

14.0 CULTURAL HERITAGE

14.1 Introduction

This chapter of the ES describes the cultural heritage aspects of the replacement linkspan project at Fishguard Port.

NRW set out their requirements in terms of the Historic environment in their Screening Opinions under the Marine Works Regulations 2007.¹ This required a desk-based archaeological assessment and walkover survey, and an assessment of the impact of the proposed development on the settings of: scheduled monument Castle Point Old Fort (PE096), listed building, Fishguard Bay Hotel and the Registered Historic Park and Garden of Fishguard Hotel, in accordance with Annex 6 of the recently closed Welsh Government Consultation on Secondary Legislation to Support The Historic Environment (Wales) Act 2016.

14.2 Assessment methodology

14.2.1 Consultations

NRW made a series of observations and requirements in their Screening Opinion under the Marine Works Regulations 2007. In following up with this authority, ADCO has also consulted with Dyfed Archaeological Trust and has consulted the Historic Environment Records, both on-line and as a more detailed observation focussed on the development location.² Relevant archival reports have also been examined.³ This assessment is considered compliant with the requirements of Welsh Government Guidelines “Setting of Historic Assets in Wales” and “Heritage Impact Assessment in Wales” Welsh Governments’ “Managing Change to Registered Historic Parks and Gardens in Wales.”

14.2.2 Data Acquisition

A review of existing records has been completed, including on-line cartographic, pictorial and photographic sources, existing archaeological work and in-depth archival records consulted through the Dyfed Archaeological Trust (DAT).

On-site data acquisition comprised a walkover inspection to meet Low Water on 12/05/2017. A Level 3a recording standard was carried out, to record and qualify the observation of sites and features of archaeological or cultural heritage interest that might be identified in the course of the site work.⁴ Accordingly, site work was undertaken with a view to completing an *in situ* record of any features observed to a level that would enable an archaeologist who has not seen the site to comprehend its components, layout and sequences, based on a detailed record of selected elements of the site. The results would represent a first stage in a site’s full record, where necessary, and would include a full measured sketch of the site to facilitate database entry by the regulatory authority if needed.

In the process of identifying new sites, the protocol also includes recommendations for site designation and non-designation, where designation status allows the site to be entered into the national record of archaeological sites; and a determination of the site’s significance, whether national, regional or local.

Attention on-site was paid to recording the intertidal topography and any features of archaeological and cultural heritage interest. Record was made in writing and supported by photography. A handheld GPS unit was used to record the locations of any features of interest.

¹ Letter from NRW to RPS, reference SC1605, dated 13/12/2016 and SC1709 dated 10/11/2017

² Online access at: <http://www.coflein.gov.uk/en/> and <https://www.archwilio.org.uk>; more in-depth search conducted on behalf of ADCO by Felicity Sage, Dyfed Archaeological Trust, DAT enquiry 937, dated 12/05/2017.

³ ‘Fishguard harbour and marina development, Environmental Statement’ completed by AXIS for Conygar and Stena Line, 2011. Appendix 13-1 is on Archaeology and Cultural Heritage.

⁴ Gane, T., *Model Clauses for Archaeological Written Schemes of Investigation: Offshore Renewables Projects*, Crown Estate, 2010, p. 28.

To assess the impact of the proposed development on the settings of the three identified sites and locations noted in the NRW Screening Opinion, each site was assessed from the development location, and then the development location was assessed from each site, thereby achieving the assessment from both perspectives.

On the day of inspection, the weather was good, the sky clear, and there were no constraints to achieving full access to the development area and related sites of interest.

14.2.3 Legislation and preliminary advice from CADW

The proposed development does not lie within a registered historic landscape as contained in the Registers of Landscapes of Outstanding and Special Historic Interest in Wales [Cadw 1998 and 2001] and there are no recorded heritage assets within the development site.

Historic assets that might be affected by a proposed change of development and their significance were assessed in accordance with Annex 6 of the recently closed Welsh Government Consultation on Secondary Legislation to Support the Historic Environment (Wales) Act 2016.

CADW has provided the below information regarding historical assets that potentially could be affected by the proposal as follows:

Listed Buildings: Fishguard Bay Hotel

Views of the development from all listed buildings apart from Fishguard Bay Hotel are blocked by topography, existing buildings and vegetation. The proposed development will be partially visible from the Fishguard Bay Hotel, but the views are screened by existing vegetation and will be a small change from the existing position. It is therefore unlikely to constitute a significant impact on the setting of the Fishguard Bay Hotel.

Scheduled Ancient Monuments: Castle Point Old Fort (PE096)

Views of the development from all scheduled monuments apart from Castle Point Old Fort (PE096) are significantly screened or blocked by topography, existing buildings and vegetation.

Castle Point Old Fort (PE096), also known as Fishguard Fort, stands on a headland overlooking the bay at Goodwick. The monument comprises the stone and earth remains of a defensive fort which was constructed in the late 18th century in response to the town being bombarded by the privateer Black Prince. Famously, the only action it saw was the firing of its guns in an attempt to scare off the French during the invasion of 1797. The proposed development will be located in one of the identified significant views from the Fort. However, it will be a small change from the existing position and therefore is unlikely to constitute a significant impact on the setting of the scheduled monument PE096.

Registered Historic Landscapes: Pen Gaer: Garn Fawr and Strumble Head

The proposed development is located some 340m south of the boundary of the Pen Gaer: Garn Fawr and Strumble Head Landscape of Special Historic Interest; however views from the registered historic landscape are blocked by topography, existing buildings and vegetation and therefore there will be no impact on the registered historic landscape.

The Marine Historic Environment

The development area includes part of Fishguard Harbour developed as a ferry port at the beginning of the 20th century. It is possible that features associated with the port may survive and also features associated with the use of the area as a seaplane station during the first World War. It is unlikely that the proposed development will have a significant impact on any undesignated nationally important archaeological features.

14.2.4 Classification of impacts

Assessment of impact is informed by the 'Guidelines on the information to be contained in Environmental Impact Statements', 2002, EPA; 'Advice notes on Current Practice (in preparation of Environmental Impact Statements)', 2003, EPA; and 'Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes', National Roads Authority.

Impacts are generally categorised as either being direct, indirect, or as having no predicted impact:

Direct impact occurs when an item of archaeological heritage is located within the centreline of the proposed development works and entails the removal of part, or all, of the archaeological feature.

Indirect impact may be caused where a feature or site of archaeological interest is located in close proximity of the proposed development.

No predicted impact occurs when the proposed development option does not adversely or positively affect an archaeological heritage site.

The impact categories are assessed further in terms of the quality of the impact, which is deemed to be negative, neutral, or positive:

Negative Impact is applied when a change will detract from or permanently remove an archaeological monument from the landscape.

Neutral Impact is applied when a change does not affect the archaeological heritage.

Positive Impact: is applied when a change improves or enhances the setting of an archaeological monument.

A significance rating for these impacts is then applied; whether profound, significant, moderate, slight, or imperceptible:

Profound applies where mitigation would be unlikely to remove adverse effects. This is reserved for adverse, negative effects only. These effects arise where an archaeological site is completely and irreversibly destroyed by a proposed development.

Significant applies when an impact, by its magnitude, duration or intensity, alters an important aspect of the environment. An impact like this would be where the part of a site would be permanently impacted upon leading to a loss of character, integrity and data about the archaeological feature/site.

Moderate applies when a change to the site is proposed that, though noticeable, does not compromise the archaeological integrity of the site and which is reversible. This arises where an archaeological feature can be incorporated into a modern-day development without damage and where all procedures used to facilitate this are reversible.

Slight applies when changes are caused to the character of the environment that are not significant or profound and do not directly impact or affect an archaeological feature or monument.

Imperceptible applied where an impact is capable of measurement but does not carry noticeable consequences.

14.3 Existing environment

14.3.1 Overview

Located on the coast of Pembrokeshire, Fishguard occupies the west side of a small bay and gives its name to that bay. It is a coastline of low headlands and coastal cliffs that give rise to many small inlets. The main town of Fishguard lies to the south and is divided into two principal units; Fishguard and Lower Town (*Welsh—Cwm*), which are separated from each other by a small inlet that is fed by the *Afon Gwaun* river. Lower Town today is a small village of former fishermen's houses and is nestled below Castle Point, with its former defensive battery, Castle Point Old Fort (PE096).

To the north and west of Fishguard, the Goodwick Brook flows across a wide low floodplain that empties into the bay at Goodwick Beach. The western side of the beach is defined by a rising headland that dominates the west side of Fishguard Bay, and on whose lower east-facing slopes is

found the village of Goodwick. Fishguard Harbour (Monument register number PRN 30849, NPRN 34308) has developed to the north of Goodwick, where the headland falls dramatically seaward.

14.3.2 Cartographic and Illuminated Sources

Development of Fishguard harbour to create the space that serves as the present ferry terminal took place at the start of the 20th century, when the headland was quarried to create a level surface along its foot. The present-day Admiralty Chart reveals the current layout and shows the relatively shallow nature of the seabed (Volume II, Figure 14.2). It names various topographical features and principal elements of the harbour. There are no known shipwreck obstacles shown at or in proximity to the development area.

An earlier sea chart of Fishguard Bay and Harbour, dating to 1748 by Lewis Morris, provides a useful illustration of the development area and its context prior to the modern harbour being built (Volume II, Figure 14.3a). The 1748 chart suggests the presence of a series of features, some of which are no longer visible. The sea chart shows the Bay as an enclosing expanse, where the Fort's protective role on the east side is clearly evident. The beach at Goodwick is wide and expansive, extending in a narrow arc to the north, and onto which is built a small pier that would later be referred to as Goodwick Quay. The pier served as an anchorage, and a second anchorage is indicated further to the north and within the sea area enclosed today by the North Breakwater. The 18th-century chart also records the fish trap (*Wear*) that still survives south of Goodwick Quay.

The pier recorded on the sea chart is the subject of an illustration dated to 1814 by William Daniell, which shows small craft using the pier and a house located beside it that is indicated on the sea chart as well (Volume II, Figure 14.3b). The 1814 illustration shows a larger complex on the bluff above the pier, and this is the building that becomes the Fishguard Bay Hotel. A two-masted vessel is included in the picture to the north of the pier, perhaps indicating the anchorage for larger vessels as recorded on the early sea chart. In both the sea chart and the 1814 picture, the rocky nature of the headland behind is indicated.

The Ordnance Survey maps that appear later in the 19th century provide metrical accuracy and allow for a greater degree of detailed comparison study. The First Edition six-inch series of 1887 provides the link between the earlier illustrations and those later maps that record the built harbour, because the 1887 map is a record of the shoreline before the main quarrying operations got under way (Volume II, Figure 14.4a). The map shows again the largely undeveloped shoreline north of Goodwick village. The 'Pier' as recorded on the 1748 sea chart is now referred to as Goodwick Quay, and is recorded as a defined short feature aligned NNE/SSW, lying just north of the village. The building illustrated beside the quay in 1814 is also recorded, as is that of the later hotel, named Wyncliffe on the 1887 map. The shoreline to the north was one of low rocky bluffs and narrow inlets. It is broken only by a small inlet in which a Lifeboat Station was built.

By the time of the Second Edition Ordnance Survey map in 1908, the shoreline was transformed, and it has remained much the same since (Volume II, Figure 14.4b). The whole east-facing length of the headland had now been quarried by blasting, which took place between 1902 and 1906, creating a linear cut that reaches south from *Pen Cw* point. It resulted in reclamation of the foreshore, where the former shoreline was filled in and extended seawards to create a new quayside. Where the railway terminal building is today, the reclamation extended the shoreline seaward by some 30m. The work also created the North Breakwater and related features. In doing so, it filled in and concealed older features. The old pier recorded since 1748 was relocated to the south to its present location, where Goodwick Quay is a substantial if somewhat short quay that runs Northwest/Southeast. The Lifeboat Station in turn was extended seawards. A series of marshalling yards were built on the newly reclaimed land, along with the railhead.

Since 1908 there has been further development. The Lifeboat Station is filled in and relocated northwards, north of the marshalling yards. The North Breakwater has been extended from a length of 660m to 800m on its south side. The existing linkspan and ramp to the ferry is also an addition.

14.3.3 Landscape Character Assessment

One of the key characteristics of the identified by the National Landscape Character assessment for North Pembrokeshire Coast by Cyfoeth Naturiol Cymru (Natural Resources Wales) is the Ferry port and road/rail transport terminal – described as a ‘major feature by Fishguard, together with nearby development and periodic busyness as ferries arrive’.⁵ The cultural activity which has developed with the Ferry historically is also referred to; ‘other cultural stories include... the functioning harbour at Fishguard with its modern-day links to Ireland’. The nature of the built environment developments there are horizontal and low in character.

The proposed development at the modern Port at Fishguard is part of a continuation of Port activity as one of the principle ferry routes to Ireland from Britain, and is the focus for rail and road links from South Wales. The proposed development is in keeping with the current industrial port environment, and any measurable impacts mentioned in this study will sit within the current landscape character. The mitigation measures listed in this document are designed to ensure the proposed development retains the character of the existing activity within the landscape.

14.3.4 Historic Environment

There are some 400 known cultural heritage assets around Fishguard Harbour, but the number that lie close to the proposed development area can be reduced to fifteen sites, and none of these is located within the development footprint (Volume II, Figure 14.5). The sites are listed in Table 14.1, and comprise several elements associated with the nineteenth-century harbour and associated buildings, along with four shipwreck events, a seaplane crash site and a fishtrap. All may be considered within the context of the maritime historic environment. None of the wreck sites are based on actual discoveries of *in situ* wreckage and may be regarded as a known shipwreck site rather than a recorded shipwreck location. The seaplane crash site is not clearly identified but a sooted scar is believed to be preserved on the quarry face at the north end of the harbour. The fishtrap lies to the south of the development, and is a significant feature that is still visible at Low Water. Within the proposed development area, there are no known features of interest. Consideration is also given to the visual impact of the development from the viewing perspective of known cultural heritage sites, and the three such sites are presented in Table 14.2.

Table 14.1: List of known cultural heritage sites within proximity of the development

NPRN	Name	Type	Easting, Northing	Proximity to development
21934	Fishguard Bay Hotel and Historic Park and Gardens	Late 19th century and early 20th century building with later alterations. Late 19th century development of gardens (WHGT 1336).	194882, 238688	Hotel 260m W. Gardens 100m W
34308	Fishgaurd Harbour	Fishguard Harbour was created by blasting vast quantities of rock from the cliffs on the west side of Fishguard Bay, north of Goodwick village, to provide a level area of nearly 11 hectares. Upon this a huge quay was constructed, wide enough to accommodate the newly-built railway line from Clarboston Road.	195140, 238750	Within
272407	<i>Agnes</i> , wreck	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity. The <i>Agnes</i> was an iron-hulled bucket dredger built in 1883, 139ft length x 27ft 6in breadth x 11ft 9in depth; lost 13 December 1901 when it was caught by a northeasterly force 10 gale and driven ashore at Wyncliff Point.	194890, 238637	250m WSW but location not verified
272671	<i>Cristal/Crystal</i> , wreck	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity. A 35nt wooden ketch built in Jersey in 1863 and lost on 31 December	195011, 238695	60m WSW but location not verified

⁵ www.naturalresources.wales – National Landscape Character, West and North Pembrokeshire Coast, 31.03.2014. Accessed 20.11.2017; www.pembrokeshirecoast.wales – Landscape Character Assessment – accessed 20.11.2017; G. Lambrick, J. Hind and I. Wain, *Historic Landscape Characterisation, a best practice guide*, The Heritage Council, Kilkenny, 2013, pp 3, 10.

NPRN	Name	Type	Easting, Northing	Proximity to development
		1905, when it was caught in a east-southeasterly force 8 gale. The ketch was driven 'was driven on to the rocks close by the quay wall of the new harbour' (Goodwick jetty?).		
272851	<i>New Hope</i> , wreck	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity. The vessel struck a rock outside the Old Pier and sank on 7 April 1840.	195579, 239448	860m NNE
273344	<i>Constitution</i> , wreck	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity. A wooden sailing vessel on passage from Galway to Bristol, was driven ashore at Goodwick 'outside the quay' on 12 November 1825.	194835, 238576	320m WSW but location not verified
309558	North Breakwater Lighthouse	Dates from 1906 when the harbour was opened.	196257, 239086	1100m NE
402126	Terraced Garden	Fishguard Bay Hotel PGW Dy 63 new site. This is one of the most extensive terraced and wooded Edwardian Gardens, laid out to complement the Great Western Railways hotel.	194940, 238730	260 m W
407699	Fish trap	Two stone-built fish traps flank the north and south sides of Fishguard Harbour. That to the north-west of Fishguard Harbour (NPRN 407699) is first shown on the early maritime charts of Lewis Morris dating from 1748. It extends for approximately 100 m to the east into Fishguard Harbour and turns to the south for approximately 120m. The east-west section was destroyed by construction of the railway between 1901 and 1906. The hooked portion of the trap is locally reknowned as a good place to catch Bass.	194810, 238330	470m SW
410488	Harbour village	Garden Village built in 20th century on Pen Cw for Great Western Railway workers.	194850, 238950	350m NW
415206	Pwill Hir Earthworks	Site of old reservoir and gravel pits, on the cliff top above Goodwick Harbour.	195040, 239300	600m NNW
507266	Unnamed wreck	A wreck is shown in 29ft of water marked by a buoy on an historic chart. Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.	195619, 238764	500m E but location not verified
515919	Sopwith Seaplane N1033 crash site	A fire blackened scar can still be seen on the cliff face (location uncertain).	195339, 239413	740m NNE
525068	Lifeboat Station	A small, rectangular building (12m x 4m) and slipway accessed by a path leading across the cliff face is shown OS 1st edition mapping. Modern aerial photography confirms that the building has long since disappeared under the new terminal development.	195253, 239198	500m NNE
525680	Cow and Calf, seascape	A ledge of rock extending from Pen Cow.	195503, 239461	850m NNE

Table 14.2: List of known cultural heritage sites considered for visual impacts.

NPRN	Name	Type	Easting, Northing	Proximity to development
21934	Fishguard Bay Hotel and Historic Park and Gardens	Listed buildings late 19th century and early 20th century with later alterations. Late 19th century development of gardens (Grade II, WHGT 1336).	194882, 238688	Hotel 260m W. Gardens, 100m W
276025	Castle Point Old Fort	Scheduled Ancient Monument (PE096)	196215, 237806	1400m SE

NPRN	Name	Type	Easting, Northing	Proximity to development
n/a	Pen Gaer: Garn Fawr and Strumble Head	Registered Historic Landscapes	Various	NW

14.3.5 Observations, Archaeology

The marine historic environment may be described as including the area of land- and seascape that creates an integrated space across and within which activities can leave physical remains, including settlement sites, foreshore middens and activity areas, quays and piers, fishtraps and shipwreck.

The landscape is dominated by the reclamation of the west side of Fishguard Harbour during the nineteenth century, when the rocky bluff was quarried to facilitate the development of the rail head (Plate 14.1 at Appendix 14.1 located in ES Volume III). A series of foreshore features survive that reveal elements from this period, including a small harbour area to the north of the present development that serves today as the RNLI berth, and a slipway to the south (ES Volume III, Appendix 14.1, Plates 14.2, 14.3 & 14.4). The fishtrap MPRN 407699 is also visible (ES Volume III, Appendix 14.1, Plate 14.5), however none of these features lie within the development footprint. The one possible site is the quarry on the north side of the harbour where it is thought that a sooted scar remains of the seaplane crash event (MPRN 515919) (ES Volume III, Appendix 14.1, Plate 14.6). One of the three works compounds for the project may be located in the open space at the base of the quarry that is currently used as storage.

An undesignated feature of cultural heritage interest was observed and recorded within the footprint for the development during the site inspection (52.008958N Lat -4.986981 Long) (ES Volume III, Figure 14.5 inset, Plates 14.7–14.14). The feature is a length of walling that extends onto the rocky shoreline. It is traced over an area measuring approximately 30m long, and survives to a height of 2–3m. The wall has a battered or sloping profile, and a rounded corner or terminus at its north end. It has been impacted upon by the adjoining concrete-built boat slip to its east/south, which has a series of concreted foundations that form a line along the toe of the unscheduled wall feature. The structure that the wall encloses is not visible and is obscured by the current ground surface.

The feature represents former activity on the western shoreline of the harbour, and may reasonably be considered to relate to early nineteenth-century works. The feature is regarded as retaining local significance.

14.3.6 Observations, Visual Impacts

The following views were identified in accordance with the project requirement (Table 14.2):

- View of harbour from Fishguard Bay Hotel from 2nd floor bedroom windows, and Garden,
- Views of harbour from looking West from Castle Point Old Fort (PE096),
- Views from Registered Historic Landscapes: Pen Gaer: Garn Fawr and Strumble Head.

Setting of the Fishguard Bay Hotel and Park and Garden (ES Volume III, Appendix 14.1, Plates 14.15–14.18)

- The hotel has elevated views of the surrounding harbour that are substantially unaffected by the proposed development.
- The hotel is located for its distant views of the harbour in a designed landscape setting.
- Whilst development has occurred, the substantial nature and character of the hotel has not changed and the current development has an indirect and slight impact on the views from the 2nd floor. There is no predicted impact from the ground floor and 1st floor.
- The hotel forms part of the historic landscape setting of the surrounding harbour.
- The main area of the park and gardens lies on the steep slope to the north, west and south-west of the hotel. It is bounded by a high mortared rubble stone wall and occupies the slope up to the lane to Harbour Village, which bounds its west side. The ground is densely wooded, with some fine specimen coniferous and deciduous trees in the lower part and a deciduous canopy in the upper part. Laurel and rhododendron form an extensive understorey and their unrestricted growth has rendered large parts of the gardens overgrown and inaccessible.

- The lower part of the gardens is divided into two main areas: the northern half, which was purely ornamental and the southern half, which originally contained the utilitarian gardens and a tennis court. Above is deciduous woodland. A blocked doorway in the centre of the west wall of the garden, at its top, leads to an overgrown, disused path, on a revetment wall, which runs northeastwards.
- The surrounding designed landscape of the hotel is unaffected and there is no predicted impact.

Summary of Tangible assets

Curtilage

The proposed development is outside the curtilage of the hotel.

Views to the hotel

The character of these views are unaffected and there is no predicted impact except for the 2nd floor bedrooms where there is no predicted impact.

Views from the hotel

These are maintained from principal rooms on the first and second floor level where there is no predicted impact whilst at 2nd floor level the new facility can be perceived at a declination of 30 degrees to the Southwest and is not considered to impact on the character of landscape views from the hotel and the impact is indirect and slight.

Views to the park and garden

The character of these views are unaffected and there is no predicted impact.

Views from the park and garden

View from the garden are maintained from the ground floor terrace of the hotel, offering views across the harbour to the east and southeast. The overgrown nature of the garden's trees prevent views onto the harbour. Views from the higher elevations of the park, where accessible, might observe the development through the treeline. Views are not considered to impact on the character of landscape and the impact is indirect and slight.

Landscape character

There is no predicted impact on the character of the landscape.

Summary of non-tangible assets

Historical

There is no predicted impact on the historical significance of the hotel and its park and garden

Leisure assets

There is no predicted impact on the leisure assets of the hotel and its park and garden

Scenic assets

There is no predicted impact on the scenic amenity

Statement of significance

The Hotel and its park and garden is a cultural heritage asset that is significant within the context of the history of Fishguard.

Threats to significance

The proposed development continues the character of the harbour and is substantially screened from the 1st and 2nd floors of the hotel and from the garden and is at such a declination from views from the hotel 2nd floor that it has an indirect and slight impact on the views of the surrounding landscape.

The current development is part of a sustainable development policy for the Port which occurs between sea level and ground level and the height of which no predicted impact on the character of the landscape.

Setting of Castle Point Old Fort (ES Volume III, Appendix 14.1, Plates 14.19–14.24)

- The fort has commanding views across Fishguard Bay to the north, with clear defensive views across the inlet to Cym to the south, and also northwest on the seaward side of Goodwick.
- The fort forms part of the harbour's historic land- and seascape setting.
- The proposed development replaces the existing linkspan within the harbour and should not distract from the view that currently exists from the fort across the harbour.

Summary of Tangible assets**Curtilage**

The proposed development is outside the curtilage of the Fort.

Views

Views to the Fort should not be affected.

Views from the Fort are not affected.

Landscape character

There is no predicted impact on the character of the landscape.

Summary of non-tangible assets**Historical**

The proposed development has no predicted impact on the historical interpretation of the Fort

Defensive

The proposed development has no predicted impact on the defensive significance of the Fort

Scenic-

The landscape character is not affected, and impacts are indirect and imperceptible

Statement of significance

The Fort is a principal cultural heritage asset within the context of the history and development of Fishguard.

Threats to significance

The proposed development is part of a sustainable development policy for the Port which occurs between sea level and ground level and the height of which has an indirect and imperceptible impact on the character of the landscape.

Setting of the Pen Gaer: Garn Fawr and Strumble Head (ES Volume III, Appendix 14.1, Plates 14.25–26)

- The headland towers above the proposed development area and extends north and west of the wider harbour area.
- The proposed development is not visible from the top of the headland, and therefore the headland is unaffected and there is no predicted impact.

Summary of Tangible assets**Curtilage**

The proposed development is outside the curtilage of the historic landscape.

Views to the landscape

The character of these views are unaffected and there is no predicted impact.

Views from the historic landscape

The proposed development is not visible from the top of the headland and therefore there is no predicted impact.

Landscape character

There is no predicted impact on the character of the landscape.

Summary of non-tangible assets**Historical**

There is no predicted impact on the historical landscape.

Leisure assets

There is no predicted impact on the leisure aspects of the historic landscape.

Scenic assets

There is no predicted impact on the scenic amenity

Statement of significance

The historic landscape retains a cultural heritage interest as it includes a range of prehistoric and historic period sites, and commands strong views across Fishgaurd Harbour and Fishguard Bay.

Threats to significance

The proposed development is part of a sustainable development policy for the Port which occurs between sea level and ground level and the height of which no predicted impact on the character of the landscape.

14.4 Impact Assessment

14.4.1 Impacts During Construction

Revetment construction and reclamation including the return behind the bankseat may impact with the undesignated feature of cultural heritage interest observed during the intertidal inspection (Volume II, Figure 14.5). The impact area would be focussed on the south end of the revetment construction.

Removal of 10,000m³ the soft sediments around the base of the open deck foundation represents a direct impact on the seabed deposits.

Dredging will be carried out beneath the existing open deck once the deck has been demolished. Dredging represents a direct impact on the seabed deposits.

The locations being considered for construction-stage site compounds represent short-term impacts in locations that do not have upstanding cultural heritage remains.

There will be no impacts on any of the registered cultural heritage sites identified during the construction phase.

Visual impacts on the three view-sites are defined in Table 14.3, and are defined at indirect and slight, and no predicted impact.

Table 14.3: Impact assessment on views from historic sites during construction.

NPRN	Name	Impact
none	Unscheduled length of wall	No predicted impact
21934	Fishguard Bay Hotel and Park and Garden	No predicted impact from garden and from ground and first floor with indirect and slight impact from 2 nd floor of hotel and upper levels of park where accessible.
276025	Castle Point Old Fort	Indirect and imperceptible
various	Pen Gaer: Garn Fawr and Strumble Head	No predicted impact

14.4.2 Impacts during operation and aftercare

The proposed development represents the following impacts on the cultural heritage assets:

An unscheduled element of the original early 19th-century wall,

There was found to be no predicted impact.

Listed Building: Fishguard Bay Hotel and Grade II Park and Garden,

The visual impact was found to be indirect and slight.

Scheduled Ancient Monuments: Castle Point Old Fort (PE096),

The visual impact was found to be indirect and imperceptible.

Registered Historic Landscapes: Pen Gaer: Garn Fawr and Strumble Head,

There was found to be no predicted visual impact.

14.5 Mitigation measures

This Cultural Heritage assessment finds no archaeological or cultural heritage constraint as a result of the construction and operation of the proposed development. The following mitigation measures are recommended:

- The unscheduled length of stone wall should be preserved by record. That is to say, the wall should be archaeologically surveyed in detail and that record will serve as the permanent record of the features, part of which may be buried permanently as part of the proposed works. A copy of the record should be held in a local history section of a local library or similar where it is available to the public.

- Archaeological inspection is recommended during the reclamation work, to ensure that the above mitigation measures are being addressed appropriately. Such inspection work should be conducted by an experienced maritime archaeologist.
- Recommendations are subject to the approval of the Dyfed Archaeological Trust.
- Archaeological inspection is recommended during the reclamation work, to ensure that the above mitigation measures are being addressed appropriately. Such inspection work should be conducted by an experienced maritime archaeologist.
- An experienced maritime archaeologist should be appointed to conduct the archaeological work.

14.6 Cumulative effects

There are no anticipated significant cultural heritage effects as a result of the construction and operation of the proposed development acting cumulatively or in combination with the consented marina development adjacent to the proposed works and thus no mitigation measures are required.

14.7 Residual impacts

There are no known residual impacts other than for the unscheduled area of original harbour wall. Mitigation measures proposed are conservation by recording.

14.8 Conclusions

The proposed development consists of a replacement linkspan which forms part of the character of the existing harbour.

The replacement linkspan is a low-level development consistent with the character of the harbour and constitutes no predicted impact on the surrounding Registered Historic Landscapes: Pen Gaer: Garn Fawr and Strumble Head.

Views to and from two significant locations have been considered to ensure the both the tangible and non-tangible are maintained.

It was found that the impact on Fishguard Bay Hotel and Park and Garden was indirect and slight while the impact on the Ancient monument at Castle Point Old Fort was indirect and imperceptible.

14.9 References

EIA Screening Opinion Letters from NRW to RPS, reference SC1605, dated 13/12/2016 and SC1709, dated 10/11/2017

Online access at: <http://www.coflein.gov.uk/en/>

T. Gane, *Model Clauses for Archaeological Written Schemes of Investigation: Offshore Renewables Projects*, Crown Estate, 2010.

Amelia Pannett, 'Proposed marina site, Fishguard Harbour, Goodwick, Pembrokeshire, archaeological desk-based assessment', in 'Fishguard harbour and marina development, Environmental Statement' completed by AXIS for Conygar and Stena Line, 2011, Appendix 13-1.