins a Nodweddion Rheilffordd sy'n gysylltiedig â Doc Alexandra (NDS001) a'r Adeilad sy'n gysylltiedig â Doc Alexandra (NDS002). Ni wyddys i ba raddau y byddid yn dod ar draws unrhyw archaeoleg a nodwyd yn flaenorol, na chwaith unrhyw effaith y gallai'r datblygiad ei chael ar yr archaeoleg honno. Mae'n debygol bod unrhyw nodweddion archaeolegol sy'n dyddio 'nôl i'r adeg cyn agor y dociau yn 1875 wedi cael eu dinistrio'n helaeth.

Er bod yna bosibilrwydd y byddai unrhyw waith adeiladu yn cael effaith ar y doc hysbys a'i dirwedd uniongyrchol, yn ogystal ag ar unrhyw archaeoleg anhysbys, mae'n bosibl bod y datblygiad modern sydd ar y safle ar hyn o bryd wedi difrodi unrhyw weddillion archaeolegol.

Deallir y bydd gwaith geotechnegol yn cael ei gynnal cyn adeiladu'r is-orsaf; gan hynny, argymhellir cynnal briff gwylio archaeolegol yn ystod y gwaith hwn i lywio'r potensial ar gyfer gwaith lliniaru archaeolegol pellach wrth i'r is-orsaf gael ei hadeiladu. Argymhellir hefyd y dylid nodi unrhyw Seidins a Nodweddion Rheilffordd (NDS002) a gwneud cofnod ffotograffig ohonynt yn ystod briff gwylio archaeolegol y gwaith geotechnegol.

Mae'r cynllun arfaethedig hefyd yn bodloni polisi 'EM2 Dociau Casnewydd', paragraffau 6.18 a 6.19, yng Nghynllun Datblygu Lleol Cyngor Casnewydd (2011-2026).

Yn y pen draw, cyngorwyr archaeolegol y cyngor lleol a fydd yn penderfynu a fydd yna/pa fesurau lliniaru archaeolegol a allai fod yn ofynnol. Fodd bynnag, trwy roi'r mesurau archaeolegol priodol ar waith, ystyrir y bydd unrhyw ddatblygiad arfaethedig o fewn y Safle yn cyd-fynd â'r ddeddfwriaeth genedlaethol ac â pholisïau lleol a chenedlaethol.

Paratowyd yr astudiaeth hon yn unol â safonau proffesiynol Sefydliad Siartredig yr Archaeolegwyr, a bwriedir iddi fodloni'r Standard and guidance for historic environment desk-based assessment (2014, diweddarwyd 2020).

AUTHORSHIP AND ACKNOWLEDGEMENTS

The project has been managed by Sophie Lewis-Jones BA, ACIfA (Project Officer) and Martin Tuck MCIfA (Head of Archaeological Services GGA). The report was written by Sophie Lewis-Jones and Isaac Derbyshire (Project Archaeologist). Illustrations were carried out by Sophie Lewis-Jones. Martin Tuck carried out the Site visit. The staff of Newport Reference Library are thanked for their assistance.

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ABBREVIATIONS

APM:	Archaeological Planning Management
CRAPW:	Central Register of Air Photography for Wales
DSM:	Digital Surface Model
DTM:	Digital Terrain Model
EXXXXXX:	Archaeological investigation (or 'event') in HER (e.g. E000201)
HER:	Historic Environment Record (curated by GGAT HER)
LB:	Listed Building reference number (e.g. LB 14084)
LiDAR:	Light Detection and Ranging
LPA:	Local Planning Authority
NDS00:	National Grid Reference
NGR:	New asset identified (Newport Docks Substation 00)
NMR:	National Monuments Record (curated by RCAHMW)
NPRN:	National Primary Record Number (in NMR, e.g. 301355)
NRW:	Natural Resources Wales
OD:	Ordnance Datum
OS:	Ordnance Survey
PAS:	Portable Antiquities Scheme
PRN:	Primary Record Number (in GGAT HER - indicated by a letter suffix 'g', 'm', 's' or 'w' depending on the asset's location)
RCAHMW:	Royal Commission on the Ancient and Historical Monuments of Wales
SM:	Scheduled Monument reference number (e.g. GM205, MM205, etc)
TWA:	Trust for Welsh Archaeology (Heneb)
WSHEM:	Written Scheme of Historic Environment Mitigation
WSI:	Written Scheme of Investigation

1 | Introduction

Background and Commission

National Grid (the client) working with their agents Burroughs are proposing to construct a small substation with associated works at Newport Docks, Newport (hereafter referred to as the 'Site').

The Trust for Welsh Archaeology (Heneb) has been commissioned to carry out an archaeological desk-based assessment in line with the approved WSI (Lewis-Jones 2025) to inform the planning application when it is taken forward.

The objective of this assessment is to: a) inform the planning application by determining, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within the Site and its environs; and b) establish the impact of the proposed development on the historic environment (or to identify the need for further investigations to adequately do so).

Site Description

The Site is centred within Newport Docks at ST 31625 85813 (Figure 1). The proposed development is located to the east of Alexandra Docks (north dock) and west of East Way Road on land where there is an existing substation, containers, and disused buildings (front cover photograph). The site is at 8m OD.

Geology and soils

The solid geology within the proposed site is comprised of Mercia Mudstone Group (Mudstone). This sedimentary bedrock formed between 252.2 and 201.3 million years ago during the Triassic period. The superficial deposits are comprised of Tidal Flat Deposits (Clay, silt and sand). This sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period (Source: BGS Geology of Britain Viewer: Accessed 09/04/25).

Proposed development

Full development details are not fully established at this point, however most recent (but not finalised proposals) consist of a new electrical substation, approximately 4m in height by 17m in length by 5.4m in width, two transformer compounds with switchgears, a 2.4m high security fence, new access road and associated features.

2 | Methodology

Standards

This report has been produced in accordance with the *Standard and guidance for historic environment desk-based assessment* (2014, updated 2020) and to the Written Scheme of Investigation (Lewis-Jones 2025).

Sources consulted

The assessment involved consultation of available archaeological and historical information from database, documentary, cartographic and other sources. The principal sources of information comprised:

- Cadw inventory of designated historic assets, datasets extracted April 2025;
- Trust for Welsh Archaeology (HENEb) Historic Environment Record (HER), which holds information on known archaeological sites, monuments and finds, as well as previous archaeological investigations (Figure 4). An official search of the HER (HER enquiry number 9151) was undertaken with the results received on the 15th April 2025;
- National Monuments Record of Wales (NMRW) results extracted 11th February 2025;
- Central Register of Air Photography for Wales (CRAPW) Aerial photographs, datasets extracted April 2025
- Historic maps and documents held by Newport Reference Library and online sources;
- NRW LiDAR coverage of the site and its environs, at available resolution;
- General online research.

Study area

This assessment adopted a study area that extended 1km around the proposed development as agreed with the LPA Archaeological advisors to the councils¹. This larger study area ensures capture of the known historic assets within the vicinity surrounding the Site, as well as enabling adequate comment on the potential for further archaeological remains to exist within it (see Figures).

Field visit

A walkover of the proposed development site within Newport docks (restricted access with manned barrier-control) was undertaken on 08 April 2025 to evaluate the presence or not of any archaeological or historic remains within or near the site boundary and to gauge any impact on surrounding historic assets (Plates A to H).

The development area broadly 80m east-west by 35m north-south was bordered by a busy internal port road to the west and south (Alexandra Docks Road) and to the east by East Way Road, the main dock road, whilst to the north was the boundary fence of a large and high factory warehouse; a 'hedge line' of firs from the corner of the warehouse followed the east boundary of the warehouse fence.

¹ TWA (Heneb) Planning Management

Over the roads to the south and separated by a roughly tarmacked car parking area was another large and high warehouse and in appearance similar to that at the north, to the west, an earth bank and concrete blocks provided a barrier with North Dock and to the east, over the road, live railway and another goods yard (associated with the Neptune Engineering Works established in 1913. NPRN 415172), and the River Usk with Newport Transporter Bridge prominent in the near background. The suspended wires of nearby large electricity pylons crossed the site; additional features included tall lighting columns. Fir trees lined the road to the south of the T-junction with East Way and Alexandra Docks Roads into the site area. The local landscape displayed nothing other than industrial and dock related infrastructure.

The site area itself was flat (approximately 8m OD) and occupied by three stand-alone container units, a corrugated steel shack, a demountable office, and a single permanent building, a relatively modern existing substation in brick (flat roof, height 3.9m) with transformers inside metal railings on its west side. None of the buildings or containers were over 4.5m in height. Surfacing included scrub to the west, concrete in the centre around the structures and tarmac to the east.

The only features of note and partly hidden by the scrub vegetation were at least two disused rail track lines on the west side of the site; the beginning of track branches were apparent; The road on the south was built over one of the rail tracks and a continuation could be seen heading toward the south warehouse. This was the only evidence of any earlier features on the site and one which corroborated dock railway sidings and tracks depicted on mapping and shown on photographs. The possibility exists for further railway infrastructure to be buried under the hardstanding areas.

Within the broader area, the main historic interest lies with the Grade I Listed Newport Transporter Bridge (opened September 1906) located approximately 400m to the east of the site. Because of its height, the bridge with its supporting towers and horizontal gondola rail, dominated the skyline as did the electricity cables and pylons also to the east.

The site of the new substation is proposed to be broadly in the same place as the existing buildings which will be removed/demolished. Its height has not yet been fully determined and there is the possibility that the ground will be raised to offset possible flood risk, but the new substation is not expected to be higher than approximately five to six metres overall. This increased height (approximately 1 to 2m higher than existing) will be a change to the landscape from the bridge as viewed from the site, however as the Port is not open to the public and that the view of the bridge is from moving vehicles, rather than pedestrians (there is no footpath around the existing site boundary), any effect is considered negligible. In terms of effect the new substation would be a 'like for like' replacement and in keeping with the general industrial nature of the site.

Views across the river from the Transporter bridge toward the site were not possible because of engineering works to the Bridge and construction of a new visitors' centre but a view from Coronation Park off Stephenson Street gave a good impression of how the existing small-scale buildings were largely inconspicuous amongst the larger warehouses. That view is unlikely to change with a new substation.

It is only views from and to the east that may have an impact on the Bridge and if visual remediation is considered a factor then there is the possibility (traffic visibility splayed aside) of planting additional trees along the east boundary off East Way Road and/or siting the building and any associated structures toward the northern boundary within the site but any remedial effect is considered minimal because of the height of the Transporter Bridge.

3| Legislation and Planning Guidance (Appendix I)

Full details of Planning Policy Wales (Edition 12 February 2024) can be found within Appendix I. This sets out legislation and planning policy governing the conservation and management of the historic environment that is of relevance to this application.

NEWPORT LOCAL DEVELOPMENT PLAN 2011 -2026 2026 ADOPTED PLAN January 2015

The Historic Environment

‘4.16 The future development of Newport will take place within the framework of this Plan and while it is essential that Newport is allowed to thrive, develop and grow this should not be done at the expense of its heritage. Therefore, it is of the upmost importance that new development is of the highest quality and does not prejudice the protection of the recognised heritage of the County Borough.

4.17 The Council will also refer to statute, Government guidance and circulars, notably the Planning (Listed Buildings and Conservation Areas) Act 1990, Circular 61/96 Planning and the Historic Environment, Historic Buildings and Conservation Areas, and Circular 1/98 Planning and the Historic Environment: Directions by the Secretary of State for Wales.

4.18 There will be a presumption in favour of the retention, safeguarding, conservation and enhancement of sites recognised as being of archaeological or historic interest including Listed Buildings, scheduled ancient monuments, Conservation Areas, locally Listed Buildings, historic parks & gardens, historic landscapes and the setting of such sites, buildings and areas.

4.19 Listed Buildings play a significant role in the townscape and architectural heritage of the area and the Council attaches the upmost importance to their preservation. The Council, in the determination of applications for Listed Building consent, is expected to have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.” The Council will consider using all available powers to protect the historic environment, including, in appropriate cases, serving repairs notices, enforced sales and Compulsory Purchase Orders or in the case of vacant buildings, carrying out emergency repairs and seeking reparation from the owner subsequently. Supplementary Planning Guidance on Repairs and Alterations to Listed Buildings will be prepared. The Council will continue to monitor its Register of Buildings at Risk Through Neglect and Decay in order to secure the safeguarding of important buildings’.

CE6 Archaeology

‘Development proposals will normally be required to undertake an archaeological impact assessment before the proposal is determined: i) where groundworks and/or the installation of services are proposed within the archaeologically sensitive areas of Caerleon, the levels, Lower Machen and the city centre, or; ii) within other areas of recognised archaeological interest.

4.26 Welsh Office Circulars 60/9661 and 61/9662 place an onus on developers to consider the impact of their proposals on archaeology. Archaeology is an acknowledged finite and irreplaceable resource of unique cultural and social value.

4.27 Where heritage assets with archaeological interest are, or are potentially, affected by a development proposal, sufficient information will be required on the assets affected, their significance, and the extent of the development impact on them, in order to enable the application to be determined. The Historic Environment Record should be consulted at an early stage. For advice and

information developers are encouraged to consult at an early stage with the relevant Welsh Archaeological Trust, for Newport; the Glamorgan-Gwent Archaeological Trust.

4.28 The Plan designates four non-statutory Archaeologically Sensitive Areas (ASAs). These are Caerleon, The Levels, Lower Machen and the Medieval town of Newport. This designation highlights their archaeological significance and informs potential developers of the need to seek professional archaeological advice to establish the archaeological constraints of the site. Proposed development within the ASA will require developers to submit credible archaeological impact assessment in support of their proposals.

4.29 Under the Ancient Monuments and Archaeological Areas Act 1979, 67 sites have been granted statutory protection within Newport and are formally recognised as being of national importance. Any proposals affecting a Scheduled Ancient Monument are required to seek consent from Cadw – the Welsh Government’s Historic Environment Service. In addition to those recognised scheduled sites there are unscheduled sites within Newport which may be of national importance and therefore there will be a presumption in favour of their preservation in situ. Where archaeological remains have a lesser significance the proposed development will need to be weighed against the relative importance of the archaeology’.

Policies not associated with the Historic Environment

‘EM2 Newport Docks the existing 206-hectare employment site at Newport Docks is protected for B1, B2 and B8 uses. The council will support such development where it can be demonstrated that the development is complementary to and does not hinder the operational use of the port.

6.18 There is a surplus of land within Newport Docks which could better meet Newport’s economic development objectives if brought into alternative, productive, employment generating uses within Use Class B1, B2 or B8. Proposals should be in accordance with Technical Advice Note 18 –Transport (2007) which sets out guidance on the assessment of development in docks areas. Complementary uses should relate to the primary purpose of the port operation namely bulk handling, warehousing and storage facilities. Complementary uses may also include energy and infrastructure projects.

6.19 Newport Docks provides a particular opportunity to provide for port related employment. One aspect of this is in energy generation, where it has certain locational advantages, including accessibility for fuel and distance from residential or other uses upon which there might be an impact. Recent schemes granted planning permission have included a biomass powerplant, the erection of wind turbines and the installation of solar PV panels. Development that reduces emissions of greenhouse gases in a sustainable manner similar to those already permitted, including renewable and low carbon energy generation, will be supported.

6.20 A Welsh Government Direction concerning a safeguarding corridor for the M4 relief road affects the site (see Constraints Map). The route is still subject to Newport Local Development Plan 2011 – 2026 January 2015 82 consultation and has not at this stage been confirmed. Development proposals will need to have regard to this.

6.21 The allocation at Newport Docks may result in barriers to movement and disturbance of features of the River Usk as well as the qualifying bird species of the Severn Estuary SPA and Ramsar site. Effects can be avoided or minimised through appropriate mitigation measures. In accordance with Policy GP5, the developer will be expected to provide sufficient information in order for a Habitat Regulation Assessment to be undertaken to ensure there are no likely significant effects upon the River Usk SAC and the Severn Estuary SPA and Ramsar site. 6.22 The plan sets out within its Mineral Policies the need to safeguard wharves and rail for the continued transportation of aggregate. Proposals within the dock

area will need to consider their impact upon the future transportation requirements as the majority of aggregate supply for Newport is based on marine won sand and gravel supply’.

4 | Baseline

The following sections detail and contextualise the known archaeological and historic assets within the Site, and the 1km study area. Historic assets within this study area are shown in the Figures and listed in Appendix III. They are listed below starting with statutory designations.

They are listed below starting with statutory designations. It should be noted that many of the same assets share a different nomenclature because of different recording systems between the organisations.

Designated Historic Assets

World Heritage Sites

Neither the site nor the study area falls within any World Heritage Site.

Scheduled Monuments

Neither the site, nor the Study Area contains any Scheduled Monuments.

Listed Buildings (Figure 1)

There are no listed buildings within the Site, though there are six listed buildings within the Study Area:

- (3076) Transporter Bridge including E and W anchor chambers
- (17414) Transporter Bridge including E and W anchor chambers
- (17415) Transporter Bridge including E and W anchor chambers
- (18175) Catholic Church of St Michael
- (18177) Public Conveniences
- (18182) Waterloo Hotel PH

Registered Parks and Gardens

Neither the Site, nor the Study Area contain any Registered Parks and Garden.

Registered Historic Landscapes

Neither the Site, nor the Study Area contain any Registered Historical Landscapes.

Non-designated Historic Assets

Historic Environment Record (HER) (Figure 2)

There are no non-designated assets within the site boundary, however 175 historic assets lie within the study area (and its immediate surrounds if an asset extends into the study area) as recorded by the TWA (HENEb) HER (Figure 2). The HER records for non-designated assets are mostly Post-medieval and Modern, with some instances of Prehistoric, Roman and Medieval. The assets largely relate to features

associated with the industrial landscape, locks, docks and canals of Newport. They are listed in Appendix III.

Royal Commission (RCAHMW) (Figure 3)

There are no RCAHMW non-designated historic asset recorded within the Site, however 29 historic assets lie within the study area as recorded by the RCAHMW (Figure 3). The Royal Commission records are similar to the HER and Cadw records (Figures 1 & 2) and reflects a predominantly industrial Post-medieval and Modern landscape associated with the Newport Docks.

Conservation Areas

There are no Conservation Areas recorded within the Site; however, the Waterloo (WAL/NEWP) Conservation Area lies approximately 400m to the north of the Site.

Historic Landscape Character Areas

Neither the site, nor study area contain any Historic Landscape Character Areas

Portable Antiquities Scheme (PAS)

A review of the Portable Antiquities Scheme database yielded 32 results, approximately 500m to the northeast of the Site, including Roman and Greco-Roman (09.04.2025) and one coin hoard (House of Theodosius (388-402). It is likely that the 31 coins are from the coin hoard, including one Tetradrachm of Demetrius I (162-150).

Hedgerows

Map regression has not highlighted any known hedgerows.

LiDAR

LiDAR data was reviewed for this area and displayed no new features (09.04.2025).

Previous archaeological investigations

Historic Environment Record (HER Events) (Figure 4)

No HER 'events' polygons are recorded covering the Site boundary.

There are, however, a few events within proximity, which indicate recent archaeological investigations that have taken place in the wider surrounding area, within the HER search area. Examples include:

E005543 – Timber Treatment Plant, Alexandra Dock, Newport – Watching Brief, 2006

An Archaeological Watching Brief was undertaken by Glamorgan-Gwent Archaeological Trust for a timber treatment plant (planning application NO: 05/0437). The area of the watching brief was contained within the former marshland, Level of Mendlegief. Associated finds in close proximity to this site was the discovery of an early medieval boat during the construction of a timber float in the Alexandra Docks, 1878. This watching brief conducted in 2006, failed to produce any significant archaeological finds apart from 2 sherds of North Devon 'Gravel Tempered' ware. c. 17th and 18th

century. Conclusion of the report was that no archaeological features were present, and no artefacts were uncovered.

E006963 – M4 Relief Road Magor to Castleton – Watching Brief, 2007

An archaeological watching brief took place during excavation of geotechnical test pits in key areas along the preferred route of the M4 between Magor and Castleton. The purpose of the watching brief was to record the stratigraphic sequences revealed during the geotechnical work. The results show that a total of 11 test pits contained peat deposits from the middle Wentlooge formation which likely date from the Bronze Age. It was also established that the Wentlooge sequence is largely untruncated by later development except in the in the area of Newport Docks.

E004931 – The Sinews of War – Desk Based Assessment, 2015

The Glamorgan Gwent Archaeological Trust undertook a desk-based assessment, focused on identifying surviving sites that contain significant archaeological remains connected with the industrial response to the outbreak and conduct of the First World War. The assessment then sought to contextualise and assess the significance of those remains, identifying three main responses to the outbreak and commencement of war, and identifying areas for future work. The assessment identified three main industrial responses to the outbreak and prosecution of the First World War: Initially, firms continued to produce their pre-war products, at an increased rate, and for the government rather than many clients; secondly, pre-existing site were adapted to allow for increased or altered product regimes - this tended to happen after 1915, when it became clear that the war would not be as short-lived as initially predicted; finally, specific facilities were constructed to meet particular requirements set out by the Ministry of Munitions or other government departments. The assessment identified a lack of understanding of the role of the major South Wales ports during the war and recommended a future project to address what is considered to be a significant shortfall in the record (Crawford 2015).

A field visit (E004932) was undertaken as part of the assessment work.

E007276 and E007277 – Stephenson Street, Newport, Gwent – Desk Based Assessment and Field Visit, 2015

An archaeological desk-based assessment (E007276) took place on the east bank of the River Usk at Stephenson Street, Newport, to assess the impact of a proposed flood management scheme on the archaeological resource. The report concluded there was considerable potential for encountering previously unknown sites during the scheme, and an archaeological watching brief during all intrusive groundworks was recommended.

A field visit (E007277) was undertaken as part of the assessment work.

Historic maps

Tithe Map (1841)

The earliest map consulted to show the site in detail is the 1841 (tithe map) titled 'Plan of the parish of St Woollos in the County of Monmouth'. This map depicts a largely agricultural and rural landscape divided into parcels (Figure 7). The Site lies within Parcels 568-569, 571-574 and 598-599, all pasture. The Powder Magazine (15532g) is depicted on the map as a singular rectangle building labelled 'Powder Magazine'. The farmstead Ty Gwyn Bach (15523g) and Reen are depicted to the west of the Site, labelled 'Ty Gwyn Bach' and 'Great Wharf Reen' respectively. The Watch House, Newport Docks

(15531g) can be seen towards the north of the Site, labelled as 'Watch House'. To the east of site lies the River Usk.

Monmouthshire Sheet XXXIII OS Map (1887)

Monmouthshire Sheet XXXIII Ordnance Survey Map (1887) shows significant change within the proposed site boundary from the 1841 tithe map (Figure 8). A new dock labelled as 'Alexandra Dock' has been constructed directly west of the development site. The site itself is crossed by railway tracks, associated with coal and iron ore production (NDS001) and all leading to docksides and/or marshalling yards. Buildings closest to the site to the northeast include Cork Wharf, Wagon Works and Rhos Llantwit Wharf and sheep pens for holding animals for export or import. An unnamed road or track serving the older wharfs on the river Usk and crossing the rails passes along the east edge of the area heading toward the south end of the dockside.

Monmouthshire Sheet XXXIII.NE OS Map (1902)

Monmouthshire Sheet XXXIII.NE (1902) depicts little change within the site boundary and surrounding area with the dock, railways and buildings present (Figure 9). The track identified in the previous edition has now been named Cork Road and it depicts the present road layout with a junction off to the west (Northeast - southwest orientated) joining what is now Alexandra Docks Road with East Way Road; East Way Road was formerly Cork Road. The proposed site lies adjacent to this road on its north side. There are no buildings depicted adjacent to that road. To the south of Alexandra Dock, a new dock 'South Dock' has been built, which it connected to Alexandra Dock.

Monmouthshire Sheet XXXIII. 8 OS Map (1921)

Sheet XXXIII (1921) shows minimal change to the site or its environs other than that there are now five unnamed buildings present, four to the north and one to the south of the branch road that heads west to the Dock (Figure 10). These are new sites NDS002.

Alexandra Dock has been renamed 'North Dock', with North Dock and South Dock now falling under the name Alexandra Docks. Buildings with labels include 'transit shed', 'sawmill', 'coal hoists', 'timber yard', 'graving dock' and 'swing bridge'.

Monmouthshire Sheet XXXIII.NE OS Map (1947)

Monmouthshire Sheet XXXIII.NE Ordnance Survey Map (1947) show little change within the site; the buildings are present but depicted as just three. One small building has gone, and another is shown as one rather than as two in the earlier edition. Railway lines are still the main feature of this area.

Monmouthshire Sheet XXXIII.NE OS Map (1954)

The 1954 map shows no change from the previous edition to the site area. The road crossing the rail lines is depicted with the three buildings present.

Aerial Photographs

In the 1940 sortie (4017 RAF MWO10 A20) the development area is largely railway sidings with a few buildings and the road across the rail tracks is clearly visible (Plate i). The surrounding area is very much an industrial landscape, with the dock, dock buildings and associated infrastructure mainly railway sidings clearly visible. However, the wider area to the east over the river and in the west in particular

still show a rural landscape. Directly to the northeast of the site lies The Neptune Engineering works (NPRN 415172, established 1913). This layout is reflected in the mapping of 1921.

In the 1943 oblique photograph (12th July RAF oblique 15392) the scale of the dock's infrastructure can be seen, with large coal staithes, cranes and ships present in the dock. The photograph also shows the growing development of industrial buildings to the east across the River Usk and the agricultural landscape further west of the site. The site remains unchanged.

The 1947 aerial photograph (4720 RAFCPE UK_2293 5127) shows a similar landscape within and around the site, yet activity appears significantly reduced with fewer goods wagons (Plate j). There are a few buildings on either side of the road that crosses the rail track. These are likely there in the 1940 photograph, but the image is too grainy for certainty. OS mapping depicts some of these buildings but noted is that others were present at the time of this 1947 flyover.

By 1962 (6213 58_5502 F21 0055) there are a number of building (some possibly sheds) on either side of the road crossing the rail tracks one of which is the current substation (Plate k). The port is still busy with many goods wagons and ships.

From the 1960s onward the area of interest doesn't change significantly although there appears to be a gradual reduction/decline in the use of the land as railway sidings until the 1980s where a 1988 photograph (8834 88_OS_119 022) shows clear reclamation works to the south side of the of the site and in its immediate environs (Plate L). The substation is shown with a few other buildings and that situation doesn't really change thereafter. Reclamation works and reuse of the land can be seen through the 1990s particularly to the south of the site where there are numerous mounds of material possibly coal (1995. WDA 95297 600_221 and 1998 9830 OS98_715 029).

By 1998 (9836 ADAS 747 195 part), the site is shown with vehicles parked outside of the buildings and sheds and appears little different to that of today. The large warehouse/engineering works immediately to the north of the site is under construction and on the west side of the dock stacks of timber associated with the specialist timber dock facility.

5 | Archaeological and Historical Context

The general context

While no direct archaeological evidence was found within the immediate development site for these periods, the broader search radius reveals a rich and continuous history of human activity. The following sections will detail the specific findings from the Prehistoric (to AD 44), Roman (1st to early 5th centuries AD), and Medieval (5th to 15th centuries) periods, highlighting significant discoveries such as Iron Age human remains, Roman coin hoards, and an Early Medieval boat.

During the post-medieval era, the area became known for its huge industrial significance within the industrial revolution (1750 - 1840) and later due to the demand and increased production of coal and iron, pressure for additional dock facilities arose.

The Newport Dock Bill received assent in 1835 to develop an inland port. Two competing schemes were proposed: the East Usk Railway & Docks Company to construct new docks on the east bank of the river Usk and the Alexandra Dock Company to build docks on the west bank. The issue was decided in favour of the Alexandra Dock Company, and on 6th July 1865 the Alexandra (Newport) Dock Act 1865 was passed, giving the company the authority to construct the new dock (Newport Harbour Commissioners Website). The name Alexandra honoured HRH Princess Alexandra of Denmark, who had married the Prince of Wales—later King Edward VII—in 1863 (Hutton, 1996). The Newport Dock Company was the forerunner of the Alexandra (Newport and South Wales) Docks and Railway Company. By 1864, the docks were becoming congested with the increase in water and inland traffic.

In 1865, the first Lord Tredegar, Sir Charles Morgan Robinson Morgan, Baronet (1792-1873), formed the Alexander Dock Company in Newport, Monmouthshire. The Newport North Dock and Lock was opened in 1875. Following an Act of Parliament of 1882 the Alexandra (Newport) Dock Company and the Newport Dock Company, were amalgamated to become the Alexandra (Newport & South Wales) Docks and Railway Company (ANDR). The new company took over the Old Town Docks in 1884. The company decided to construct a railway line connecting the docks to Pontypridd. The Pontypridd, Caerphilly & Newport Railway Company (PC&N) was incorporated in 1878, but not completed for many years. In 1922, the ANDR was amalgamated into the Great Western Railway Docks department and then became part of British Railways following Nationalisation in 1948 (Gwent Archives Website).

Prehistoric (to AD 44)

There is no archaeological evidence to suggest Prehistoric occupation within the development area. There are, however, examples within the search radius. To the northeast of site, a human cranium was found (03641g), which was AMS dated to the Iron Age, though a more specific date was not possible. Within close proximity to the cranium a silver tetradrachm (00229g) of the Syrian King Demetrius was recovered from the bed of the River Usk, dating to between 162 – 150 BCE. To the east of site on East Bank Road is a multiperiod landscape (16455g), which has evidence of earlier prehistoric activity.

Roman (1st to early 5th centuries AD)

There is no archaeological evidence to suggest Roman occupation within the development area. However, there is some evidence within the wider search radius. This includes a Roman coins (00230g) including 2 (AE) Septimus Severus coins dating from 193-211 AD. This has been suggested to belong to a hoard, but this is likely untrue. Within close proximity to these coins a Roman coin hoard (00235g) consisting of 30 brass Theodosius coins was unearthed. To the east of site on East Bank Road is a multiperiod landscape (16455g), which has evidence of a preserved Roman field system.

Early Medieval and Medieval (5th to 15th centuries)

There is no archaeological evidence to suggest Medieval occupation within the development area. Although there is some evidence within the wider search radius including an Early Medieval Boat (00160g) located in the Alexandra Dock. The boat was uncovered in April 1868, during excavations for new timber pond, found 12' below surface. A portion of the ship's side was found retained in an upright position by sharpened oak stakes driven into the soil beneath as if to form a dam or embankment. Clinker-built, between the planking some of the caulking was found (dark coloured wool). Small fragment preserved at Newport, measures 248mm maximum length, 156mm maximum width and 21mm maximum thickness. An 8-figure NGR is unlikely given the vague description. The boat has since been radiocarbon dated to circa 950 AD.

A Medieval Malt House (00232g), which was used as a tanhouse and a brewhouse in Newport and formed part of the possessions of the church or Chapel of St Lawrence in 1534. A Medieval findspot (00233g) consisting of a bronze mould, which appears to have been used for casting the cakes made out of Paschal candle, known as Agnus Dei. An Early Medieval battlefield (00234g) known as the 'Battle of Dinas Newydd', which took place in 918 AD.

To the east of site on East Bank Road is a multiperiod landscape (16455g), which is largely unchanged since the medieval period.

Post medieval (16th century to 1899)

There is evidence of Post-Medieval activity in the site boundary. This is when the study area and its surroundings, which would have previously been predominantly agricultural fields and marshland, was heavily developed in the 19th century to accommodate exports for the booming coal industry. The site is surrounded by Post Medieval assets. These include numerous structures associated with the docks and associated infrastructure. Examples include a landing stage (14696g), pier (14697g), mooring bollards (14700g) on the River Usk to the east of site. There is also numerous assets within the docks including the North Lock (15253g) at North Dock, Alexandra Docks. South Dock (15254g), which was the first extension of the Alexandra Dock, which began construction in 1892 and was opened in 1893. This first small extension continued the NW-SE alignment of the original dock, to which it was connected by a narrow channel crossed by a swing bridge (16305g), providing rail access to the east side of the South Dock, the engineering shed complex, and the Central Pumping Station. Four coal hoists were displaced down the west side of the dock extension, extending into the basin. The east quay, as that of the North Dock (15476g), was served by hydraulic cranes and also had warehousing facilities. The dock basin was accessed from the River Usk by its own lock, which became known as the South Lock (15255g). Prior to its extension, the dock measured 1,500 ft long by 650 ft wide and covered an area of 20 acres. Like the North Dock (15476g), the South Dock was central to the functional importance of the docks overall and is therefore considered to be of high relative significance.

Modern (1900 to present)

The 1886 map of the docks indicates that a south-eastwards extension to the South Dock was already under construction at this date, but this is no longer in evidence as it was later subsumed into the more extensive South Dock Extension constructed in 1907 (16432g). The site was occupied by industrial infrastructure associated with the Alexandra Docks from the early 1900s but has since been altered (predominantly in the 1980's) to an industrial and commercial area.

Today the dock handles steel, dry bulks, forest products and renewable energy cargoes with regular shipments of bulk cargo including coal, coke, clay, aggregates, and significant volumes of forest product shipments from the Baltic States, Scandinavia, the Americas, and the Far East.

6 | Assessment of the Sites Archaeological Potential

Assessment of the Sites unknown archaeological assets

This section assesses the potential for unrecorded historic assets to be present within the Site. This section assesses the potential for unrecorded historic assets to be present within the Site. and the potential for unknown archaeological remains to exist. The assessment of impacts on historic assets is undertaken in accordance with the methodology described in the Design Manual for Roads and Bridges (DMRB) (LA104: Environmental assessment and monitoring) (Appendix I).

The assessment of archaeological potential is based on the data available and takes into consideration the known archaeological assets within the Site and 1km study area, together with the other data gathered for this study. This exercise is predictive only, and the lack of known archaeology of a given period may in fact reflect a lack of data, rather than a genuine absence of activity.

The baseline for the 1km study area is characterised largely to the post-medieval dock landscapes, with indications of earlier archaeological activity across the area.

Palaeoenvironmental: There is no evidence for peats. The potential for palaeoenvironmental remains within the Site is therefore considered to be **Very Low**.

Prehistoric: There is no evidence of prehistoric activity within the site boundary or the study area. Therefore, the potential for archaeology of these periods to exist within the Site is considered to be **Very Low**.

Roman: There are no Roman sites within Site boundary. The potential for archaeology of these periods to exist within the Site is considered to be **Low**.

Early-medieval and Medieval: There are no early-medieval and medieval sites within Site boundary however, there is evidence for an early medieval ship (00160g) within the study area found at approximately 3.5m below ground. Therefore, the potential for archaeology of these periods to exist within the Site is considered to be **Very Low**.

Post-medieval: There is evidence of post-medieval activity within Site boundary. This includes the railway sidings and associated features (NDS001) and the buildings associated with Alexandra Dock (NDS002). The study area is principally represented by post-medieval assets associated with the Newport Docks and the coal industry in the 19th and 20th centuries, therefore the potential for archaeology of these periods to exist within the Site is considered to be **Very High**.

Modern: There are very modern sites within Site boundary. The potential for archaeology of these periods to exist within the Site is considered to be **Medium**.

7 | Assessment of Effect

Effect of the development on known archaeological sites

The assets shown in Table 1 are likely to be affected by any proposed construction activity. The impacts of the proposed works are summarised below, both without mitigation, and as residual effects if the proposed mitigation is embedded into the scheme (the latter for the negative impacts only). Given that the present scheme design is a proposal, these comments should be considered as provisional.

The assessment of impacts on historic assets is undertaken in accordance with the methodology described in the Design Manual for Roads and Bridges (DMRB) (LA104: Environmental assessment and monitoring). This document provides a nationally agreed standard for the assessment of environmental impacts, including those upon archaeology and heritage. Full details can be found within Appendix I.

Table 1: Table of Effect

Asset	Name	Value	Impact description	Impact Magnitude	Effect (without mitigation)
16451g	Newport Docks Landscape	Low	Any construction works or ground breaking activities	High	High
NDS001	Railway Sidings & Features associated with Alexandra Dock	Low	Any construction works or ground breaking activities	High	High
NDS002	Building associated with Alexandra Dock	Low	Any construction works or ground breaking activities	High	High

8| Mitigation

Outline mitigation for this scheme is recommended as follows and is based on the results obtained from desk-based assessment and previous investigations undertaken within the Site.

An archaeological watching brief is recommended during all groundbreaking activities; however, that mitigation should be discussed with the relevant stakeholders (the LPA's as appropriate) and agreed prior to the scheme's commencement.

Table 2 Archaeological Mitigation

Asset	Name	Impact Magnitude	Mitigation	Residual Effect
16451g	Newport Docks Landscape	High	Archaeological Watching Brief	Low
NDS001	Railway Sidings & Features associated with Alexandra Dock	High	Archaeological Watching Brief	Low
NDS002	Building associated with Alexandra Dock	High	Archaeological Watching Brief	Low

9| Conclusion

There are no designated assets within the Site Boundary.

The Grade I Listed Transporter Bridge (17415/17414/3076), lies within the Study Area, approximately 430m to the northeast of the site, and is visible from most of the Site, so any development may change the setting of the Bridge. However, given the scale of the development and its surrounding industrial landscape, it is assessed that any effect would be minimal and therefore not have an impact on the setting of the Bridge.

The assessment has identified the potential for encountering Paleoenvironmental remains is **Low**, for encountering Prehistoric and Iron Age remains is **Very Low**, for encountering Roman remains is **Low** and for encountering early medieval and medieval remains, **Very Low**. With regards to encountering post-medieval remains, the potential has been assessed as **Very High**, due to the use of the land as a dock and dockyard, and particularly for its railway infrastructure running across and immediately surrounding the proposed development. The potential for encountering modern remains has been assessed as **Medium**.

One previously identified asset lies within the site boundary; Newport Docks Landscape (16451g), and two new non-designated assets have been identified through assessment; Railway Sidings & Features associated with Alexandra Dock (NDS001) and Building associated with Alexandra Dock (NDS002) identified from analysis of 1st edition OS mapping.

A high impact magnitude has been identified for the Newport Docks Landscape (16451g), Railway Sidings & Features associated with Alexandra Dock (NDS001) and Building associated with Alexandra Dock (NDS002) assets. The extent to which any previously identified archaeology would be encountered is unknown, and so is any impact that development might have on it. It is likely that any archaeological features dating prior to the opening of the docks in 1875 have been largely destroyed.

Although there is the potential for any construction works to have an impact on the known dock and its immediate landscape, and any unknown archaeology, the modern development currently on site has potentially damaged any archaeological remains.

It is understood that geotechnical works are to be carried out prior to the construction of the substation, as such, an archaeological watching brief is recommended during these works to inform on the potential for further archaeological mitigation during the construction of the substation. It is also recommended that during the geotechnical works archaeological watching brief, a photographic record and identification of any visible Railway Sidings and Features (NDS002) are undertaken.

Notwithstanding the archaeological and historical analysis, this proposed scheme also meets the Newport Council Local Development Plan (2011-2026) 'EM2 Newport Docks' paragraphs 6.18 and 6.19 policies.

The archaeological advisors to the local council will ultimately make the decision on if/what archaeological mitigation may be required. It is nevertheless considered that, with appropriate archaeological measures in place, any proposed development within the Site will be in accordance with national legislation, and with local and national policy.

This study has been undertaken to the professional standards of the Chartered Institute for Archaeologists and is intended to meet the *Standard and guidance for historic environment desk-based assessment* (2014 updated 2020).

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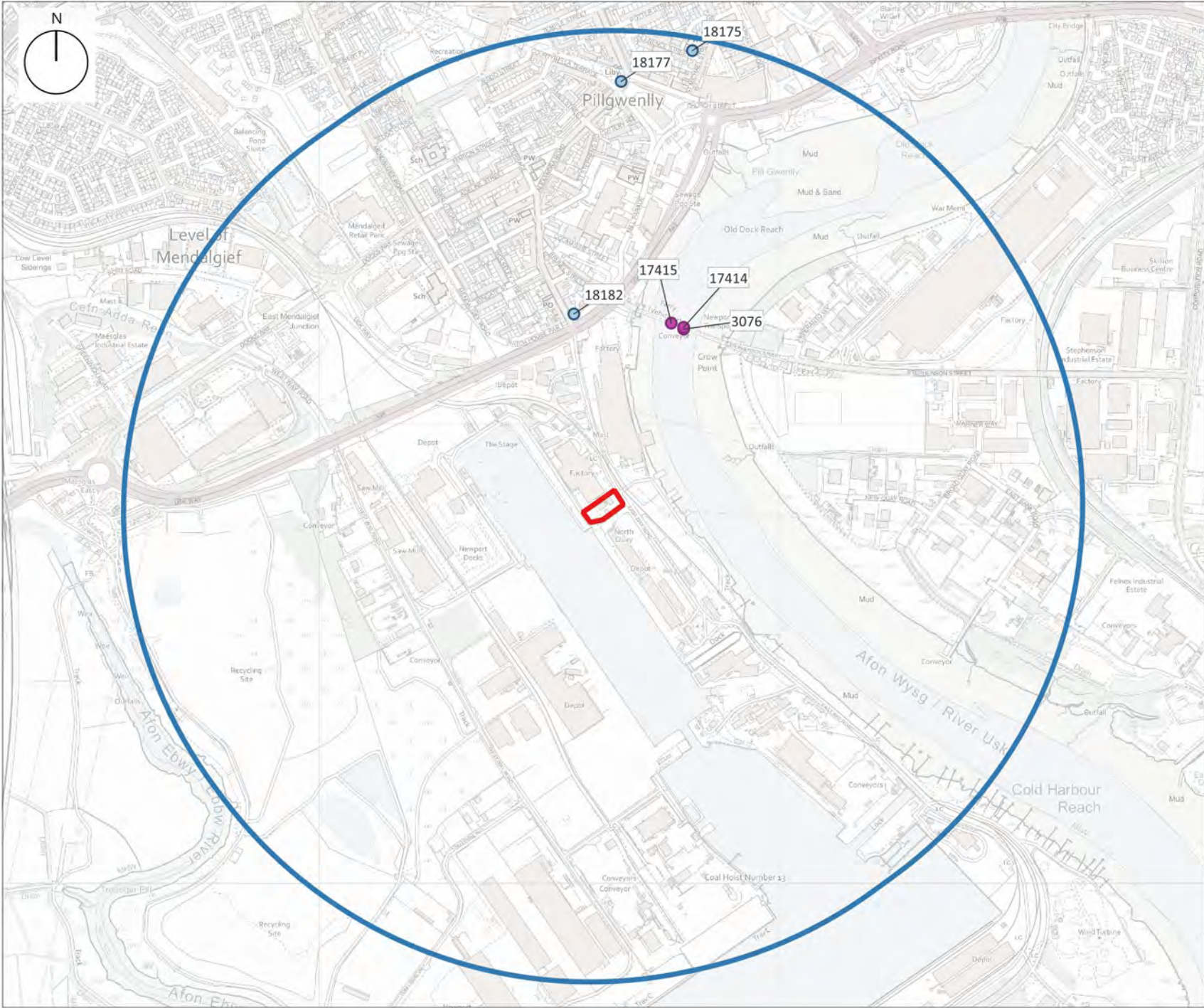
Historic maps accessed from the Newport Library, Welsh Tithe Maps (<https://places.library.wales>) and National Museum of Scotland collection (<https://maps.nls.uk>).

Date	Description	Scale
1841	Plan of the parish of St Woollos in the County of Monmouth	1 inch = 6 chains
1887	Monmouthshire Sheet XXXIII	6 Inch
1902	Monmouthshire Sheet XXXIII.NE	6 Inch
1921	Monmouthshire XXXIII.8	25inch
1922	Monmouthshire Sheet XXXIII.NE	6inch
1939	Monmouthshire XXXIII.8	25inch
1947	Monmouthshire Sheet XXXIII.NE	6inch
1954	Monmouthshire Sheet XXXIII.NE	6inch
1965	ST38NW	6inch

In addition to OS mapping, plans contained within the local John's and Kelley's trade directories (dating from 1884- 1972) were viewed and they depict the dock and railway lines but none of the smaller buildings present on the site.

Aerial Photographs (CRAPW)

Date	Sortie Reference	Black & White (BW)/ Colour (C)
1942	1940 4017 RAF MWO10 A20	BW
1943	1943 12th July RAF oblique 15392	BW
1946	1946 4652 RAFCPEUK1903 4077	BW
1947	1947 4720 RAFCPE UK_2293 5105	BW
1947	1947 4720 RAFCPE UK_2293 5127	BW
1950	1950 5022 RAF541_527 3027	BW
1955	1955 5507 82_RAF_1104 0062	BW
1962	1962 6211 58_5154 F21 0054	BW
1962	1962 6211 RAF 58_5154 F22 0054	BW
1962	1962 6213 58_5502 F21 0055	BW
1962	1962 6213 58_5502 F22 0056	BW
1967	1967 6738 OS 67_089 030	BW
1971	1971 6th July 7144 BKS 157_758	BW
1978	1978 7645 OS76_102 IR 070	BW
1979	1979 Sept 7941 OS79_130 220	BW
1981	1981 8193 ADAS 55 13 IR	ADAS
1981	1981 8193 ADAS 55 57 IR	ADAS
1984	1984 8402 MAFF_209 136	BW
1988	1988 8834 88_OS_119 022	BW
1991	1991 Geonex 88_91_0209	C
1991	1991 Geonex 88_91_0264	C
1991	1991 Geonex 88_91_0265	C
1995	1995 WDA 95297 600_221	C
1997	1997 WDA A97005_713	C
1998	1998 9830 OS98_715 029	BW
1998	1998 9836 ADAS 747 195 part	C
1998	1998 9836 ADAS 748 032 part	C



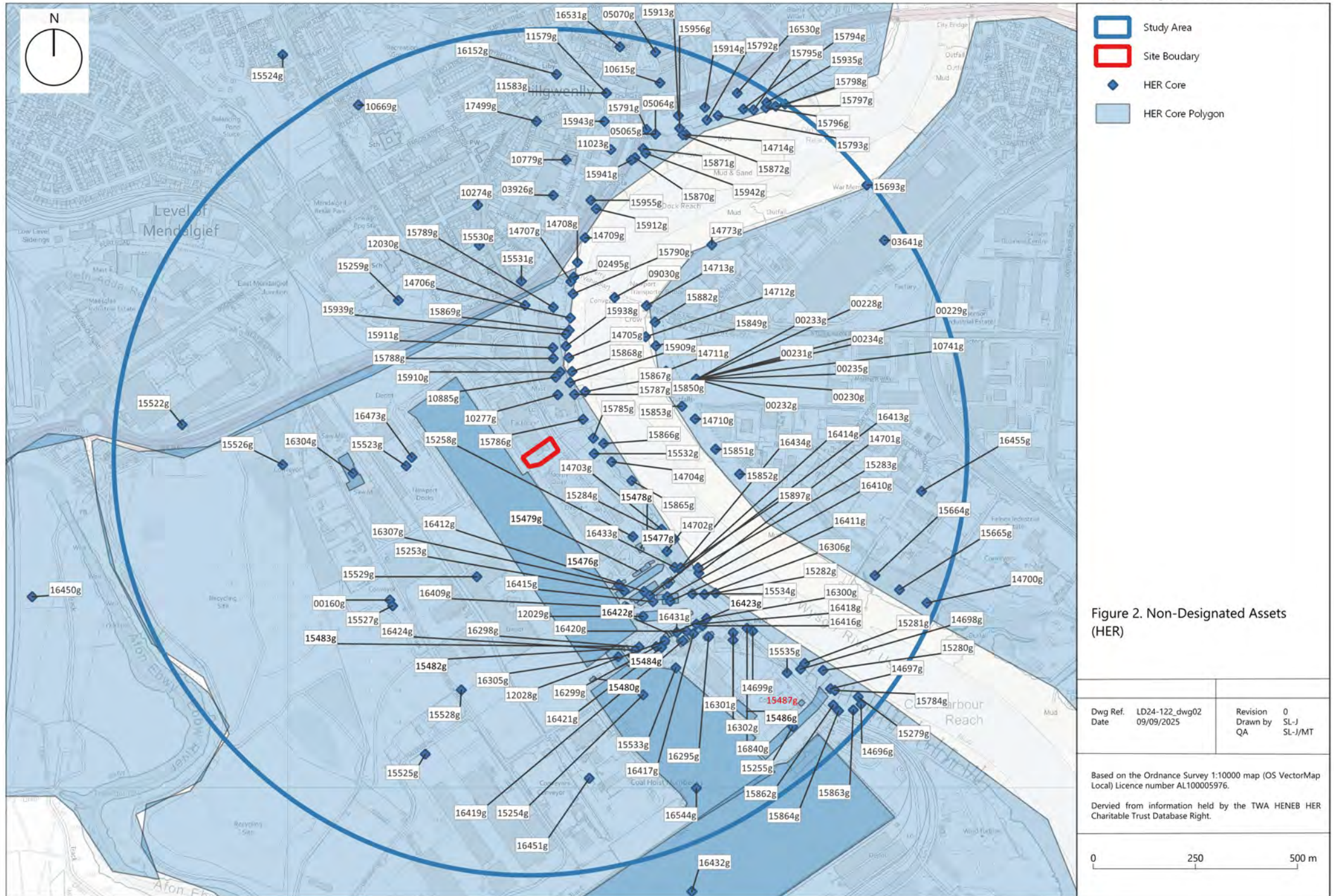
- Study Area
- Site Boudary
- Grade I Listed Building
- Grade II Listed Building

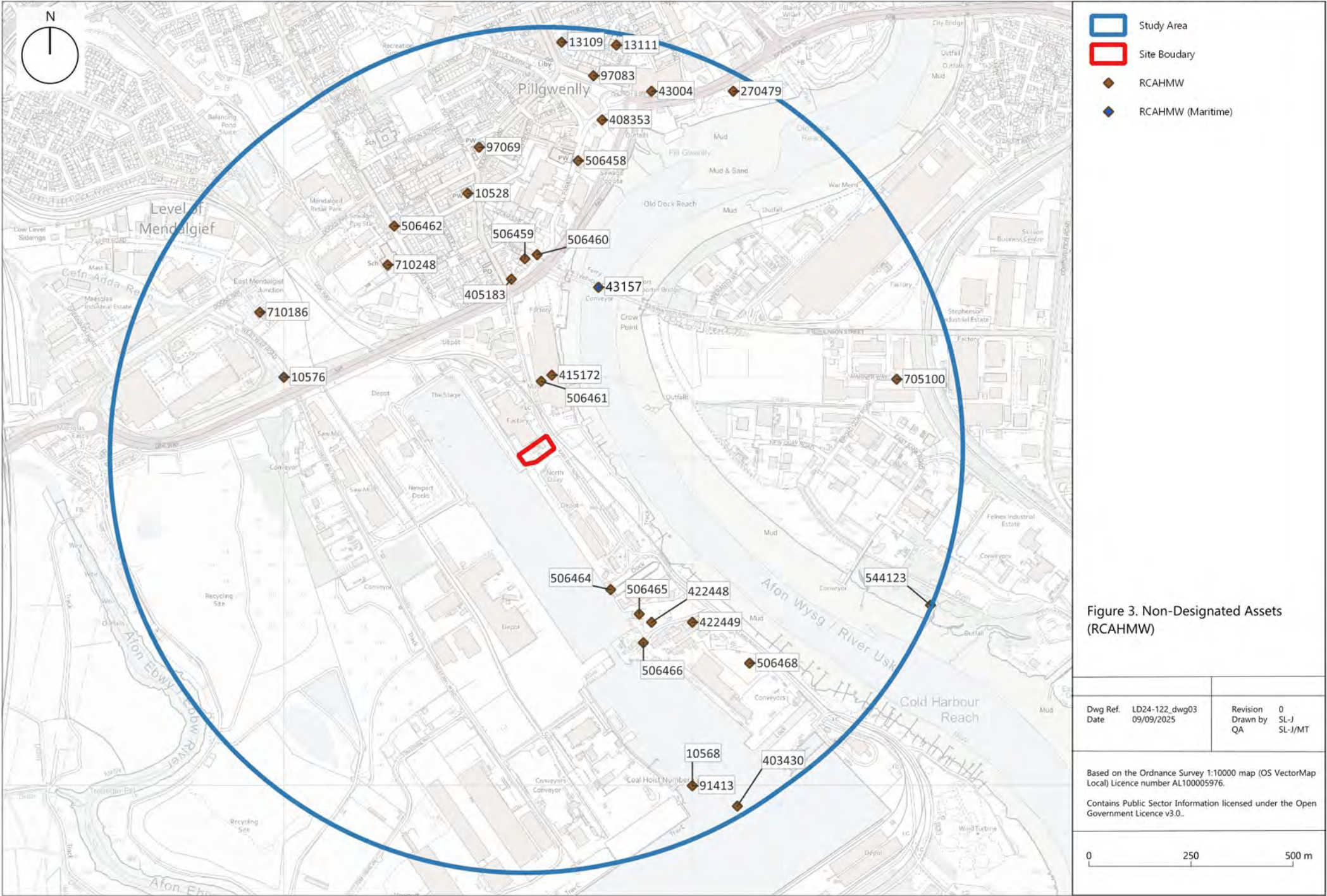
Figure 1. Designated Assets (Cadw)

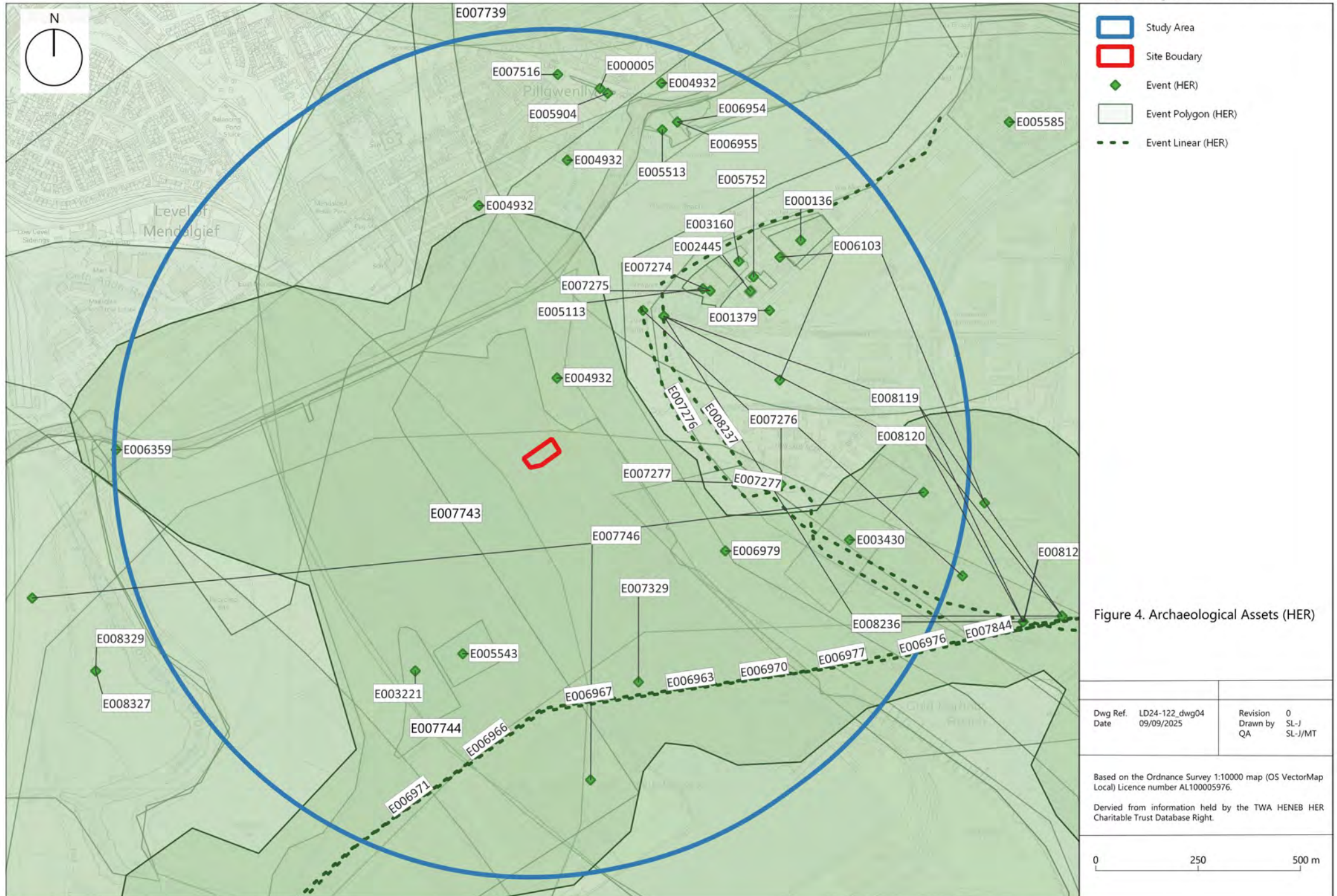
Dwg Ref.	LD24-122_dwg01	Revision	0
Date	09/09/2025	Drawn by	SL-J
		QA	SL-J/MT

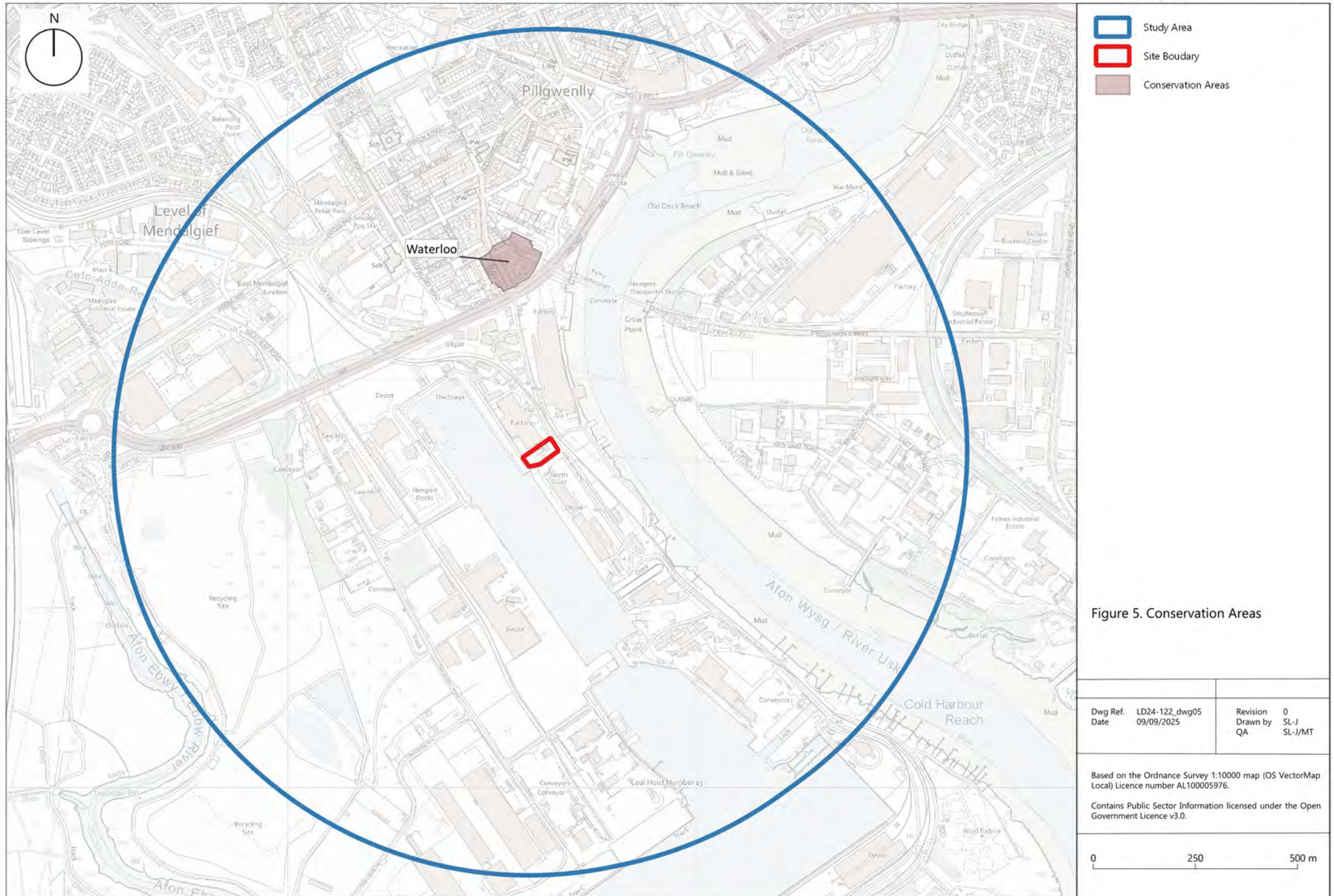
Based on the Ordnance Survey 1:10000 map (OS VectorMap Local) Licence number AL100005976.
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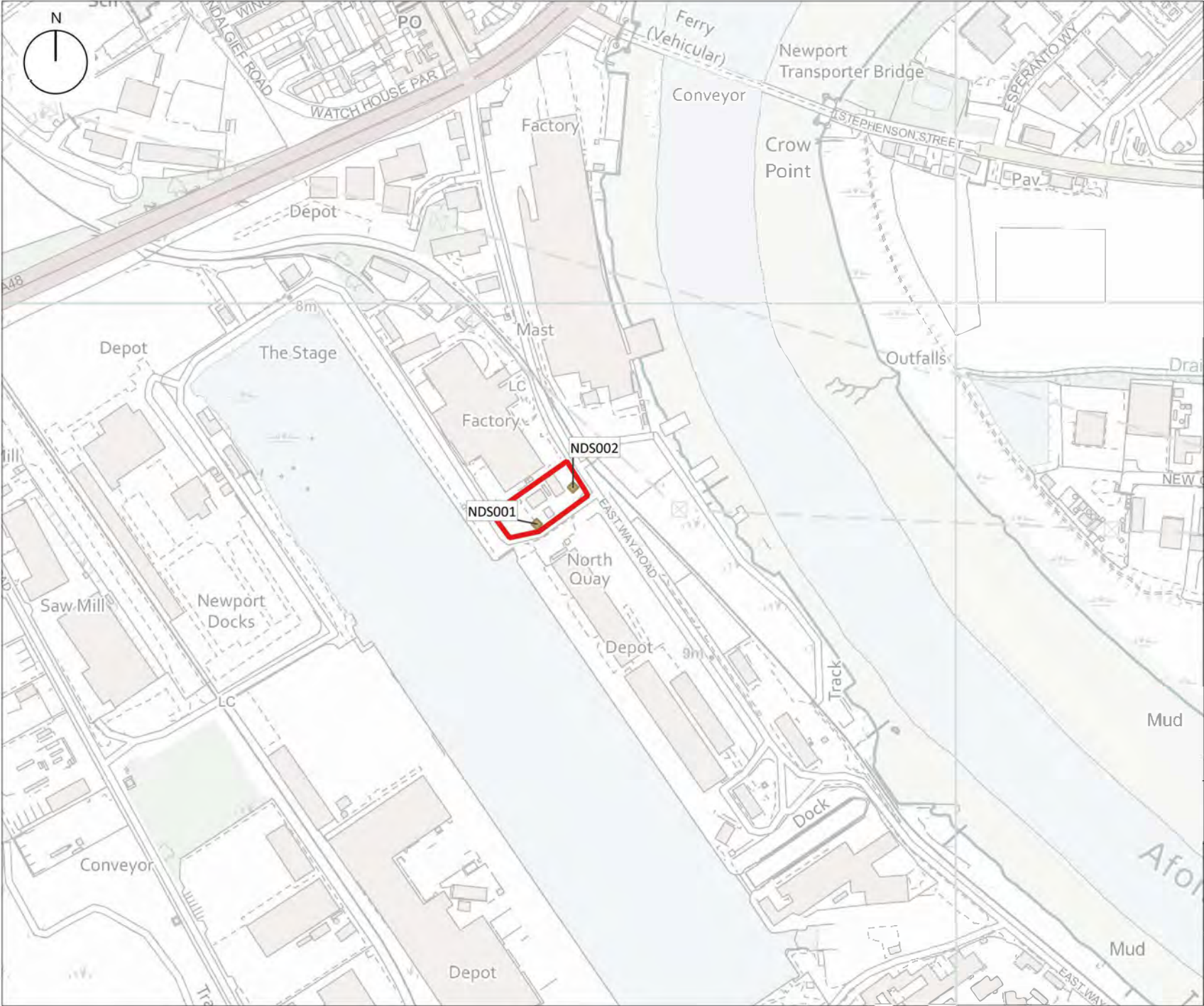
0 250 500 m











- Study Area
- Site Boundary
- ◆ New Assets Identified (NDS000)

Figure 6. New Assets Identified (NDS000)

Dwg Ref	LD24-122.dwg06	Revision	0
Date	09/09/2025	Drawn by	SL-J
		QA	SL-J/MT

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0 200 m



Figure 7. Extract from the parish of St Woollos Tithe map in the County of Monmouth (1841). The site is in the centre of the image

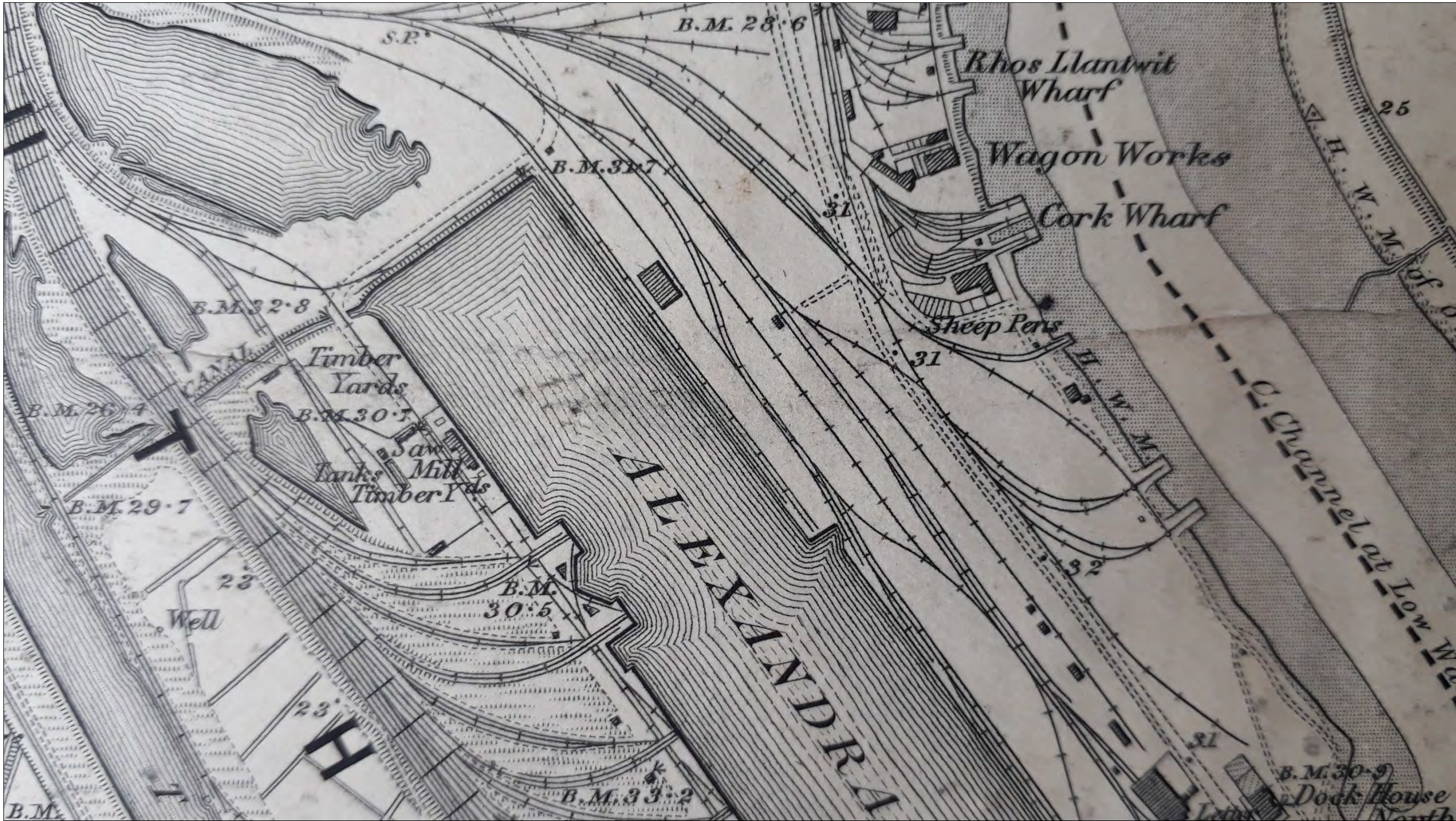


Figure 8. Monmouthshire Sheet XXXIII (1887). The map shows rail lines crossing the site but no road as yet across the rails

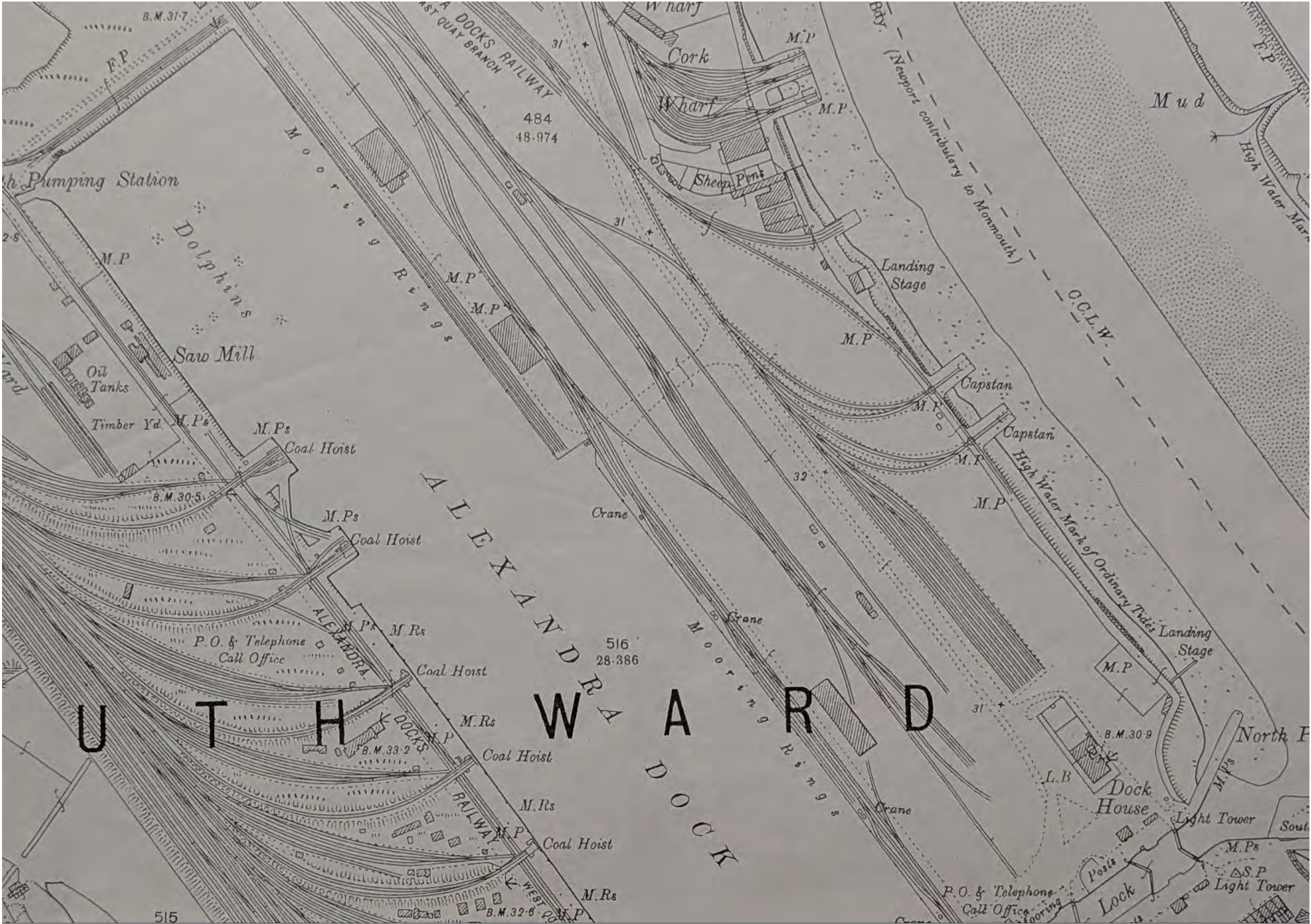


Figure 9. Monmouthshire Sheet XXXIII.NE (1902). The map shows the site in the centre crossed by rail lines and a track across the rails

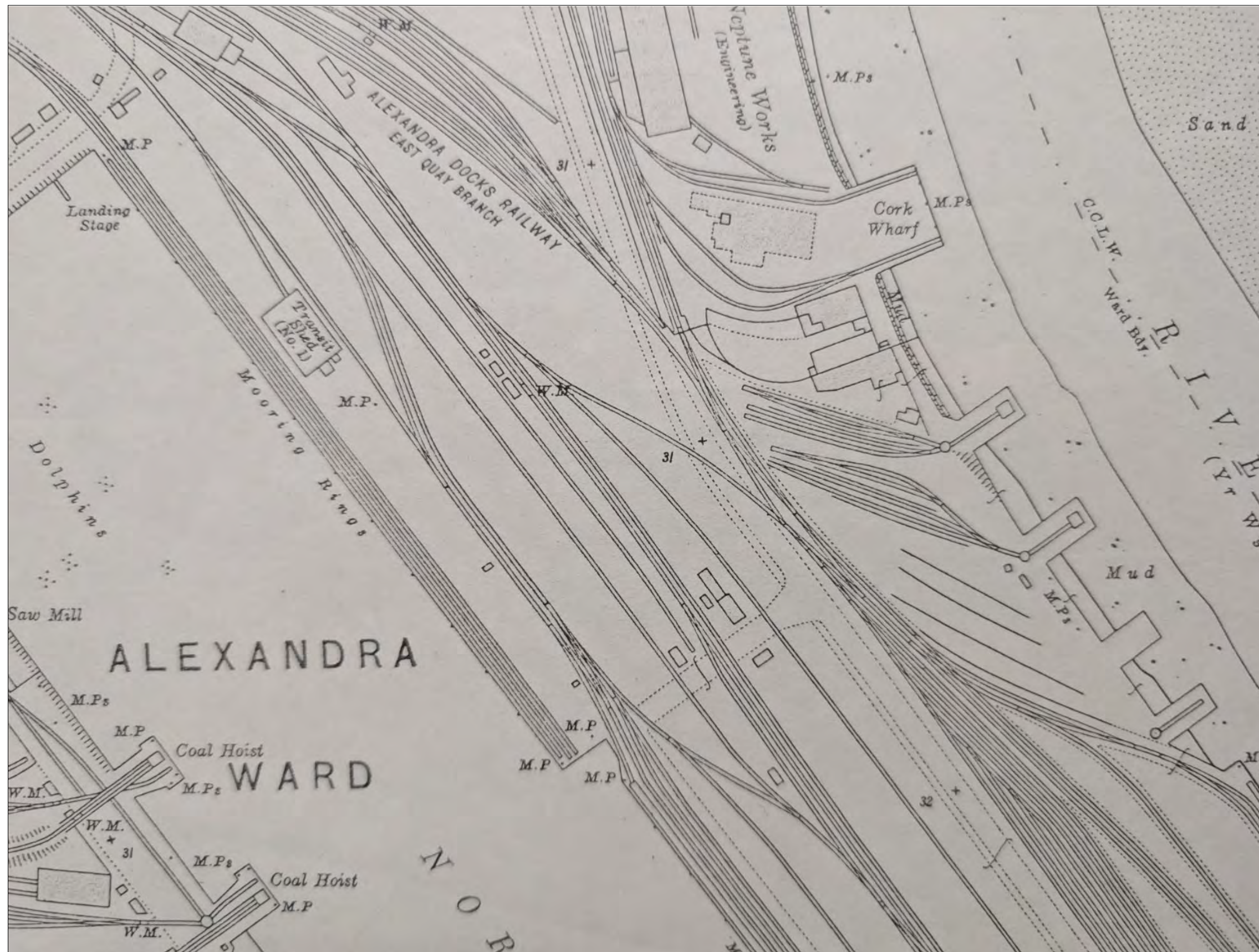


Figure 10. Monmouthshire Sheet XXXIII.8. (1921). The map shows the site with rail lines, the track across the rails and buildings on each side of the track

12| Plates



Plate A. View to northwest showing the existing brick substation (right of centre) and other site buildings with the north warehouse behind



Plate B. View to north showing the existing brick substation (left of centre), the Transporter Bridge and pylon lines, lighting column (right) and trees along the northeast boundary



Plate C. View to north-northwest showing with the existing brick substation, structures and container units, The T-junction of E Way Road with Alexandra Dock Road and the north warehouse



Plate D. View to east showing the existing brick substation (right), scrub, north warehouse and pylons



Plate E. View to southeast showing the scrub area (foreground), the south warehouse (right) electricity pylons and lighting columns



Plate F. View to north of rail track in the scrub area



Plate G. View to northeast between the existing brick substation (right), shack (left) and demountable office building (centre rear)



Plate H. View to northwest from Coronation Park toward the site. The site is behind the left traffic cone where one of the lighting columns in the scrub can be seen.



Plate I. Extract from 1940 (RAF MW010 A20) aerial photograph showing the site in the upper right quadrant



Plate J. Extract from 1947 (4720 RAFCPE_Uk2293 5127) aerial photograph showing the site centre right. Buildings can be seen on either side of the road that crosses the rail lines