Welsh Government

M4 Corridor around Newport

Environmental Statement Volume 3: Appendix 8.5

Newport Docks Historic Built Environment Assessment 2008

M4CaN-DJV-EHR-ZG_GEN-AX-EN-0002

At Issue | March 2016

Job number OXF 9046

CVJV/AAR
3rd Floor
Longross Court,
47 Newport Road,
Cardiff
CF24 0AD

Statement of Use

This report has been prepared by Wessex Archaeology Limited in 2008 on behalf of the Welsh Assembly Government (now Welsh Government). The work carried out was an assessment of the historic built environment of Newport Docks for the previously proposed M4 Relief Road from Magor to Castleton, Gwent.

The contents of this report have been used to inform the baseline for Environmental Impact Assessment of the M4 Corridor around Newport (M4CaN) presented in the Environmental Statement.

A brief reconnaissance visit to Newport Docks was undertaken in July 2015 with regard to the current Scheme. The aim of the visit was to review the present state of the buildings within the footprint of the Scheme in order to review any changes that may have occurred subsequent to the more detailed survey presented within this Appendix.

The principal change recorded during the 2015 reconnaissance visit was with regard to the roofs of several of the historic locomotive running sheds and engineering buildings in the eastern part of the docks. Components 04a, 04b, 04c, 04d, 04e, 04h and 12 have all been recently reroofed using modern materials, replacing the material described in this Appendix.

The interiors of the historic buildings were not examined in detail in order to compare with the record prepared in 2008 and presented in this Appendix. However, it was noted that the steam hammer within Component 4c, shown in the images within this report as being located centrally within the building, had subsequently been disconnected from the overhead pipes and placed within the corner of the building. The two adjacent forges were still in the locations recorded in 2008.

It should also be noted that the conclusion presented within paragraph 5.1.7 of this Appendix (regarding the absence of any level of designation of the historic buildings within the docks and the consequent consideration of the level of importance of these buildings) does not reflect national policy and guidance on this issue. The level of importance or value of each of the historic buildings affected by the Scheme is described in the relevant sections of Chapter 8 of the ES prepared with regard to the Scheme.

WA Heritage

Newport Docks
Newport, Gwent

Historic Built Environment Assessment

Ref: 66830.07

September 2008

WA Heritage

NEW M4 PROJECT
NEWPORT DOCKS
NEWPORT, GWENT

Historic Built Environment Assessment

Prepared for:
Ove Arup & Partners
13 Fitzroy Street
LONDON

On behalf of
The Welsh Assembly Government

by
WA Heritage
Wessex Archaeology
Portway House
Old Sarum Park
SALISBURY
Wiltshire
SP4 6EB

Report reference: 66830.07

September 2008

NEW M4 PROJECT
NEWPORT DOCKS
NEWPORT, GWENT

Historic Built Environment Assessment

Contents

List of Figures

List of Plates

NEW M4 PROJECT
NEWPORT DOCKS
NEWPORT, GWENT

Historic Built Environment Assessment

Summary

WA Heritage was commissioned by Ove Arup & Partners on behalf of the Welsh Assembly Government (WAG) to carry out an assessment of the historic built environment of Newport Docks, which will inform the preparation of an Environmental Impact Assessment of the route of the proposed M4 Relief Road from Magor to Castleton, Gwent.

Newport Docks are situated on the Gwent Levels, between the lower courses of the Rivers Ebbw and Usk, to the south of the town of Newport. The proposed new motorway will be carried across the two rivers and the intervening docks by means of a long viaduct supported on 23 land-based piers and two larger piers supporting the bridge across the River Usk. Preliminary design information indicates a requirement for seven support piers (nos. 5 to 11) within the area of the docks.

Construction of the Alexandra Docks (now Newport Docks – the Study Site) began in 1865 when the capacity of the Town Docks proved inadequate for the volume of trade passing through the port. The docks were designed to provide the infrastructure for coal shipping on one side of the dock basin, and general cargo berths on the opposite side, and this configuration was retained through the three phases of extension of the dock's capacity, which eventually provided an open water area of some 50ha (125 acres). Shipping access to the dock basins was originally from the River Usk, but the large extension to the South Dock allowed the construction of a large sea lock providing access directly from the Bristol Channel in 1914.

In its heyday in the 1920s and 1930s, the port was exporting coal from the South Wales coalfields at the rate of almost 7 million tons a year, but the docks increasingly also exported goods from the large manufacturing firms of the Midlands. Contemporary photographs show a port bustling with activity, with hundreds of railway wagons delivering coal to the large coaling hoists, and travelling hydraulic cranes working the other quays. Most of this infrastructure has now gone, leaving only 11 quayside cranes and 3 mobile harbour cranes, and the level of activity at the waterside is a shadow of its historic past.

The assessment identified a total of 32 components of the dockyard as having some architectural or historic interest, including dock basins, locks, dry docks, warehouses, engine sheds and engineering workshops. In general, although a number of these components were considered to have moderate historic interest, their considerable proportions and the functionality of their construction were considered to make them relatively robust in the face of potential development impact. Only the two main administrative buildings, the former Dock Manager's and Engineer's offices were considered to have any architectural interest; these are of a moderate level of significance, and the buildings are relatively well capable of surviving adjacent development.

A single complex of small buildings which represent the chronological development of a group of engine sheds and engineering workshops were considered to have both historic functional interest and some aesthetic value. These would be demolished to

allow construction of the proposed motorway viaduct. The loss of these buildings could be mitigated through an appropriate programme of detailed archaeological investigation and recording.

The other buildings and structures of the docks are generally considered either to lie at a sufficient distance from the proposed viaduct such that they would be unaffected by the new road, or are of a sufficiently robust scale and functionality such that they would survive the impact of the proposed development on their dockyard setting without significant loss of intrinsic interest, or contribution to group value.

NEW M4 PROJECT
NEWPORT DOCKS
NEWPORT, GWENT

Historic Built Environment Assessment

Acknowledgements

This project was commissioned by Ove Arup & Partners on behalf of the Welsh Assembly Government (WAG) and Wessex Archaeology is grateful to Helen Glass in this regard. Wessex Archaeology would also like to thank Sean Sullivan, ABP Chartered Health and Safety Practitioner, and Head of Safety, South Wales, and other members of ABP staff who provided assistance with access to the buildings.

The report was researched and compiled by Alice Hobson, Bob Davis and Anne Upson, and the site investigation and assessment of the dockyard components was carried out by Bob Davis. The project was managed for Wessex Archaeology by Anne Upson and Nicholas Cooke.

NEW M4 PROJECT
NEWPORT DOCKS
NEWPORT, GWENT

Historic Built Environment Assessment

1 INTRODUCTION

1.1 Project Background

1.1.1 WA Heritage have been commissioned by Ove Arup & Partners on behalf of the Welsh Assembly Government (WAG), to carry out an assessment of the heritage significance of the surviving buildings and structures of Newport Docks, Gwent. The study has been commissioned to support production of an Environmental Impact Assessment (EIA) and Environmental Statement (ES) for the proposed New M4 Project. The Preferred Route, which extends for some 24km between Magor in the east and Castleton in the west, will cross the Gwent Levels to pass south of Newport. A long viaduct will carry the motorway over the Rivers Usk and Ebbw and across the area of Newport Docks. Preliminary design information indicates a requirement for seven support piers (nos. 5 to 11) within the area of the docks, and a further large bridge pier (no. 12) adjacent to the west bank of the River Usk.

1.1.2 This study forms part of a programme of works designed to determine the impact of the Preferred Route upon cultural heritage. It provides a baseline assessment of the heritage significance of the docks and their built components, against which the potential physical and visual impact of the construction of the motorway viaduct can be assessed.

1.2 Location and description of the Study Area

1.2.1 The Study Area for the purposes of this assessment is confined to the area of the Port of Newport (**Figure 1**) owned and run by Associated British Ports (ABP South Wales Ports). The docks are centred on National Grid Reference 331750, 185300, and cover an area of c. 248ha.

1.2.2 The docks are situated on the Gwent Levels, between the lower courses of the Rivers Usk and Ebbw close to their outflow into the Bristol Channel. Lying on the lower flood plains of these two rivers, the natural topography of the site is completely flat.

1.2.3 The main entrance to the port is situated at its north-east corner, though there are two additional road entrances to the docks from Dock Way and the Docklands Distributor Road to the north. Two railway lines enter the port from the north; one which runs down the east side of the docks, close to the west bank of the River Usk, and the other which runs parallel to and to the west of the North Dock basin.

1.2.4 The principal zones of the docks as they operate today are as follows:

- South Quay and land between South Dock and River Usk = Coal Terminal and coal storage
- East end of South Dock = Seament Cement Terminal
- East bank of River Ebbw = Car Terminal

- Area to north of South Dock = Bulk Terminal and store, and Metal Reprocessing Terminal
- Area to west of North Dock = Timber yards
- Area to east of North Dock = W E Dowds and Specialist Heavy Engineers Ltd, occupying historic engineering workshops

1.2.5 The historic built environment of the docks encompasses a wide range of buildings, structures and other features, including the dock basins themselves, former railway tracks and swing bridges. For this reason, and to allow brevity of reference, each feature identified as of some historic interest will be referred to as a 'component' of the site, regardless of its type.

2 METHODOLOGY

2.1 Aims and scope of the study

2.1.1 The principal aim of the study was to provide an understanding of the chronological development of the docks, and an assessment of both the overall significance of the docks and the relative significance of the individual buildings and structures which survive today.

2.2 Documentary and Cartographic Sources

2.2.1 A previous assessment of the docks carried out by Wessex Archaeology as part of assessment relating to an earlier proposal for the construction of an M4 Relief Road between Magor and Castleton (WA, May 1998) researched all archives containing relevant primary and secondary sources.

2.2.2 Further cartographic material and secondary documentary sources were obtained from the National Library of Wales, the Gwent Records Office and Newport Reference Library.

2.3 Site visit

2.3.1 A preliminary visit was made to the Study Site on 20th May 2008 to identify those components of the docks which were considered to have some heritage merit, and which should be included in the assessment study.

2.3.2 Further assessment of the individual components was carried out on 21st and 22nd May 2008.

2.4 Structure of the Assessment report

2.4.1 The main body of the report provides an overview of the history and chronological development of Newport Docks as derived from documentary sources, to provide an historical context within which the origins, development and survival of individual buildings and structures (site 'components') can be discussed.

2.4.2 The assessment of the individual buildings and structures surviving on the site at the time of survey is provided primarily by means of individual Component Data Sheets, which are included at Appendix One. These are derived from entries into an Access database, which is linked to files containing extracts from the site plan showing the location of the individual building or structure, and at least one photograph. These Data Sheets will provide the primary assessment of each component, and only a brief

summary of the key issues and conclusions of the assessment is included in the main body of the report. Similarly, photographs of individual components included in the relevant Data Sheet will not be used to illustrate the main report.

2.4.3 The assessment of the individual buildings and structures presented by means of the Component Data Sheets includes a short section on the history of the component, its date of construction (where known), a description of the component as currently surviving, and an assessment of the relative significance of the individual component within the context of the Newport Docks, and within the wider historic environment if appropriate.

2.4.4 The main body of the report will summarise the assessment of individual components to provide an overall assessment of the significance of the docks as they survive today. It will touch upon the dockyard buildings and structures which have been lost to date, and the impact that this has had on the overall significance of the docks as they survive today.

2.5 Copyright

2.5.1 This report may contain material that is non-Wessex Archaeology copyright (e.g. Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which we are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferrable by Wessex Archaeology. You are reminded that you remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of the report.

3 HISTORICAL DEVELOPMENT OF THE DOCKS

3.1 Town Dock

3.1.1 Newport has a long history of occupation, and the town's geographical position at the mouth of the River Usk has lent it a strategic importance over many centuries. However, before the 19th century it was a relatively small settlement, with a population in 1800 of just over 1,000. The 19th century saw a rapid expansion in population levels and the docks were subsequently developed as a response to intensifying industrialisation in the south Gwent region.

3.1.2 The Monmouthshire and Brecon Canal opened in 1796, opening up access for coal for shipment to the coast (from east and west Gwent) and providing impetus for increasing industrial production. Jetties and wharves began to develop along the banks of the River Usk but, by 1830, their capacity was exhausted and, in response, the Newport Dock Company was formed to deal with the inadequacies of the existing berthing facilities.

3.1.3 The Town Dock was built between 1835 and 1842 and cost approximately £200,000 (Hutton, 1996). It lay further up the River Usk, about 1.6 km north of the later Alexandra Docks (now Newport Docks, the Study Site).

3.1.4 However, the mid 19th century saw a number of developments which had an impact on the volume of trade handled by the docks, and their ability to cope with it. The first was the increasing size of trading ships and the

development of the marine engine, which led to serious overcrowding of the docks. Another was the continued development of the Monmouthshire and South Wales coalfields, which led to greater volumes of coal for distribution through the port. The Town Dock was extended in 1868, although it rapidly became inadequate once more as the volume of trade though Newport increased.

3.1.5 The expansion of the railways in the region also contributed to the expansion of Newport. In 1850 a railway bridge was constructed by the South Wales Railway over the River Usk, close to Newport Castle, and by 1880, the town had expanded across to the east bank of the river.

3.2 Alexandra Dock

3.2.1 The Alexandra (Newport) Dock Act of 1865 enabled the Alexandra Dock Company to construct further docks on the Bristol Channel, and the Alexandra Dock (later known as the North Dock **[29]**) was subsequently built between 1868 and 1875 on former farmland, and involved the demolition of a number of farm buildings and cottages. The original dock **[29]** comprised an area of 28 ¾ acres and access to it from the River Usk was gained through a single lock (later known as the North Lock, now a dry dock **[32]**).

3.2.2 This ambitious undertaking relied for its success on utilisation, and an Act of Parliament in 1878 incorporated the Pontypridd, Caerphilly and Newport Railway (PC&N), because *"until the railway rates between the South Wales coalfields and Newport were made equal with the rates of those coalfields and Cardiff, the earnings of the Alexandra Docks would only be made secure if the coal traffic from South Wales went to Newport"* with the independent access of the proposed new line (Hutton 1996, 64). Working agreements were also made, for example with the Taff Vale Railway, to allow access between the Rhondda and other valleys and the Bristol Channel (Wessex Archaeology, 1998).

3.2.3 In 1882 the Newport Docks Company and the Alexandra (Newport) Dock Company merged to form the Alexandra (Newport and South Wales) Docks and Railway Company (ANDR). Coal was the principal commodity handled by the Docks, although Newport also benefited from general cargo trade and liner sailings (ABP, 1986).

3.2.4 The first phase of development of the docks is best illustrated by the 1st edition of the OS dating to 1887 **(Figure 4)**. This shows the long, rectangular dock basin aligned roughly north-west to south-east; roughly parallel to the alignment of the adjacent River Usk at this point. The dock basin **[29]** was connected to the River Usk by means of a lock set at right-angles to it, close to its south-east corner. To the south of the lock lay a Graving (or Dry) Dock **[10]**, set at an angle to the dock basin.

3.2.5 A small group of cottages lay in the triangular area of land between the graving dock **[10]** and the lock **[32],** identified on a map of c.1900 **(Figure 5)** as the Gateman's Cottages, and which appear to have been accessed primarily across the easternmost lock gates.

3.2.6 The west side of the dock basin was served by a comprehensive layout of railway lines which diverged from a single point of entry to the north of the docks, at Mendalgyf Junction East, and individually served the eight coal

hoists down this side of the basin **(Plate 1)**. A number of buildings are shown between the tracks serving the southern four coal hoists, though their exact functions are not known.

3.2.7 A long narrow Timber Float lay some distance, but roughly parallel to the west of the dock basin, to which it was connected by a canal at its north end, served by the North Pumping Station. Extensive timber yards with their own saw mill lay to the north of the coal hoists at the north-west end of the dock basin.

3.2.8 A limited number of railway tracks also served the east side of the dock basin, where they terminated just to the north of the lock. They would have served the travelling cranes which were situated down this side of the basin, and the two warehouses, or 'transit sheds' which are also shown at this date. Cargo awaiting shipment was also stored in the open air on East Quay **(Plate 2).** The Dock House **[01]** is also shown to the north of the lock.

3.2.9 A single railway line extended round the south-west corner of the dock basin, where it split and lines served both the south end of the basin, and terminated at a group of small buildings at the south-east corner of the basin. This group of buildings is now known to have comprised engine sheds, running sheds and workshops **[04].**

3.3 The South Dock

3.3.1 Into the later 19th century, the expanding export industry continued to increase pressure at the docks and a plan to extend them southwards was developed. Construction of the South Dock began in 1882, and the original Alexandra Dock became known as the Alexandra Dock (North).

3.3.2 The new South Dock was constructed in three phases. The northern section **[30]**, which opened in 1893 measured 1,500 ft by 650 ft and had a surface area of 24 acres, and a deep water area of 20 acres. It was connected to the North Dock basin by a narrow channel, known as 'Junction Cut' **[21]**, which necessitated the installation of a swing bridge to carry the railway lines to the engine sheds and engineering workshops to the east **[04] (Figure 5).** The west quay of the new dock basin was equipped with a further four coal hoists served by the extended railway system. A branch from the railway line crossing the swing bridge to the east side of the new basin delivered goods to the loading cranes and a further warehouse on the east quay **(Figure 6)**. Increasing use of the enlarged Dock led to the opening of a new entrance lock from the River Usk, the South Lock (later East Lock) **[26]**.

3.3.3 In May 1905, excavation began on the southward extension of the South Dock to create an area of 48 acres. Available plans showing this phase of development unfortunately tend to show the extended basin 'as proposed' rather than as built, and vary significantly in the plan area shown. Plans of this date also show other elements of built development around the docks, including the establishment of a second large timber yard with saw mills **[24]** at the north-east end of the Timber Float, further warehouses or 'Transit sheds' on the east quay of the North Docks, and the expansion of the group of engine sheds and workshops **[04]** to the south of the Graving Dock **[10]**.

3.3.4 A further important development c.1908 was the construction of the Central Power Station (now lost), immediately to the north of the North Pumping

Station, at the north-west corner of the original North Dock. This station *"provided the power to operate almost all of the facilities in the docks, including hoists, hydraulic cranes, lock gates, the Rolling Bridge, swing bridge, capstans etc."* (Hutton, 1996).

3.3.5 Almost immediately, however, plans where drawn up for a third phase of development of the South Dock. Due to the constraints of the natural topography, it was not possible to extend the dock basin further south, and the final extension was set perpendicular to the existing basins. Its construction necessitated the re-alignment of the River Ebbw to the west; straightening out the wide meanders of its lower course.

3.3.6 The construction of the South Dock extension did not, however, proceed smoothly, and in 1909 was interrupted by a sudden collapse of the timber holdings **(Plate 3)**. The impact was disastrous and, in the south-western section, 53 men were immediately buried under wood, waterlogged earth and machinery. Only 15 men were rescued and merely 5 bodies were recovered before tidal water began to flood the workings and the coroner approved the trenches filling-in. In 1910 a further 17 bodies were recovered during works to sink stone blocks, yet 16 bodies were not recovered and still remain beneath the South Dock (Hutton, 1996, 54).

3.3.7 The final extension to the dock basin **[31]** was 4000ft long and 1100ft wide, and created an overall surface water area of 110 acres. Not surprisingly, it became known as the Great South Dock. The dock railway system was again extended to serve initially four, and later six coal hoists along the north quay, while the line to the east of the dock basin was extended to convey goods to the hydraulic cranes of the south quay, to the adjacent warehouses, and the extensive 'stacking ground' to the south. This extension to the rail system required the construction of a rolling bridge **(Plate 4)** over the east end of the South Lock **[26]** with adjacent signal box, and by 1912 **(Figure 7)** a small Customs House and Superintendent's Office had been constructed to north and south of the lock, close to the bridge.

3.3.8 The final phase of building was the construction of the new South Lock **[23]** at the south-east corner of the dock extension **(Plate 5)**, which allowed ships to enter from the Bristol Channel for the first time (the old lock entrance was renamed 'East Lock'). This later lock claimed to be the largest in the world at the time, measuring 1000 x 100 ft, and was opened by HRH Prince Arthur of Connaught, son of King George V. At the time of opening critics believed the lock would be much too large for the foreseeable future, to which the project manager and engineer, John Macaulay responded; 'the flights of imagination today will be the sober facts of tomorrow.' (ABP, 1982, 2).

3.3.9 Adjacent to the new South Lock, the South Lock Power Station **[22]** was constructed. Identified as a 'Pumping and Electric Power House' on the 1912 plan **(Figure 7)** it *"accommodated an economiser, water softening and feed pump house in one building, and a pumping, electric light and power house in the other"* (Hutton, 1996). It also had a 187 ft high chimney stack situated to its south.

3.3.10 The lock opened in 1914 but closed during the First World War, 'although it was still regarded as an emergency exit to the Docks for many years' (Hutton 1996, 27). It now survives as the only entrance to the Docks and in

1986 was still the third largest in the country, exceeded only by Tilbury and Royal Portbury (ABP, 1986, 2).

3.3.11 As a result both of the construction of the former south lock (later East Lock) **[26]** and the later new South Lock [23], trade via the North Lock gradually decreased, and in 1919 this access was closed and converted into a dry dock, known as Messrs C H Bailey's Dry Dock. By 1934 this dry dock was extended to 415ft in length. In 1996 the dry dock was in the ownership of the Bristol Channel Ship Repairs Limited and is the only dry dock in use in the docks today (Hutton 1996, 9).

3.3.12 Historical Notes produced by Associated British Ports (ABP,1986) which also provides information on 'Current Facilities' existing at the time, describes four transit sheds situated along the South Quay equipped with up to date mobile cranes, fork lift trucks, freight lifters and hydraulic-lift pallet trucks **(Plate 6)**. At certain berths on the South Quay there was also quayside space for the stacking of materials requiring open storage and, at all berths, excellent rail and road access, enabling traffic to pass both through and around the sheds as required (ABP, 1986, p4).

3.3.13 At the beginning of the 20th century internal dock rail lines provided important service links. The East Mendalgief Junction for example, *'In 1908 the siding accommodation on the north side of the South Dock, including goods sheds covered an area of 600,000 square yards, with a total amount of track within the Alexander Docks complex of over 100 miles'* (Hutton 1996, 37). Large areas of sidings could, by 1932, provide accommodation for 12,000 wagons. These included; the Tank Sidings (adjacent to the sludge tank where the bilge contents of ships were pumped, the Cork Sidings (named for the Cork Wharf where cattle from Ireland were disembarked), and the Marshalling (or Storage) Sidings (NGR ST 311 859 to 316 851) on the west side of the North Dock. All were removed during the early 1970s (Hutton 1996, 99).

3.4 Shipping Trade

3.4.1 The impact of the Docks on local employment and trade can be judged from the coal handling figures alone (see Table 1 below), although general cargo, wood, grain, railway material, tin plate, corrugated tin, cattle, and cars have all passed through the Docks at various times.

Table 1: Coal movements (Information: Associated British Ports 1986, 2)

Year	Export of coal and coke (Tons)	Total Imports and exports (Tons)
1875	393,994	564,672
1913	5,928,060	7,129,640
1923	6,796,493	7,958,136

3.4.2 Throughout the 1920s the Great South Dock enabled large vessels access from Bristol Channel, whilst the North (and Town) Docks were for smaller vessels; the older River Wharves were also maintained for boats trading via the River Usk.

3.4.3 In 1922 ownership of the Alexandra Docks passed to the Great Western Railway Co. but economic depression and downturn led to the Town Dock's closure in 1930 (the docks were infilled and their site redeveloped). General trade was then concentrated at Alexandra Docks. The prominence of the Docks on the west of the River continued into the 1930s.

3.4.4 During the 1950s & 1960s iron ore became a key export, but this ceased in 1975; all coal shipping from the docks ceased in 1964. The Jamaica Terminal, at Middle Quay, was built in the 1980s to handle the growing banana trade, while Japanese cars also became a key import through the docks during this period.

3.4.5 The original dry dock [10] situated at the south-east corner of the North Dock [29] had been infilled by 1958, and the former North Lock **[32]**, which had been converted to a dry dock (see 3.3.11 above) became the sole repair and maintenance dock.

3.4.6 Since 1982, when the Docks were de-nationalised, they have been owned by Associated British Ports. They now handle mainly timber, though coal shipments recommenced in 1981, and the port also retains its car terminal (see 1.2.4 above).

4 ASSESSMENT OF COMPONENTS OF THE HISTORIC BUILT ENVIRONMENT

4.1 Assessment of individual components

4.1.1 The assessment of the individual surviving components of the historic built environment is contained within the Access database for the project.

4.1.2 The database entry for each component is structured to provide information within the following fields:

- Unique component ID
- Component name/reference
- Date of construction
- Brief historical background
- Brief description
- Assessment of significance

4.1.3 The database entry for each component is linked to a folder containing an extract from the site plan **(Figures 2 and 3)** highlighting the building, and another folder containing at least one photograph of the building or other structure.

4.1.4 The Access database has been designed to allow the printing of a report for each individual components, complete with plan extract and photographs, and these are included in this report at 5.3 below.

4.2 Assessment of significance or special interest

4.2.1 There is no single, universally applied and objective means by which to assess the level of significance, or special interest of components of the

historic built environment. However, there are two widely accepted sets of criteria which are applied to the assessment of historic buildings and sites, which it is considered useful to identify here.

4.2.2 The first is the Secretary of State's 'Statutory Criteria' used when assessing whether a building is considered to be of special interest, and whether it merits inclusion in the statutory *List of Buildings of Special Architectural or Historic Interest.* These are:

- **Architectural Interest** To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (eg buildings displaying technological innovation or virtuosity) and significant plan forms;

- **Historic Interest** To be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural or military history, and/or have close historical association with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.

4.2.3 Whilst it is not anticipated that any of the buildings or structures on the Study site are likely to attain the level of significance necessary to satisfy the criteria for listing, it is considered that the definition of the factors which contribute to a building's interest, as provided above, can appropriately be used as a check list to assess less significant buildings.

4.2.4 The second set of assessment criteria is that provided by guidance on the Assessment of Significance/Heritage Merit, contained in *Conservation Plans for Historic Places* (HLF, 1998). Although this is not the latest HLF guidance on the subject, this earlier document provides a useful checklist which identifies that sites may be of heritage merit for their:

- Archaeological potential or importance
- Architectural history or design significance
- Association with historic and/or cultural events
- Community, commemorative or social value
- Collections/paintings/furniture
- Ecological or wildlife value
- Educational or public potential
- Public or recreational value
- Contribution to townscape character
- Interest as a designed landscape
- Contribution to technological history
- Combination of any of the above

4.2.5 While these have not been individually addressed in the assessment of the components of the site, the breadth of their scope has been considered and forms the basis of the assessment.

4.3 Summary of Assessment of Components

4.3.1 This section is designed solely to provide a brief summary of the significance of the surviving components of the docks relative to their historical context. The discussion provided here will treat buildings and groups of buildings generally in their present context, and does not aim to duplicate the assessment of significance of individual components in the gazetteer entries (5.3 below).

4.3.2 As noted previously, the docks as they survive today are a shadow of what they were during their heyday. Similarly, the survival of significant elements of their historic built environment is relatively poor, though some important components do survive.

Dock Basins

4.3.3 The dock basins themselves **[29, 30 & 31]** are the functionally most significant elements of the docks, and survive fundamentally as designed. Within the group, the North Dock **[29]**, being the first basin to be constructed, is historically the most significant, though the size of the extended South Dock and the volume of trade which it facilitated give it additional historical interest.

Locks

4.3.4 Had it survived in its original form, and retained its authentic function, the North Lock would have been of elevated historical significance, through association with the North Dock. Its conversion to a dry dock in 1919, although of some functional interest, has effectively reduced its significance.

4.3.5 Although the former South Lock (later East Lock) **[26]** no longer handles the volume of traffic that it did in its heyday, its current use for the import of timber retains an authentic function. The roller bridge spanning its east end provides evidence of the changes necessitated by the large South Dock extension.

4.3.6 The large new South Lock **[23]** was the largest sea lock in the world when built, and remains the third largest in the country. As such it is of considerable historic and some technological interest, and its retention in its authentic function implies a high level of heritage significance. The survival of its adjacent pumping house **[22]** adds to its significance through group value.

Engine sheds and engineering workshops

4.3.7 The group of engine sheds and workshops **[04]** situated to the south of the Graving Dock appears to survive relatively well. There is clear evidence of the incremental additions to the group of buildings, which provide a reflection of the increased volumes being handled by the docks, and the consequent increase in engines and rolling stock, and the increased maintenance demands.

4.3.8 The relatively rapid appraisal carried out as part of this assessment precludes a comprehensive understanding of the chronological development of the group, and the changes to individual buildings, and it will be necessary for a more detailed survey to be carried out of this group before they are subject to further alteration or development.

4.3.9 The earlier buildings within the group provide a level of architectural detail and materials relatively rare elsewhere within the docks, particularly in association with buildings of a functional rather than administrative role. As such, they are of considerable historic and some architectural interest, which is elevated through their group survival.

Warehouses, or 'Transit Sheds'

4.3.10 Although Transit Shed 1 had been lost by 1950, the plan of this date **(Figure 9)** indicates that seven further sheds existed at this date, though only three survived at the time of survey (Transit sheds 3 **[15]**, 5 **[19]** and 6 **[20]**).

4.3.11 Being associated with different phases of dock basin, these were of differing dates of construction from the 1880's to post-WW2, and therefore of differing levels of historical and/or constructional interest. Transit Shed 3 **[15]** is considered to be of greater historic significance through the date of its construction and its association with the first phase of construction of the South Dock. Its brick construction, carefully detailed with blue brick dressings, gives it an unusual level of architectural interest within the docks. Similarly, its survival as the single 19th century warehouse means that it provides rare evidence of the likely style of other dockyard buildings of this date, which gives it historical significance.

Administrative buildings

4.3.12 The former Dock Manager's Office **[01]** and Engineer's Office **[02]**, later combined to be the Central Offices of the dockyard, survive well and are still functioning as the Dock Offices.

4.3.13 Unsurprisingly, these buildings demonstrate the greatest level of architectural design and detail of the dockyard buildings. The exteriors survive relatively well, despite the replacement of windows with modern upvc, and the connection of the two buildings with a later range. Similarly, the interiors of the buildings, particularly of building **[01]**, survive relatively well, despite the introduction of some necessary features of the modern workplace such as fire screens and doors.

4.3.14 However, despite the good quality of their survival, their architectural style and detail were relatively modest, and absolutely standard for buildings of their date and administrative function. They cannot, therefore be assigned a high level of intrinsic significance, but survive as an indication of the status of the Dock Manager and Chief Engineer, and the importance attributed to these senior roles in the late Victorian period.

WW2 structures

4.3.15 Four small buildings survive whose construction can be attributed directly to the requirements of WW2. Components **[09], [14], [25]** and **[27]** are all simple, flat roofed structures, with baffled entries and lit only by shallow slit openings at high level in the walls. While it has been suggested that one of these structures **[27]** may have been an ammunitions store, it may also have been an air raid shelter, as the others are assumed to be. Although they are evidence for the need for protection of personnel on a prime target for air raids, they are of a building type common to most industrial sites of the date, and of modest construction and little intrinsic interest.

Other Buildings and Structures

4.3.16 Few other buildings and structures of the docks were considered to have sufficient heritage value to merit their inclusion in the assessment study. Of those that were, the sawmill and offices **[24]** of the timber yard adjacent to the (now lost) timber float are of greatest intrinsic interest due to the materials and style of their turn of the century construction.

4.3.17 Another building which is well-documented (with original architects drawings surviving) is the small former Customs House **[16]** adjacent to the East Lock. Despite the replacement of windows, the building appears to survive relatively well, and has some modest architectural interest and historical interest due to its function.

4.3.18 All other buildings are of 20th century date. Those adjacent to the former North Lock, though constructed following its conversion to a Dry dock, are of modest group value, while those large warehouses **[19]** & **[20]** and stores **[28]** to the south of the extended South Dock are of little intrinsic interest. A singular exception is the former boat building shed **[17a]** whose construction and function are unique within the docks.

5 DISCUSSION

5.1 Overall Summary of Significance

5.1.1 At the beginning of the 20th century, Newport Docks claimed to be one of the chief exporting towns of the United Kingdom. Not only was it one of the three largest coal-exporting ports in the world, but it had also been recognised and made use of by the large manufacturing firms of the Midlands, with 23 cargo steamer lines running to all parts of the world (ANDR, undated).

5.1.2 The growth of the port in the 20 years since its first development is charted in statistics provided by the ANDR booklet. This notes that the increase in volume of dockyard traffic had necessitated the increase of locomotive power from four to 31 engines, and the increase in rolling stock from 32 to 583 trucks.

5.1.3 Historic photographs held in the Associated British Ports archive are testament to the scale of activity in the docks; the lines of ships along the quays **(Plate 7)**, the coaling hoists **(Plate 1)**, the travelling cranes busy loading and unloading the ships **(Plate 6)**, and the piles of goods stockpiled on the quayside **(Plate 2)** or being transported through the dockyard by an endless train of railway trucks **(Plate 8)**.

5.1.4 The most evocative features of these photos, and those which contributed most to the fundamental character of the docks are the cranes, the coaling hoists and the ships. The actual buildings of the dockyard, as at any other, were always subsidiary to these functional structures, but unfortunately, the majority of these features which gave the docks their essential character has now gone, and the level of activity of the docks has seriously declined.

5.1.5 Areas of the dockyard now have the appearance of numerous other, anonymous industrial estates, with security fencing separating off the sites of individual companies. Traffic through the western side of the dockyard is

now primarily by road with only the infrequent passage of locomotives transporting goods down the east flank, to the warehouses and loading facilities of the South Quay.

5.1.6 The docks have thus lost their essential historic character, and by the same token, a great deal of their historic significance, despite the survival of the dock basins, two of the locks and a small group of interesting engine sheds and workshops.

5.1.7 There are no listed buildings within the study site boundary, and none of the dock structures are designated as scheduled ancient monuments. There are therefore no elements of the surviving historic built environment which can be considered to be of national importance.

5.1.8 The role of the historic docks in the export of coal from the south Wales coalfields, and manufactured goods from the large industrial towns of the West Midlands was extremely important, and their function could therefore be considered to be of high regional, if not national importance. However, this significance is not embodied in the physical remains of the historic structures, other than the dock basins and locks themselves. As noted above, the essential historic character of the docks has been largely lost through the changes in both the volume and nature of their trade, and while they collectively retain regional historic significance through their historic role, as do the dock basins and locks, their other individual components can only be considered to be of local importance.

5.2 Sensitivity to Development Impact

5.2.1 As identified above, the docks have lost much of their authentic historic character through a combination of the reduction of numbers of ships in the dock basins at any one time, the reduction in movements within the docks by rail, the removal of the coal hoists, the reduction in the number of cranes lining the quays, and the more general lack of waterside activity and noise.

5.2.2 While this loss of special character makes their heritage value somewhat less sensitive to potential development impact, the docks remain vulnerable to further loss of interest caused by inappropriate development.

5.2.3 The key characteristics of the authentic dockyard components – such as the dock basins, the locks and dry docks, the remaining cranes and the warehouses, are their impressive scale, their robust engineering, their functionality, and their general lack of reference to style or fashion. However, their authentic settings have been lost through the loss of the railway infrastructure, the hoists and the cranes, and it is considered, therefore, that the construction of the proposed motorway viaduct would be generally in keeping with the scale and robust quality of the surviving components of the docks. By comparison, it is suggested that a development of numerous small-scale, domestic buildings would adversely impact upon their surviving character.

5.2.4 With the exception of the administrative buildings, including the Dock Manager's and Engineer's offices **[01]** & **[02]**, and the small Customs House **[16],** the historic buildings and structures of the docks have been built with little or no architectural pretension. Their scale and style are generally out of keeping with the other components of the docks, and they are not

considered to contribute significantly to the essential character of the docks, although their setting within the port has changed relatively little. However, they survive as evidence of a specific administrative function within the dockyard, and their loss would result in a lack of one dimension of the port. They are not, however, of such intrinsic architectural interest that a material change to their setting would significantly detract from their interest.

5.2.5 A notable exception to the scale and functional design of the majority of the dockyard buildings is the complex group of former engine sheds and engineering workshops **[04]** to the east of the former swing bridge across Junction Cut. While some of the group are unusual in their materials and style, they are similarly without architectural pretension, and have been constructed with function rather than fashion in mind.

5.2.6 Construction of the proposed motorway viaduct would require the demolition of this interesting group of buildings. While this would result in their total physical loss, this impact could be largely mitigated by the implementation of a programme of detailed archaeological investigation and recording.

5.2.7 The majority of the other components of the dockyard considered to have heritage interest are situated some distance from the proposed motorway viaduct, and there would be neither a physical impact nor an impact on their setting which is considered likely to detract from their intrinsic interest, or their contribution to the group value of the surviving historic buildings and structures of the docks.

6 BIBLIOGRAPHY

- **Associated British Ports,** 1986, *Newport Docks Historical Notes*, Newport Libraries reference pamphlet

- **Captain George M Aldridge RN**, 1867, *A Survey of the River Usk, Monmouthshire*

- **Hutton, J,** 1996, *Railway Heritage: the Newport Docks and Railway Company*, Silver Link Publishing Ltd. Peterborough

- **Wessex Archaeology**, 1998, *M4 Relief Road*. Unpublished Client Report (Ref. 43600.5)

- **Appleby, H N,** 1928, *Great Western Ports*

- **The Alexandra (Newport and South Wales) Docks and Railway Co**. **(ANDR)**, undated (1906?), *Dock Developments at Newport*

- **Morgan Rees**, 1975 *The Industrial Archaeology of Wales*

APPENDIX ONE

Component Data Sheets

COMPONENT		01

Component Name Central Office

HISTORY

Buildings are present in the vicinity of [01] and [02] on the map of 1886. [01] is marked as 'Dock House' on the 1887 OS map, and by 1907 it is labelled, together with [02] as 'Central Offices'. The current footprint appears to be the same as existing in 1912.

DESCRIPTION

Dock Managers Office. Constructed in red bricks laid in stretcher bond over three floors. The first and second floors are defined on the external elevations by moulded stone strings that run around all four elevations. Segmental window arches have a continous terracotta hood that runs around all sides of the building on all floors. All windows have been replaced with upvc. The building is square in plan with central glazed atrium providing natural light to central quarter turn staircase. The building has an entrance porch of stone with moulded arched door head and spandrels in moulded relief. The porch is topped by a broken pediment and floral design within the tympanum. Internally the building still retains many fixtures and fittings but has generally been refitted for modern office use.

ASSESSMENT

This building represents one of the earliest administration buildings serving the docks which survives from the late 19th century. Although it is of only modest intrinsic architectural interest, it survives in overall good condition both externally and internally and as such such can be assigned moderate significance.

RIMG0073

RIMG0075

RIMG0146

COMPONENT		02

Component Name General Offices

HISTORY

The cartographic record shows a building with a similar plan to building [02] in 1907. The 1912 plan identifies the two buildings as 'general offices' and the 1921 plan shows it contiguous with building [01] . Cartographic evidence indicates that the two buildings were joined together between 1914 and 1921.

DESCRIPTION

Engineers Office. Built in a distinctively different style to the adjoining office building 01 in mottled mid brown bricks with pale white bricks used for horizontal banding at window sill level, window head level and under roof eaves. The corners of the building are also highlighted in the same pale white bricks. The roof is hipped and slate covered with three chimney stacks also reflecting the pale white banding of bricks. The building sits on a coursed stone plinth.

ASSESSMENT

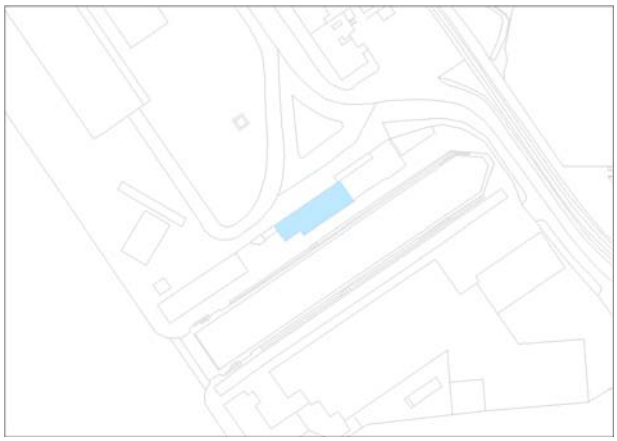
This building represents a slightly later phase of administrative development within the docks than building [01]. Its more decorative design relects a more confident, less formalised approach to this type of building. Although containing replacement windows its overall character remains well preserved and therefore it is considered to be of moderate significance.

RIMG0113

RIMG0144

RIMG0148

COMPONENT		03i



Component Name

HISTORY

First shown in the cartographic record on the map of 1950.

DESCRIPTION

Steel framed and of elevated proportions (possibly two storey, internal access was not gained) and clad in corrugated iron sheeting. A pitched roof is covered in asbestos corrugated sheeting with glazes illumination panels along the north and south slopes. Regular spaced rectangular window openings along both the north and south sides. The upper serie of windows together with vertical ladder access on the north side are testament to the internal first floor level. Building has become cojoined with office block 03J to the east.

ASSESSMENT

This building forms part of the early/mid 20th century complex to the north of the former north lock. The bujilding is of unknown original function, and of little intrinsic architectural interest. Individually, the building is considered to be of low significance, although it contributes to a contemporary group along the north side of the former lock/dry dock..

COMPONENT		03j

Component Name

HISTORY

First shown in the cartographic record on the map of 1950.

DESCRIPTION

Two storey painted brick offices with a hipped and slate covered roof. North ground floor main entrance covered with wooden bracketed flat canopy with symetrical fensetration of multi light windows. Internally divided into office spaces

ASSESSMENT

This building forms part of the early/mid 20th century group along the north side of the former north lock/dry dock. The modernist character of this builing remains virtually unchanged but it is considered to be of low individual significance.

RIMG0145

COMPONENT		03k

Component Name

HISTORY

The cartographic record reveals a small rectangular structure on this site in 1912 A building of comparible size to that existing was built between 1921 and 1950, and it is likely that it is roughly contemporary with buildings [03l] & [03j] to the west.

DESCRIPTION

Small two storey building standing on the north-east corner of the north side of the Graving Dock 03. Cement rendered elevations with metal framed windows giving a modernist design. It has a flat roof and a cantilevered balcony to the east end and south side.

ASSESSMENT

Forming part of the development around the former north lock in the early/mid 20th century. Retains its modernist style but is considered of low significance, despite contributing to a modest group value with [03l] & [03j] to the west.

RIMG0111

RIMG0116

RIMG0119

COMPONENT		25

Component Name

HISTORY

Historic cartography shows a larger building present in this area in 1921. The apparent function of the building as an air raid shelter suggests a date of construction at the outset of WW2, and it is first shown in the cartographic record in 1950.

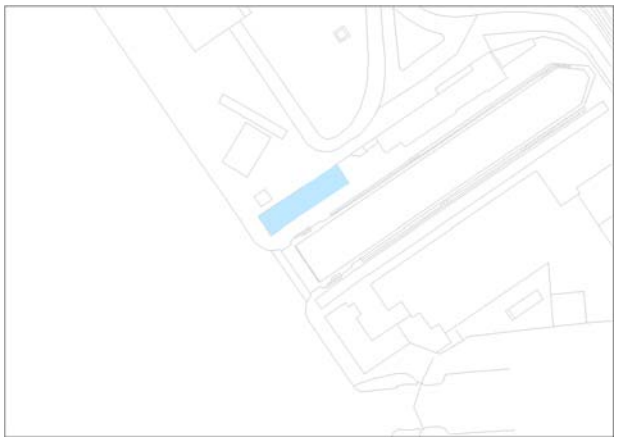
DESCRIPTION

Of extremely robust construction in solid brick laid in English bond with a cast concrete flat roof. This structure has limited natural light and ventilation, and appears most likely to have been an air raid shelter for dock office staff, although situated in a rather exposed position. It was not possible to access the interior at the time of survey.

ASSESSMENT

Although of ancillary function to the principal dock buildings, this shelter survives as evidence of a particular period in the history of the dockyard, and a reminder of its vulnerability to attack. However, it is a robust, functional building and of limited intrinsic interest.

COMPONENT		03h



Component Name

HISTORY

Cartographic evidence suggests this building, together with [03l], [03j] & [03k] were built between 1921 and 1950, labelled 'PO and Telephone Call Offices'. This building forms part of the early/mid 20th century complex in the area of the former north lock following its conversion to a dry dock. Its function is related more to the General offices and post office to the north-east than to the function of the dry dock

DESCRIPTION

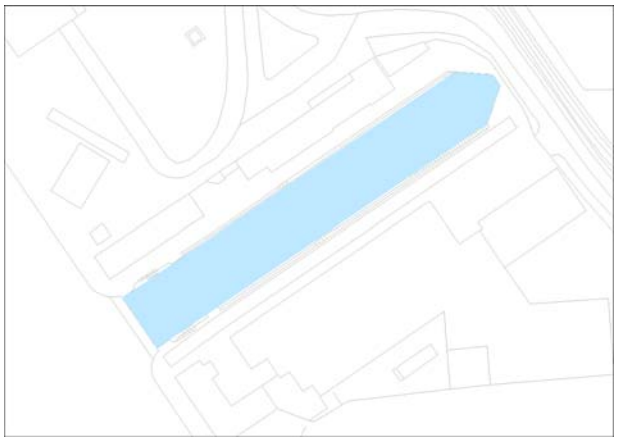
Long narrow rectangular building standing on the north side and at the north-east end Graving Dock 03. Single storey of painted brick and pitched roof of similar appearnce to 03G on the opposite side of the dock. The roof is covered with corrugated asbestos sheeting and has glazed illumination panels along the north facing slope. The north and south elevations have regularly spaced window openings along their length. Some are blocked, but some retain their original, top vented wooden frames. The gable ends are pierced by occuli to provided extra light.

ASSESSMENT

The non-industrial function of this building, together with its lack of intrinsic architectural merit means that it is considered to be of low significance

RIMG0123

COMPONENT		32



Component Name North Lock

HISTORY

The construction of this former lock is contemporary with that of the original Alexandra Dock (later North Dock) and provided the only access for boats into the dock basin. When a second lock was created on the River Usk to serve the southward extension of the dock basin in 1893, this original lock became known as North Lock. The construction of the large sea lock at the south-west corner of the Great South Dock in 1907-8, reduced the importance of the river locks, and in 1919 it was converted for use as a dry dock. On the 1921 OS map edition the former North Lock is marked as a 'Graving Dock', and a railway line had been extended to its south-east by means of the blocking of its east end.

DESCRIPTION

Originally the North Lock, providing access into the North Dock Basin, the structure is now a dry dock. In 1883 it is shown as having two sets of opposing lock gates each set in a slight curved recess in the lock walls. Also shown are a possible static swing crane in the centre of the north side, and various small square structures on either sides of the lock of unknown purpose, possible gear mechanisms for lock gates. It now retains only a single pair of lock gates situated at the west end. The dock as it currently survives is constructed from cast concrete and all of the earlier associated features have gone, though remains of these featuers may survive in a buried context. The present dock has iron railings along both sides of the top and also parallel rail tracks along the south side. The dock is still used occasionally for loading and unloading material for the engineering works close by.

ASSESSMENT

Although the former lock has been altered from its original purpose, and largely changed and re-configured for use as a dry dock, this feature represents one of the most significant features of the original phase of the docks. It is assumed that beneath the later refacing and alteration work much of the original structure survives and therefore it retains a moderate to high level of significance.

R0016547

RIMG0118

RIMG0120

RIMG0123

COMPONENT		03g

Component Name

HISTORY

This building first appears in the cartographic record in 1950. Two very small structures are shown on the site of its northern end in 1921, but it is not clear if the present building incorporates any of the fabric of these earlier structures.

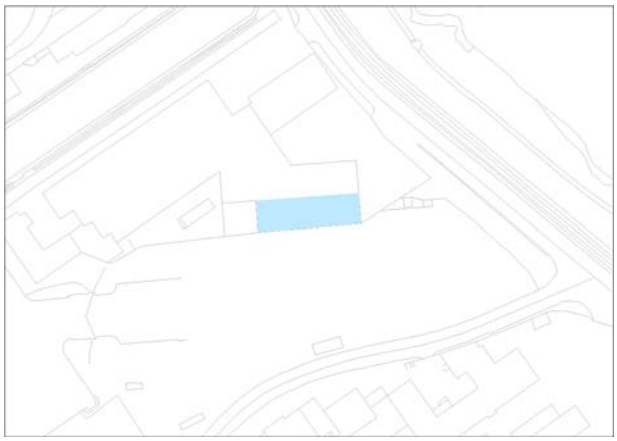
DESCRIPTION

Conjoined group of single storey buildings at the south-east end of Graving dock 03. Painted brick elevations with pitched roofs covered in corrugated asbestos sheeting. The roof ridges of both wings have directional ventilation cowlings.

ASSESSMENT

This building forms part of the mid 20th century industrial complex adjacent to the former north lock, following its conversion to a dry dock. Its functional design remains largely unchanged and it is considered to be of low significance.

COMPONENT		03e



Component Name

H I S T O R Y

A pair of squat rectangular buildings are shown at this location on the 1950 map. Although plans now show buildings [03d] and [03e] as two long narrow buildings, aligned perpendicular to their 1950 layout, the fabric of the buildings suggests they are of that date.

D E S C R I P T I O N

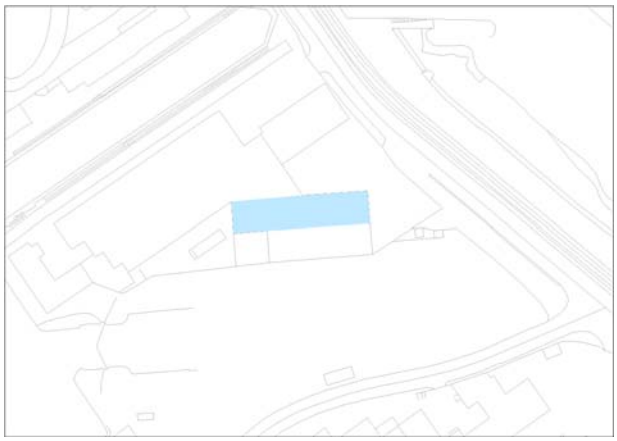
Engineering shop of steel frame clad in corrugated iron sheeting. Conjoined to the south side of building [03d] but with lower roof ridge level. Lightweight steel frame to roof of braced double Fink design. Overhead travelling crane.

A S S E S S M E N T

Part of the mid 20th century development around the pair of dry docks. This functional industrial unit is considered to be of low significance

RIMG0134

COMPONENT		03d



Component Name

H I S T O R Y

A pair of squat rectangular buildings are shown at this location on the 1950 map. Although plans now show buildings [03d] and [03e] as two long narrow buildings, aligned perpendicular to their 1950 layout, the fabric of the buildings suggests they are of that date.

D E S C R I P T I O N

Steel framed engineering milling and turning shop. Mostly clad in corrugated asbestos sheeting whilst south side is open to access into building 03E. Lightweight steel roof frame is of double Fink design supporting single pitched profile incorporating glazed strips to north and south slopes. Building contains overhead travelling crane.

A S S E S S M E N T

Part of the mid 20th century development associated with the pair of dry docks. This functional industrial unit is considered of low significance

COMPONENT		03a

Component Name

HISTORY

A small rectangular building, aligned north-south, was present on the site of the east end of this building in 1921. The later footprint of the building is also indicated on this map, though with the suggestion that it was under construction. Its construction is therefore considered to have been related to the conversion of the former North Lock to a dry dock, which also dates to 1921, and its function to have been associated with the workings of the dry dock. It had attained its current form by 1950.

DESCRIPTION

Steel frame with modern corrugated sheet cladding. Building stands adjacent to the south side of the dry dock and contains heavy steel press, which is curiously set within the wall fabric on the north side . Occupier information suggets that the north east end has been rebuilt due to fire damage.

ASSESSMENT

Part of the early 20th century development around the newly converted dry dock. This functional industrial unit is considered to be of low significance.

RIMG0139

COMPONENT		03b

Component Name Machine shop

HISTORY

This building is first shown in the cartographic record in 1950. Its function is likely to have related to the workings of the adjacent dry dock.

DESCRIPTION

Steel-framed machine shop with travelling gantry crane. Separated from [3a] to the north by brick party wall. Light weight steel framed roof of fan design supporting single ridge with roof lights to both north and south slopes. Catslide roof to south side covers narrow bay. This roof also has glazed roof light strips in both slopes.

ASSESSMENT

Part of the early 20th century development around the dry dock created in 1921. This functional industrial unit is considered to be of low significance

COMPONENT		03c

Component Name

H I S T O R Y

This building was constructed after 1950

D E S C R I P T I O N

Tall steel framed extension joined to north-east of building [03b]. Clad in modern corrugated steel interlocking sheets. Pitched roof is supported on simple low pitched I beams with no tiebeam chord. Opposing double steel stanchions support overhead travelling crane.

A S S E S S M E N T

A very recent addition to the industrial complex on the south side of the former north lock this building is of very standard construction for the middle of the 20th century and is considered to be of low significance

COMPONENT		03f

Component Name

H I S T O R Y

Not shown on available mapping until 1950 but this building was probably constructed before that date.

D E S C R I P T I O N

Small rectangular building standing to the west side of [03d] and [03e]. Constructed in red brick laid in stretcher bond with a pitched roof covered in corrugated asbestos sheeting. Building has two wooden framed windows in its south wall and a further two window openings and a single wide opening in the north wall. Internally, disused pump in-situ.

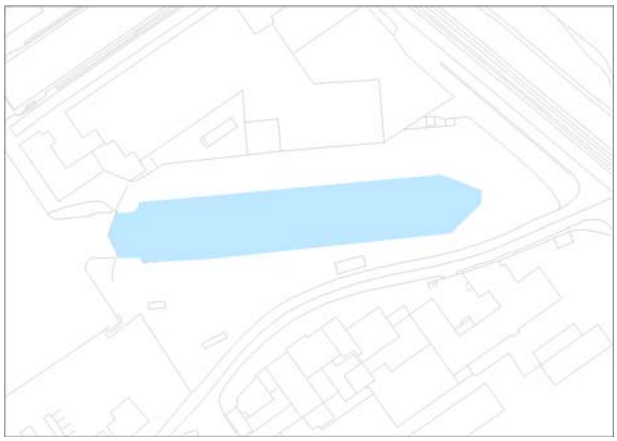
A S S E S S M E N T

Part of the early 20th century development around the two dry docks. This small functional building is considered to be of low significance.

RIMG0130

RIMG0132

COMPONENT		10



Component Name Graving Dock

HISTORY

Shown on the map of 1883, this feature is identified as a 'Graving Dock' on the 1907 plan, and as 'Dry' in 1912. Different from a floating dock in that it was designed to hold one or more small ships and may be sealed off and the water pumped out – for washing and repair.

DESCRIPTION

Mostly infilled and part silted up Graving dock. Lock gates survive at the west end but above water line the walkway has collapsed. Below water line in unknown condition. Most of dock infilled and grassed over. But some features remain in the form of iron mooring points on top of cast concrete plinths. The dock was 532ft long x 74 ft wide, with an entrance width of 50ft.

ASSESSMENT

As one of the original features of the ALexandra Docks, this feature, if surviving well, would be of high significance. However, it has been largely infilled and therefore its significance has been gretaly reduced. Due to its disuse, only the peripheral associated features such as mooring points and the west gates retain their functional interest.

RIMG0072

COMPONENT		04e

Component Name

H I S T O R Y

Built between 1887 and 1901, this building is shown on the map of 1901, and labelled 'workshops' in 1912. The Map of 1921 shows a small square building to the east of [04a] and it is not until the 1950s that plans reveal a footprint akin to that which survives today. Connected to the railway at eastern and western ends sometime between 1883 and 1901.

D E S C R I P T I O N

Built by 1901 and probably after [04d] it shares the same ridge level as [04a] but the north roof slope is lower. The south wall has matched the blind arcading design of the original locomotive shed [04a] but in red brick. There is a tall roller steel door in the north-east end wall and the 1901 map shows a single rail track exiting this end of the building. There are metal framed windows at low level in the north half of the east end wall and in the north wall. The roof is supported by the same lightweight steel trusses as the roof of [04a]. It is thought that the roof of the locomotive shed [04a] was replaced when this building was erected.

A S S E S S M E N T

Built in different materials, but in matching architectural style to the original locomotive shed [04a], this small extension retains its original character and as part of the extended group of buildings that form the engineering workshops of the docks it is considered to be of moderate architectural and high historical significance

RIMG0004

COMPONENT		04d

Component Name

HISTORY

Built between 1887 and 1901, this building is shown on the map of 1901, and labelled 'workshops' in 1912. The building present in 1901 is smaller and squarer than that which survives today, and a crane is labelled at its western edge at this date. By 1921 maps depict further structures in this vicinity and it is not until the 1950s that plans reveal a footprint akin to that which survives today.

DESCRIPTION

Built in the same pale white brick in English garden wall bond as [04b] and [04c]. Pitched roof covered in corrugated iron sheeting with no ridge ventilation. Large roller steel door in east elevation plus single metal framed window. Low single storey extensions in red brick have been built on the north end and north-west corner sometime after 1921. The east elavation of [04d] has been affected by this with a large panel of red brickwork cut in with door and glazed panel above

ASSESSMENT

Part of the expansion of the original locomotive shed complex. It has been subject to some alteration and further extension and is considered to be of low architectural but high historical significance.

RIMG0002

RIMG0034

RIMG0035

RIMG0053

COMPONENT		04d

RIMG0056

COMPONENT		04a

Component Name Former Locomotive Shed

HISTORY

This building is thought to have been constructed in 1883. The 1901 structure was not divided as at present, with no division between buildings 4c, a and d. It also appears that 4e was later elongated westwards into this building after 1921. Connected to the railway at eastern and western ends sometime between 1883 and 1901. Considered to be the one of the original locomotive running sheds.

DESCRIPTION

Original building constructed in pale white bricks laid in English bond with later extensions to the east and west ends. Pitched roof covered with corrugated iron sheeting and large circular ventilation cowls which are considered to be of later date and part of the reroofing when the extensions were built mainly to the north side. The north and south walls consist of a series of blind arcaded recesses topped with dentilled and coursed blue bricks Tall arched metal framed windows within the blind arcading provided light into the internal space, these are topped with decorative blue brick arches. The roof is supported by lightweight steel trusses of double fan design. The internal space is much altered now being used for light engineering. Early maps show a double set of rails entering into this shed from the west end with also a short run of double rails exiting the east end. Probably known as a running shed it would have been used to store small tank locomotives at night and as a refueling area.

ASSESSMENT

Forming part of the late 19th century development of the docks and probably serving as one of the primary locomotive running sheds. It retains its late Victorian exterior but has probably been re-roofed which has possibly removed any original venting system. It is considered to be of moderate architectural and high historical significance.

RIMG0003

COMPONENT		04b

Component Name

HISTORY

First shown on the map of 1883 and enlarged before 1901. No later changes in footprint apparent. Connected to the railway at eastern and western ends sometime between 1883 and 1901.

DESCRIPTION

Built onto the south-west end of the original locomotive shed [04a] by 1901. Built in a similar pale cream coloured brick laid in English garden wall bond. Seven bays deep and wider than [04a] the pitched roof is supported by wide timber roof trusses consisting of long wooden tie beams, queen posts with upper straining beam, principal rafters and diagonal struts. Secondary vertical and diagonal bracing between the queen posts and the principal rafter feet has been necessary due to the extreme width of the trusses. The present roof is covered with modern sheeting but is thought to have been originally slate. The north and south walls reflect the earlier locomotive shed in having blind arcading with large arched metal framed window openings. By 1901 it is thought that this building was primarily used as the locomotive running shed with capacity to house four rail lines. The south-west entrance to the building has been partly enclosed using red bricks and two roller steel doors inserted.

ASSESSMENT

A later extension to the original locomotive shed [04a], probably built when the earlier building was converted to engineering workshops. It retains much of its original design which matches the earlier building. The interior remains largely unchanged save for the infilling or removal of railtracks, the timber roof remains an example of light-weight timber construction. It is therefore considered of moderate architectural and high historical significance.

RIMG0009

RIMG0011

COMPONENT		04c

Component Name

HISTORY

Built between 1887 and 1901. The 1901 plan also shows a building to the north, still present in 1950, but since lost.

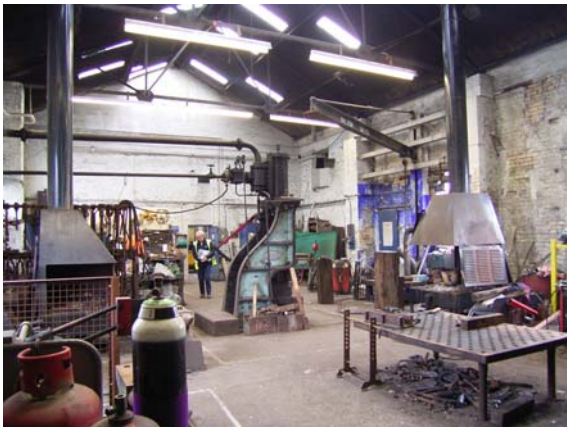
DESCRIPTION

Building now used as a forge. Walls are built using same pale white bricks laid in English garden wall bond as[04b]. Pitched roof covered with the same corrugated iron sheeting as 04A and has a series of four extractor cowlings along the ridge. There are also two iron chimneys for venting the forges within. This building originally extended further to the north but this section has been demolished. Windows are metal framed with small vented central openings. Internally this building house several small forges and a once steam powered now hydraulic hammer. This feature is thought to date to the original built of the late 19th century. The roof is supported by light weight steel framed trusses of fan design.

ASSESSMENT

Built in the same style as the original locomotive shed [04a] and housing engineering forges. As part of an extended group of engineering workshops responsible for the maintenance of the rolling stock for the dock, this building is considered to be of moderate architectural and high historical significance.

RIMG0006



RIMG0007

RIMG0028

COMPONENT		04f

Component Name

H I S T O R Y

Cartogarphic evidence indicates that this building was constructed between 1887 and 1901.

D E S C R I P T I O N

Long rectangular wooden framed shed clad in corrugated iron sheeting with a pitched roof also covered in corrugated iron sheeting. Built onto the south-west corner of the original Engine house 04H sometime before 1901. Roof is supported by softwood king post trusses. There is a single double doorin the west gable wall. Presently used for storage.

A S S E S S M E N T

Both in constructional and stylistic terms this building is purely utilitarian and although forming part of the engineering workshop complex it is considered to be of low architectural and moderate historical significance

RIMG0014

COMPONENT		04g

Component Name

HISTORY

Built between 1921 and 1950s. Labelled ‘accumulator 10’ on the 1931map

DESCRIPTION

Small timber framed building clad in corrugated iron sheeting with a pitched roof covered in corrugated asbestos sheeting. Wooden framed windows in the west elevation provide natural light. There is a doorway in the north gable wall and the building has access into the north side of 04F. The building does, however, retain its original fixtures and fittings, suggesting that it was the parts store supplying the adjacent engineering workshops.

ASSESSMENT

Both in constructional and stylistic terms this building is purely utilitarian and although forming part of the engineering workshop complex it is considered to be of low architectural and moderate historical significance

RIMG0016

RIMG0017

COMPONENT		04h

Component Name

H I S T O R Y

First shown in 1883 as an 'Engine House', with a water tank at the southern end of the building. [04i-l] are adjacent. The 1914 OS map shows the building in its current form, with adjoining workshops to the south, east and west. The 1933 map labels the south ‘electric power distributing centre’.

D E S C R I P T I O N

Original Steam engine house and probably used to pump water out of the graving dock to the north. Constructed in solid random coursed buff, orange and brown sandstone, with a hipped slate-covered roof and deep projecting timber-soffitted eave,. The north or front elevation has a central arched wide door opening flanked by two arched window openings all with pale cream coloured brick dressings and stone sills. The western of the two windows still retains its original late 19th century wooden framed arched sash window. Internal access was not possible at the time of survey.

A S S E S S M E N T

Stylistically this building retains much of the original external character including the hipped and slate covered roof. Original internal features are not present but this does not detract from the overall character of the building. Its original use as the first pump house and subsequent use as part of the engineering workshops makes it of high architectural and high historic significance

COMPONENT		04i

Component Name

HISTORY

[04i] and [04j] are first shown as one rectangular building in 1883. This building was probably the boiler house to serve the steam engine/pump in [04i]

DESCRIPTION

West half of boiler house to steam engine house [04h]. Built in similar fashion to the engine house in random coursed buff, orange and brown sandstone elevations with hipped roof.
North (front) elevation is symmetrical with central arched door opening flanked by two arched window openings all with pale cream brick dressings and stone sills. Roof covering is now interlocking cement tiles but was originally slate. Roof structure is softwood king post trusses. Late 19th century wooden arched sash windows still in-situ.

ASSESSMENT

As [04h], this building also retains much of its exterior character although the hipped roof has been recovered in profiled cement tiles. Internally there is no evidence to suggets its original use as a boiler house. However given its relationship with the early pump house it presents part of a coherent frontage of stone faced buildings of late Victorian industrial merit and its subsequent use as part of the engineering workshops it is considered to be of moderate architectural and high historic significance

RIMG0024

COMPONENT		04j

Component Name

HISTORY

Buildings [04i] and[04j] are first shown as one rectangular building in 1883

DESCRIPTION

Part of the original boiler house. Slightly narrower than [04i] with single arched door openingin north elevation (now blocked with red brick and later metal framed window) and a single arched window opening with original wooden arched sash frame on its east side. Constructed in random coursed sandstone with pale cream brick dressings. The hipped roof is now covered in interlocking cement tiles but was probably originally slate. Roof is supported by softwood king post trusses. Stylistically in keeping with [04h-k]

ASSESSMENT

This building retains much of its exterior character although the hipped roof has been recovered in cement tiles, but unfortunately, it retains little internal evidence of its original use as a boiler house. However given its relationship with the early pump house it presents part of a coherent group of stone faced buildings of late Victorian industrial merit. It is considered to be of moderate architectural and high historic significance

RIMG0023

COMPONENT		04k

Component Name

HISTORY

Shown on 1883 map as enclosed compound on east side of boiler house. Building appears on this site by 1901.

DESCRIPTION

Built onto the east side of [04j] in a similar style.Faced with random coursed sandstone, greyer in colour than that of the other buildings. Single wide arched doorway with a single arched window opening on the east side all with pale cream brick dressings. Wooden frame window also in same style as earlier windows in [04j]. Roof is hipped and supported by softwood king post trusses and covered with interlocking cement tiles.

ASSESSMENT

Although built slightly later than the other boiler houses it has similar style and materials which along with the other buildings belonging to the pump house present a coherent frontage of stone faced buildings of late Victorian industrial merit and as such it is considered of moderate architectural and high historic sigificance

RIMG0022

COMPONENT		12

Component Name

H I S T O R Y

Possibly built between 1912 and 1921 when a building is shown in this approximate position. It is shown on the 1921 OS map as having a single rail track running through it along its south side. A small projection is also shown loacted at the east end and on the north side.

D E S C R I P T I O N

The basic frame is constructed using round steel columns with 'I' beam plates. These support lightweight steel roof trusses of Fan design. The pitched roof is covered with corrugated asbestos sheeting with glazed roof panels. The curtain walls are built in red brick and each bay has a frosted glazed window panel with concrete sill and lintel. There is a large door opening in the west end wall located to the south side which is probably the original entrance for trains and running stock noted on the 1921 map.

A S S E S S M E N T

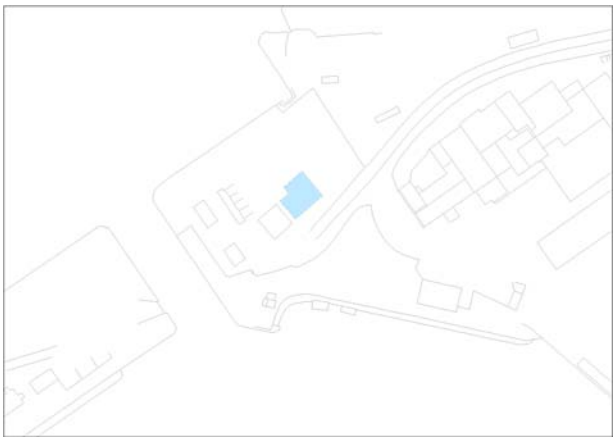
Possibly part of a later development of engine sheds south of the main workshop. It is of different build being steel columnsa and possibly originally open sided. This diverse style elevates this building to moderate architectural value and high historic significance

RIMG0039

RIMG0040

RIMG0041

COMPONENT		05



Component Name

H I S T O R Y

A building is shown on the 1921 OS plan but would appear to be of smaller proportion. It is likley therefore that this present building replaces an older structure.

D E S C R I P T I O N

Concrete modular construction with pitched roof. Cast concrete frame with textured concrete panel walling of mid 20th century appearance

A S S E S S M E N T

This building is of low architectural and historic significance

COMPONENT		06

Component Name

H I S T O R Y

A building is shown in this position by 1921. But it is thought that the present building has been built on the site of the earlier structure

D E S C R I P T I O N

Single storey in red brick laid in stretcher bond. Concrete flat roof. Metal framed windows with concrete lintels

A S S E S S M E N T

Stictly functional build this building is of little architectural significance

COMPONENT		09

Component Name

HISTORY

Possible air raid shelter, 2nd world war, shown on map of 1950.

DESCRIPTION

Low flat roofed cast concrete. Narrow entrance at north-west corner. Divided internally and with what appears to be a store at the south end accessed via a double wooden door. Evidence of internal wall being knocked through at south end.

ASSESSMENT

This building has undergone fairly significant changes and is considered to have low architectural significance. One of a group of four buildings of similar wartime function, and therefore has a level of group value.

RIMG0064

RIMG0065

COMPONENT		08

Component Name

HISTORY

Appears in the cartographic record by 1921. The function of this building is not known, though its scale, fenestration and detail suggests that it might represent a mess or welfare building for dockyard staff.

DESCRIPTION

Small rectangular building constructed in red bricks laid in stretcher bond. Pitched gable roof covered in slate. Three cambered arhed window openings in the east wall, one blocked, the other two have replacement upvc windows. A small brick porch at south end.

ASSESSMENT

The building is of very simple design, and has been modified. There is nothing to suggest that its function was of elevated historic interest, and it is therefore considered to be of low significance, other than as an element of the functionally various group of early 20th century dockyard buildings.

COMPONENT		07

Component Name

HISTORY

Built between 1907-1912

DESCRIPTION

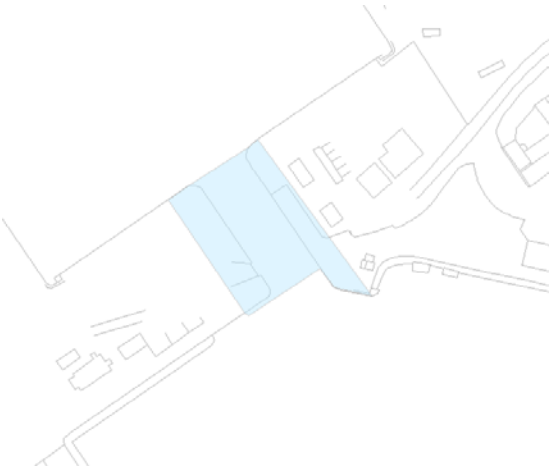
small single storey building constructed in red bricks laid in stretcher bond. Pitched roof covered with slate. Now derelict.
Internally of single room with lobby, room has windows facing onto both the east and west aspects giving occupier views over swing bridge and approaching rail traffic from south dock area. Building was heated by a single fireplace and is thought to have been the swing bride operators office.

ASSESSMENT

Probably built to house the swing bridge operator. In a typical early edwardian style it remains largely unsploit although partly derelict.
As an example of this small type of purpose built structure it retains some architectural character and is considered of moderate significance

RIMG0059

COMPONENT		21



Component Name Junction Cut

HISTORY

152ft long spanning the 60 feet wide channel between the North Dock and the South Dock ('Junction Cut'). Constructed in 1893, in association with the construction of the first phase of the South Dock, and first appears on 1901 plan of the docks. The bridge provided access from the east to the west for rail traffic. It was also a principal route for steam locomotives to gain access to the engine sheds and workshop complex [04] on the east side of the docks. The pivot of the bridge would seem to have been located on the west side of the passage and the swinging arm of the bridge rotated into a curved recess on the east side. The bridge no longer exists.

DESCRIPTION

Area of swing bridge, original bridge now removed and channel is open. Aea has become overgrown but features relating to the operation of the bridge may survive.

ASSESSMENT

Little remains of the actual swing bridge and so it remains of moderate historic and low architectural significance

COMPONENT		14

Component Name

HISTORY

Thought originally to have been constructed as an air raid shelter in WW2, and appears on the map of 1950

DESCRIPTION

Curtain wall of concrete blocks with a shallow sloping roof covered with corrugated iron sheeting. Unlikely to be air raid shelter as roof is not cast concrete. Possibly an outside lavatory.

ASSESSMENT

Although the construction of the walls of this building are similar to that of other air raid shelters within the docks, its corrugated iron roof suggests either a different original function such as a latrine, or a later structural alteration.. Of low architectural significance although historically if proven to be an air raid shelter of wwII then of moderate value, and of group value with 3 other similar structures.

COMPONENT		13

Component Name

HISTORY

The available mapping of this area suggests that this building was built after 1921 as it does not appear on the OS plan of this date.

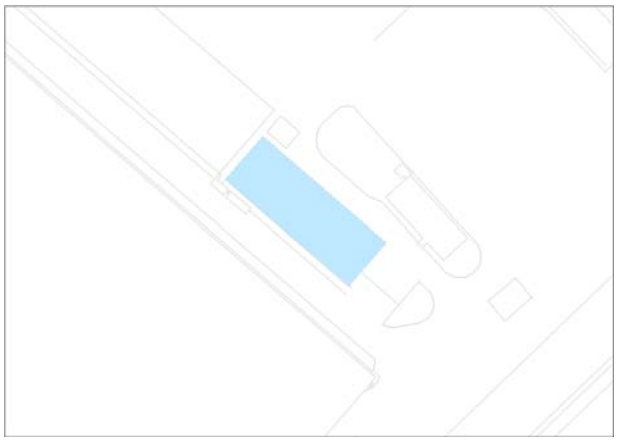
DESCRIPTION

A building of two elements, a raised north part and a south part with lower roof. Built in red brown bricks laid in stretcher bond. Pitched roofs covered in corrugated iron sheeting. Window openings have metal frames with concrete sills and lintels. The elevated north section has a wide door opening in the north end wall suggesting it was used for vehicle servicing. The lower south end has a small chimney stack.

ASSESSMENT

The purely functional design is of low architectural and historic significance

COMPONENT		15



Component Name

HISTORY

Present on map of 1907 with railway tracks to e and w in 1912. Marked No.3 Transit Shed in 1921, in the area known as Middle Quay. Photograph dated to 1905 (in Hutton, 1996) shows the shed half completed. Today the shed is the 'Jamaica Terminal' paying reference to the banana trade.

DESCRIPTION

Large rectangular warehouse facitily. Built in red brick laid in English bond. Pitched roof covered with softwood sarking boards and then corrugated sheeting. East elevation has many arched window openings (now blocked). Map of 1912 shows single rail track entering the east side of the north end and exiting the east side of the south end. There are existing blocked openings in these positions with 'I' beam steel lintels. Further door openings are found in the west side of the south end and a wide sliding double door is located in the north end. All of the original openings have blue brick dressings. Along the west elevation there is a continuous horizontal steel plate mid way up the wall. Below this level the wall has been divided into samll bays by vertacl steel stanchions. iT is possible that originally these small bays were open fronted to allow access for the unloaded material to be placed directly under storage. The bays are all now infilled with brick. The roof is supported by lightweight steel frame trusses of triple Howe design.

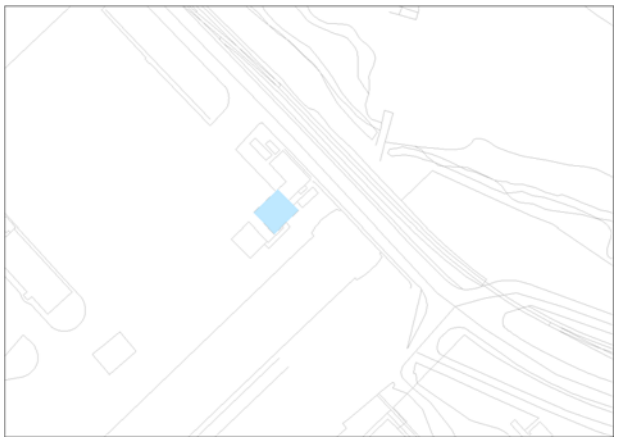
ASSESSMENT

Remains in use with minor changes and as a surviving type of storage facililty of the period is of moderate architectural significance


RIMG0106


RIMG0108

COMPONENT		16



Component Name

H I S T O R Y

Built between 1901 and 1912. Marked HM Customs 1912 and ‘Custom’s House’ 1921. A building proposal plan dated 1909 refers to this building as Customs Watch House, South Lock. This single storey building was to include a mens room with cooking and hot water range, Officers Room, Supervisors Room, coal store and a bicycle house next to toilets, wash basins and lamp cupboard.

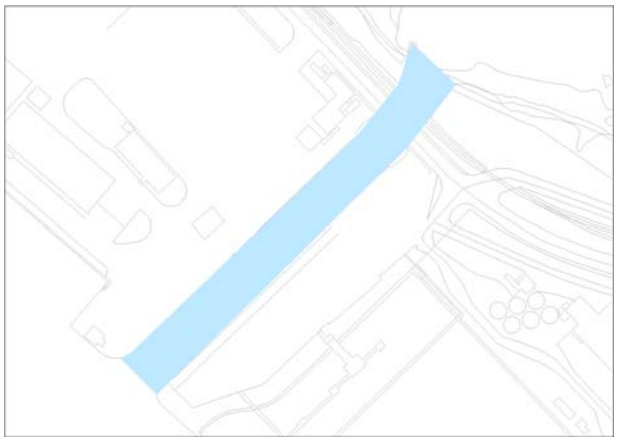
D E S C R I P T I O N

Constructed using red bricks laid in stretcher bond. The original windows have been replced with modern upvc units. The pitched roof has been reroofed in slate. It is understood that the original building was to be roofed with 'Best Duchess Slating'. Internally the plan layout has been largely preserved with some origianl fittings surviving. It is pesently being used for office space.

A S S E S S M E N T

Purpose built and to existing plans this building is largely unchanged. Modern window replacements lower an otherwise historically significant building

COMPONENT		26



Component Name South Lock

HISTORY

The South Lock opened in 1893 enabling vessels to reach the South Dock [43] directly from the River Usk. It was renamed the East Lock following the opening of the new South Lock from the Bristol Channel in 1914. The East lock was closed during the middle of WW1 (1916) and was regarded as an emergency entrance to the docks for many years, before being filled in during 1937. The east end has been blocked with the eastern roadway now crossing over it.

DESCRIPTION

Lock walls of limestone blocks with iron mooring points. Lock still used as dock for timber imports.

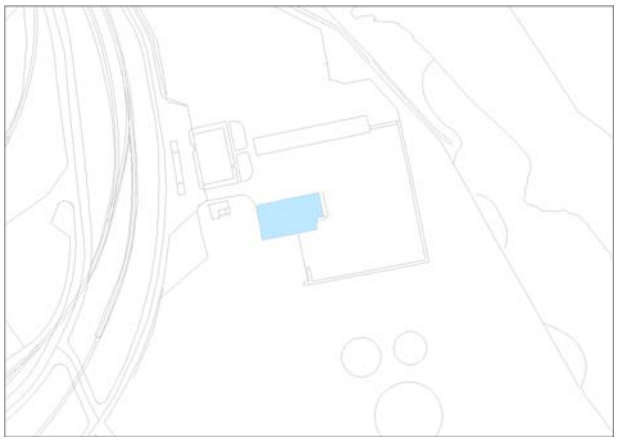
Measuring 503.5 ft x 72 ft.

ASSESSMENT

Although no longer functioning in its original capacity, the survival of this feature in association with the first phase of the South Dock [component 30] enhances the significance of the two structures, marking an important phase in the development of the docks.

RIMG0143

COMPONENT		18



Component Name

HISTORY

Thought to be post 1950, though map of 1950 does not cover the site of this building.

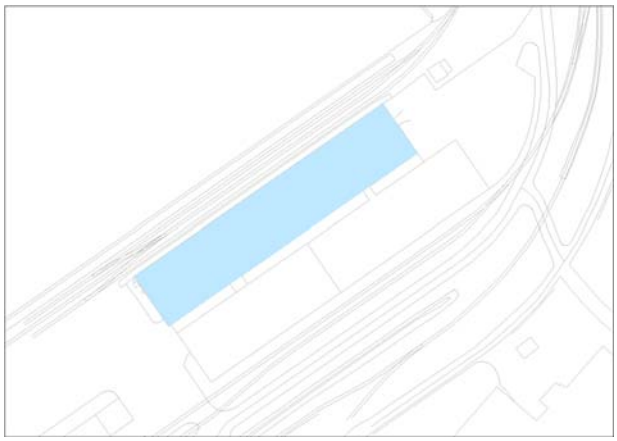
DESCRIPTION

Area used as coal reclamation yard in modern times and it is thought that this buiding was used to load lorries after coal had been sorted. Built largely from red brcik with steel framed open bays to the north side. Stepped and flat profile to the roof with continuous glazed panels along the north side providing ample natural light to loading bays. Building has recently been abandoned and is partly derelict.

ASSESSMENT

Represents a modern use for areas of the site and only reflects a utilitarian style and functionality. Therefore considered of low architectural and historic significance

COMPONENT		19



Component Name

HISTORY

Warehouses' 1907. 'Transit Shed No. 5' 1921. By 1932 the South Dock had 7 transit sheds (covering an area of 708,855 square feet…containing flour, grain [and] general building material (Hutton, 1996)).

DESCRIPTION

Large transit shed standing on the south-east corner of the south Alexandra dock. Built in red brick laid in English bond. A series of wide sliding doors along the north, dock side of the shed allowing produce to be off loaded almost directly into the shed. The double pitched roof is supported by steel trusses of triple Fink design. Glazed roof panels provide natural light along the length of the building.

ASSESSMENT

Reamains largely untouched with only minor changes. Pattern built storage and cargo handling faciltity represents the later phases of expansion to the docks. Therefore of moderate historic and architectural significance


RIMG0077


RIMG0081


RIMG0082

COMPONENT		17a

Component Name

H I S T O R Y

Post 1950

D E S C R I P T I O N

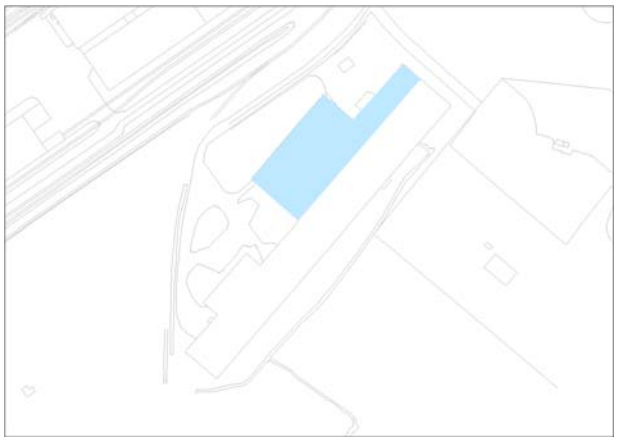
Large steel framed boat construction shed. Clad and roofed in corrugated iorn sheeting. Composite steel stanchions support overhead travelling cranes and the roof is supported on steel trusses of triple Fink design. The building is psently being used as a shot blasting and spraying shop.

A S S E S S M E N T

Large scale boat building shed is considered a unique survivor of this type of industry within newport docks. Thew slipway or launching dock located to the south west. As such it is considered of moderate historic and moderate architectural significance

RIMG0095

COMPONENT		17b



Component Name

H I S T O R Y

Present in 1950 but at a smaller, rectangular scale

D E S C R I P T I O N

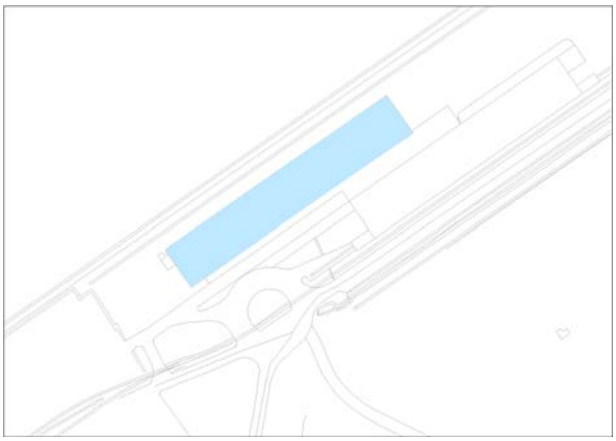
Low level steel frame possible storage faciltiy with wide ptiched roof supported by light weight steel trusses of a modified triple Fink design. Curtaim walls of brick with large window openigs in the north wall. Roof has two rows of large glazed panels along both slopes and is otherwise covered with corrugated sheeting

A S S E S S M E N T

A later addition to the boat building shed therefore considered of low significance

RIMG0094

COMPONENT		20



Component Name

H I S T O R Y

This building replaces the original sheds that once stood here. Built after 1950 and opened by H.M.Queen Elizabeth in modern design in an area known as the Steel Terminal. The original sheds were no longer able to accommodate the ever increasing size of stock.

D E S C R I P T I O N

Constructed from welded sectional steel 'I' beams formed into arched trusses which enabled a large interior storage space to be created. Curtain wall are of a mixture of low brick walls and clad steel framing. A series of large sliding door openings along both the north and south walls provide adequate access for vehicles unloading ships. Building is used to store rolls of steel. The roof incorporates long glazed panels providing natural light to the internal space.

A S S E S S M E N T

Of unique modern build within the site and of modern design and materials it is of moderate architectural significance

RIMG0085

COMPONENT		22

Component Name

HISTORY

'Pumping and electric power site' labelled 1912. Electric Power Station: Alexandra Dock Co. 1920. 1933 label: 'steam driven hydraulic pumps, steam driven impounding pumps…also 2 stand-by electric generating sets.' (chimney stack – ?now removed - measured 187ft high) Building still used to pump lock with original motors now electrically powered,

DESCRIPTION

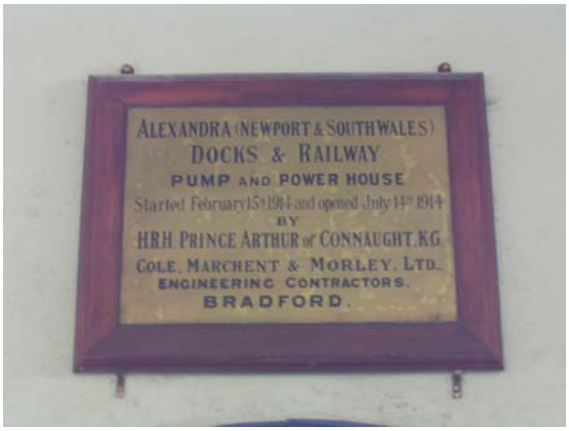
Large purpose built pump house for large lock to north. Constructed in red brick with large internal space for pump machinery. The pitched roof may not be original as it is covered in modern sheeting. The internal space is divided into two levels with the upper level now housing electrical control machines and the lower level containing the three masive pump motors for the lock. The building has some detailing of architectural note in blind arcaded arches to the east and west walls. A large structure once attached to the east side of the pump house has been demolished along with the original tall chimney. A plaque inside the building reads 'Alexandra (Newport & South Wales) Docks & Railway Pump and Power House, started February 15th 1914 and opened July 14th 1914 by H.R.H. Prince Arthur of Connaught, K.G. Cole. Marchent & Morley, Ltd, Engineering Contractors. Bradford.

ASSESSMENT

Major scale although partly demolished it remains a principal feature within the docks. Still retaining the original pumps for the large lock it is of moderate historic and architectural significance

RIMG0098

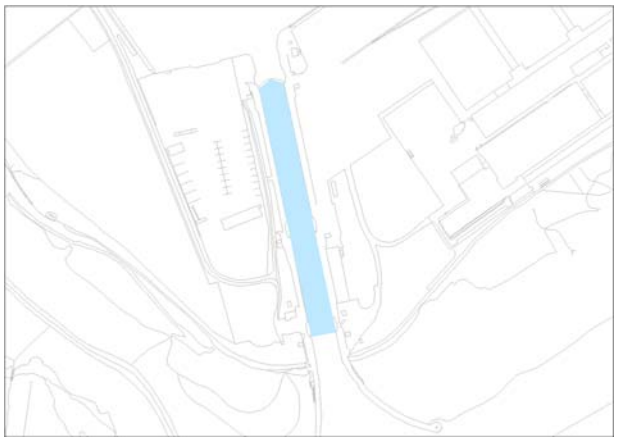
RIMG0099



RIMG0100

RIMG0102

COMPONENT		23



Component Name

HISTORY

Following an Act of Parliament in 1906, construction work began on the lock in December 1906, and it was completed in 1914. It was constructed by Messrs Easton Gibb & Son. It was officially opened in 14th July by HRH Prince Arthur of Connaught. At the time of its construction it was 'largest sea lock in the world at the time…critics said it would be much too large for the foreseeable future…today it remains the 3rd largest in the country.' (ABP, 1986). The lock is also known as the Great Sea Lock, due to its location on the Bristol Channel rather than the River Usk.

DESCRIPTION

The lock is 1,000ft long by 100 ft wide. It is divided by watertight gates into two compartments, one 600ft long, the other 400 ft long. Its massive proportions still make this the third largest lock in the country. Two pairs of steel gates allow large ocean going cargo ships to pass into the equally impressive south Alexandra dock. Still in operation.

ASSESSMENT

Important sea lock and still one of the largest ever built. Still working and is of significant historic value reflecting the confident expansion of the docks. Survival of the contemporary adjacent pump house enhances the significance of both structures.

R0017005

COMPONENT		24

Component Name

HISTORY

'Timber yard' and 'saw mill' marked 1887 NB timber float pre 1901 still present in 1928. 1901 map has 'timber yard' labelled on site of e-w orientation. Extension to the north (giving a similar footprint to today) occurred post 1950. The amalgamation of the Alexandra Dock Co. and the GWR in 1922 resulted in a considerable amount of money being spent on modernizing and improving the docks with the complete restructure of the timber stage (Hutton 1996).

DESCRIPTION

Three cojoined elements. The west part is constructed in random coursed limesone similar in appearnce to that used in the construction of the steam engine and boiler buildings 04h, 04i and 04j. The same pale cream brciks have been used for dressings around the windows, doors and buttressing. The building is presently used as offices. The curved profile of the roof may hide light weight curved Belfast or lattice roof trusses. The centre element has cast iron columns supporting a wooden beam or plate onto which bear ligthweight wooden lattice trusses. The east most element is constructed from steel framing with a curved lightweight steel roof covered with corrugated iron sheeting. The buildings have been extended to the north in several phases.

ASSESSMENT

Unique example within the docks and although modernised and extended retains many original features. Considered therefore to be of moderate historic and architectural significance.

RIMG0155

RIMG0156

RIMG0157

RIMG0158

COMPONENT		24

RIMG0161

RIMG0162

COMPONENT		11

Component Name

H I S T O R Y

A structure is first shown in this position on the 1901 OS plan. A small square structure is depicted as standing to the east of an irregualr shaped building to the north-east of the locomotive shed extension 04e. The irregular shaped structure has disappeared by 1921 leaving this buildng standing alone

D E S C R I P T I O N

Small rectangular in plan and constructed in pale orange bricks laid in stretcher bond. The gabled roof is pitched and covered in slate with red clay ridge tiles, The small windows are metal framed and have double brick on edge shallow arches over. Door access is through the west end wall. Internally there is a line shaft attached to the to the north wall at high level. There is no clear indication what this drive shaft was actually connected to.

A S S E S S M E N T

Of typical early 20th century deign in red brick and slate roof it forms part of the workshop area of the docks and as such should be considered part of a wider gropu value. It therefore has moderate architectural and high historic significance

RIMG0049

RIMG0051

COMPONENT		27

Component Name

HISTORY

The robust construction of this building, and the similarity of its form to the air raid shelter [component 25] suggests its construction dates to the early years of the 2nd World War. There is some suggestion that it was built as an ammunitions store, though this is considered unlikely in view of its location in proximity to the narrow channel and swing bridge between the North and South Docks. First depicted in the cartographic record in 1950.

DESCRIPTION

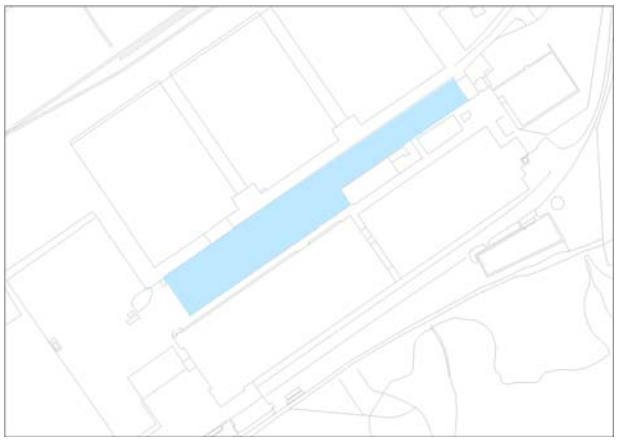
Built in solid cast concrete with a flat roof. Baffled entry at east end. Narrow window slits at high level provide some internal light. There are two wide door openings along the south side with steel doors, but these are considered secondary.

ASSESSMENT

If proven to be munitions store (although this is considered unlikley given its close proximity to other structures) it would be unique within the docks. However, it is of a purely functional form and construction and is considered of low architectural and moderate historic significance.

R0015421

COMPONENT		28



Component Name

HISTORY

The site was utilised in the 1st World War for the reconditioning of shell casts and ammunition boxes. A map of 1920 shows a 'Central Store' depot marked at this location, while on the 1928 map it is labelled ‘cold storage’ (with a capacity of 500,000 cubic feet). On a 1933 plan it is labelled 'No. 9 Transit Shed', and is thought to have been used by the RAF in 1941. By 1934 the GWR had purchased the site, now the ‘Salvage Factory’ and commonly known as the Box Factory for the general handling of import and export goods.

DESCRIPTION

Long rectangular building with simple gabled roof. It is possible that it has been raised in height since its original construction as along the exterior of the north side a series of cast concrete stanchions has been built, supporting a steel and lightweight cladding superstructure above a single-storey brick base. The upper section of the building is clad in corrugated asbestos sheeting. Original arched openings along the north wall have been blocked. No internal access was possible, but it is assumed that the two phases of building comprise a tall single storey volume.

ASSESSMENT

Considerably altered from its original form this building is of low architectural and historic significance.

RIMG0087

COMPONENT		04l

Component Name

HISTORY

A building first appears in cartographic record at this location in 1901, but the present building appears to represent a later re-cladding, or replacement.

DESCRIPTION

Square plan attached to the east side of building 04k but set back from its frontage. Aisled timber frame shed with raised centre, wide bay. Front (north) elevation symmetrical, with three pairs of wooden double doors divided by two glazed windows with red brick sill walls. Gable and roof covered with asbestos corrugated sheeting

ASSESSMENT

The building is of no architectural interest, and its function appears to be as a general workshop, retaining little evidence of specific historic function. It is therefore considered to be of low significance.

RIMG0025

RIMG0026

COMPONENT		29

Component Name Alexandra Dock

HISTORY

The Alexandra (Newport) Dock Act of 1865 authorised the Alexandra Dock Company to construct this dock between 1868 and 1875. This original dock covered an area of 28.5 acres and was called Alexandra Dock. Access to the dock was originally through a lock from the river Usk, though this access was closed in 1919 following the extension of the docks to the south and the construction of a sea lock from the Bristol Channel. 1886 mapping of the docks indicates six coal hoists along the west side of the basin, with a further pair of loading locations projecting into the dock basin to the north. General goods were shipped from the East Quay, where they were loaded by travelling hydraulic cranes..

Following construction of the first southern extension of the docks in 1893, this original dock became known as the 'North Dock'.

DESCRIPTION

The original Alexandra Dock basin is a long rectangular structure, aligned north-west to south-east, roughly parallel to the River Usk to its east. It has two main operational quays along its east and west sides. The construction of the basin below water level is not known, though it is assumed to be of mass concrete, with stone cappinng at quay level. The timber stage on the east side of the North Dock was completely reconstructed in reinforced concrete in 1922. Although the jetties of the two northernmost former coal hoists survive, the hoists themselves were all removed in the 1960's, though the quay structures themselves were retained.

ASSESSMENT

As the functionally most significant component of the original Alexandra Docks, this dock basin comprises one of the most significant structures of Newport Docks to survive today. However, the loss of the majority of the former structures and plant which were part of the operating dock, such as the coal hoists, cranes and railway tracks, results in a considerable loss of the authentic historic character of the dock, and in the level of activity both in and around the dock basin. While the historic fabric of the dock basin survives, it is of a purely functional character and has little intrinsic constructional interest. Combined with the loss of historic character deriving from the reduction in the volume and nature of the use of the dock basin today this component is considered to have low constructional significance, and only moderate historic interest.

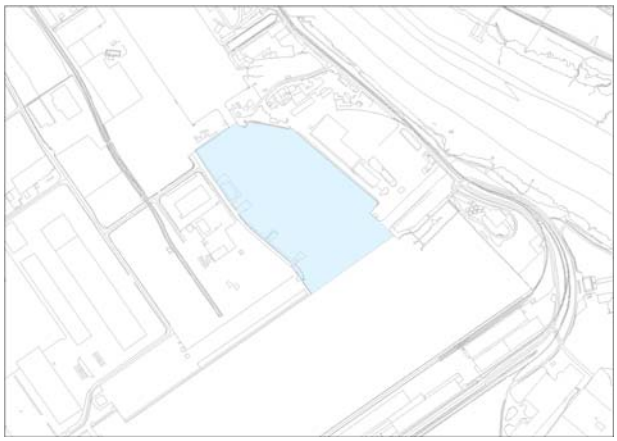
RIMG0126

RIMG0151

COMPONENT		29

RIMG0152

COMPONENT		30



Component Name South Dock

HISTORY

This is the first extension of the Alexandra Dock, whose construction began in 1892 and was opened in 1893. It became known as the South Dock while the original Alexandra Dock became known as the North Dock. 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 [21], providing rail access to the east side of the South Dock, the engineering shed complex [03], 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 [29], 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 [26].

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 [31].

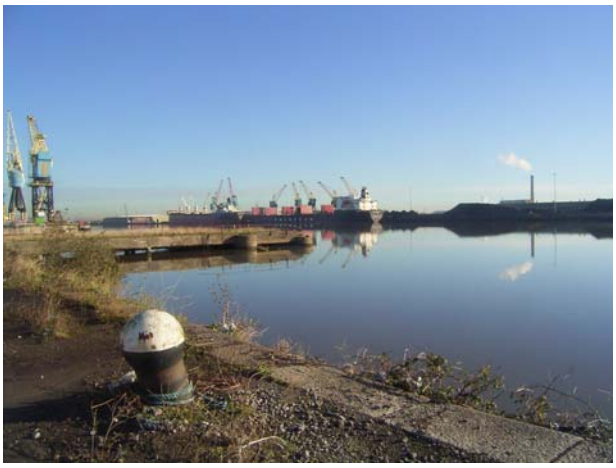
DESCRIPTION

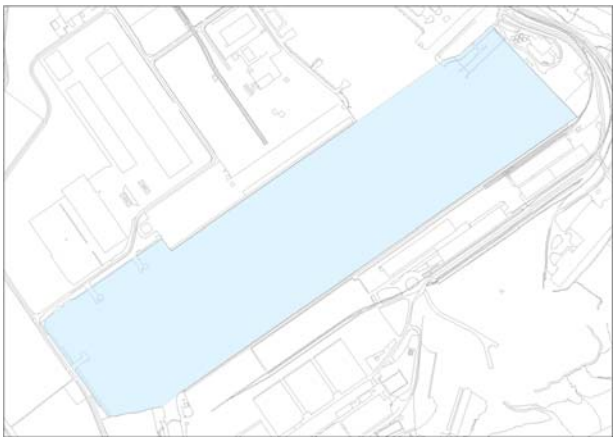
The original phase of construction of the South Dock appears to be of similar construction to that of the earlier Alexandra Dock (later North Dock). It was originally 1,500 ft long by 650 ft wide and covered an area of 20 acres.

ASSESSMENT

This late 19th century structure, like the North Docks [29], was central to the functional importance of the docks, and is therefore considered to be of high relative signficance.

COMPONENT		31





Component Name South Docks Extension

HISTORY

This large extension to the South Docks is shown as under construction in 1907. It was set perpendicular to the alignment of the earlier two phases of dock [29] and [30] and had a length of 4000 ft and a width of 1100ft, increasing the area of the South Docks to 110 acres, with a deep water area of 96 acres.

The construction of this extension to the South dock retains a high profile in the history of the docks, as, during its construction in 1909, a section of the timber shuttering of the docks collapsed, burying 53 men, only 15 of whom were rescued alive. The construction of the dock extension necessitated the diversion of the course of the River Ebbw, thus altering the natural topography of the estuary.

This large new dock basin could be accessed from the River Usk by means of the existing South Lock, or from the Bristol Channel by the large new lock at its south-west corner [23]. Four coal hoists extended into the north side of the dock basin, while the south quay was served by hydraulic cranes, with warehouses behind. The South Quay was served by a single rail line which was carried by a steel swing bridge over the east end of the South Lock [26]

DESCRIPTION

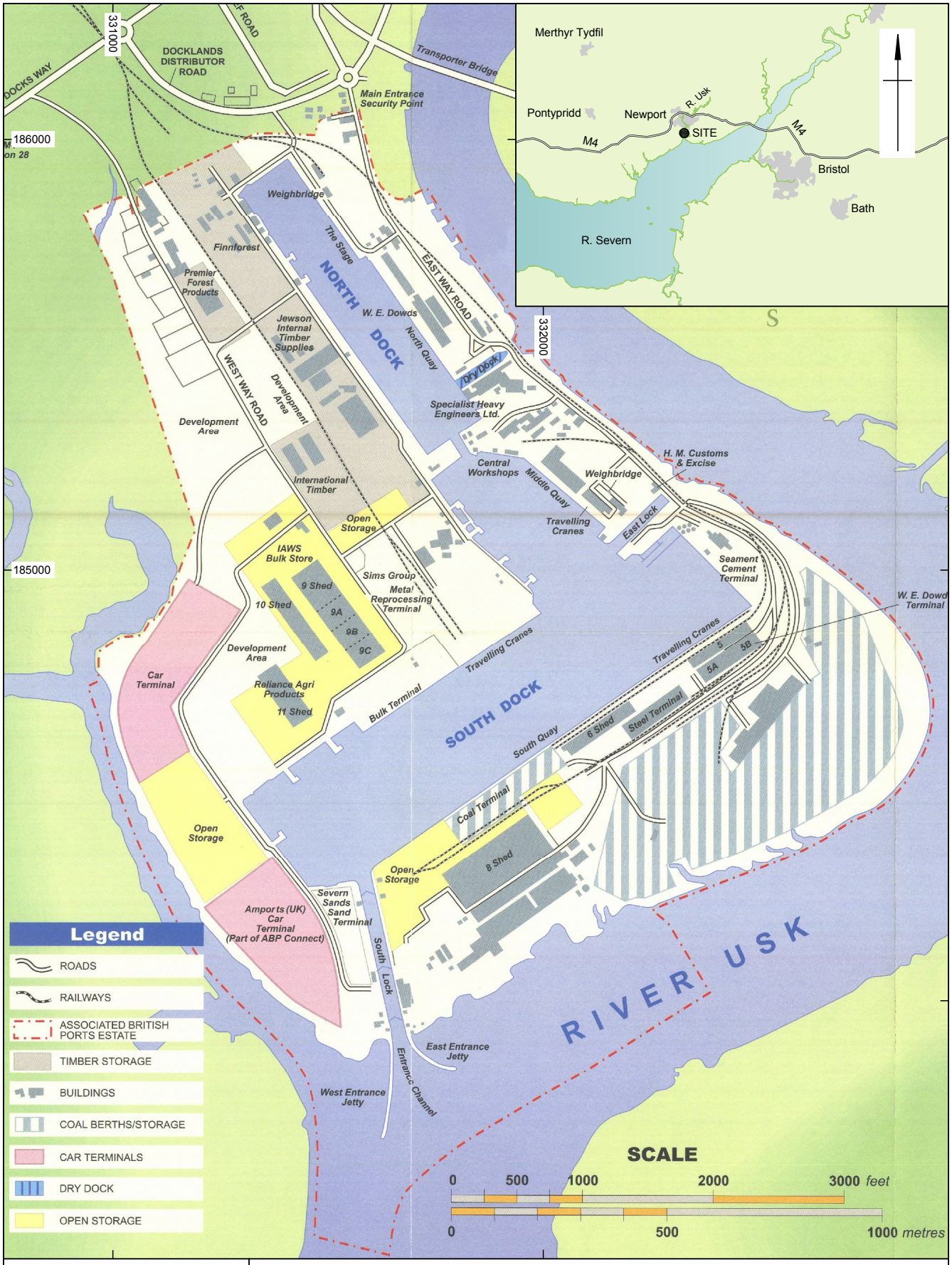
This final stage of extension of the south dock incorporated the second stage basin, removing all evidence of its former footprint. The basin is assumed to be constructed of reinforced concrete, and has, like the earlier basins, got limestone capping at the quay sides. Jetties into the basin are of reinforced concrete. The South dock retains a number of its cranes along both its north and south quays. The excavation work for this huge undertaking was fraught with difficulties which are described in detail by Hutton in his 1996 book on the docks, thought little is recorded of the materials and form of its construction.

ASSESSMENT

Like the other two dock basins with which it connects [29] & [30], the South Dock Extension was a fundamental component of the Newport Docks complex, although its later date of construction reduces its relative significance to moderate.. It has enhanced local historical signficance through its association with the loss of life caused by the collapse of the timber shuttering during construction.

RIMG0078

RIMG0079

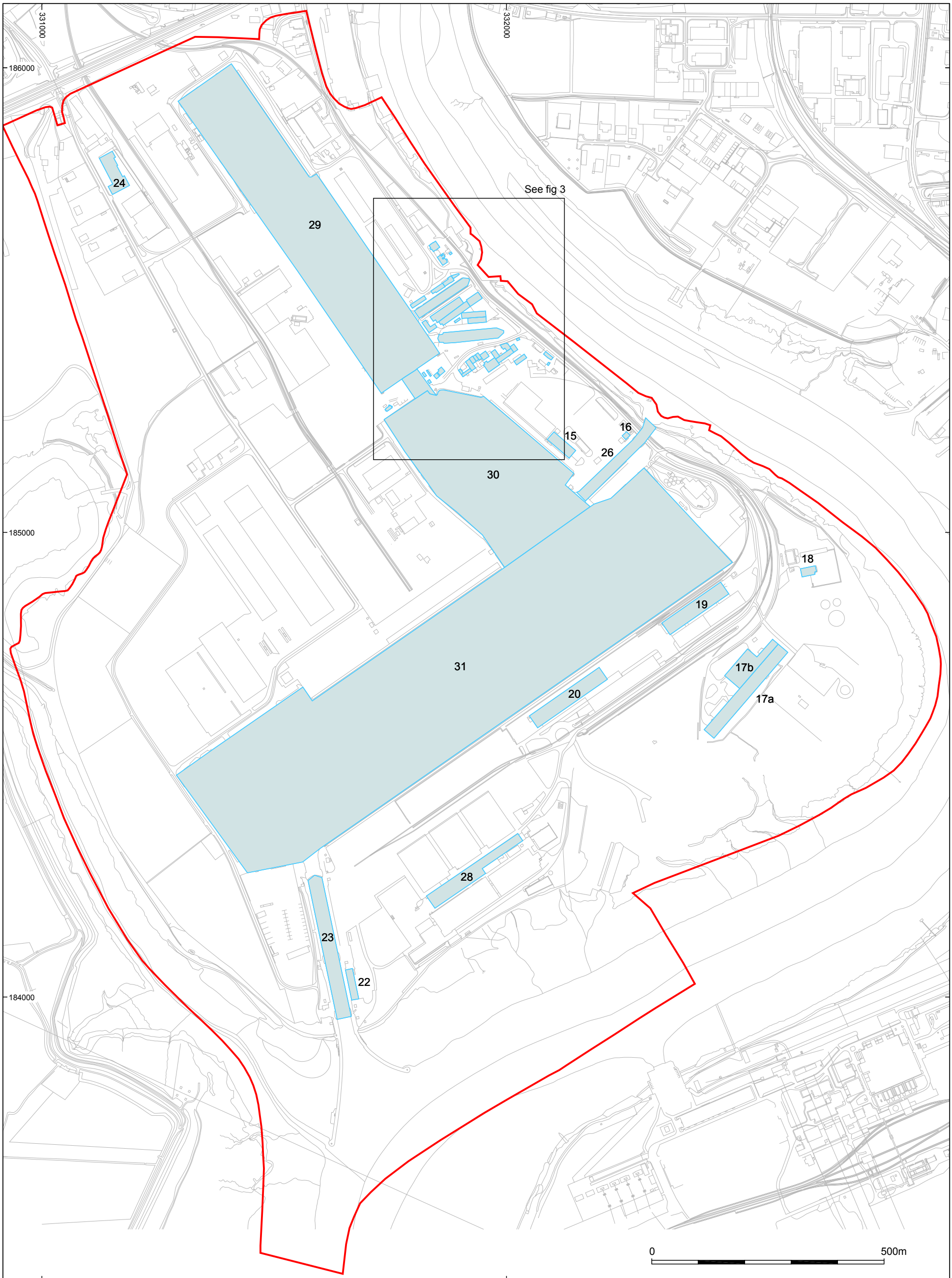


Date:	28/08/08	Revision Number:	0
Scale:	1:12,500	Illustrator:	KJB
Path:	Y:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

WA Heritage

Site location and plan of Port

Figure 1



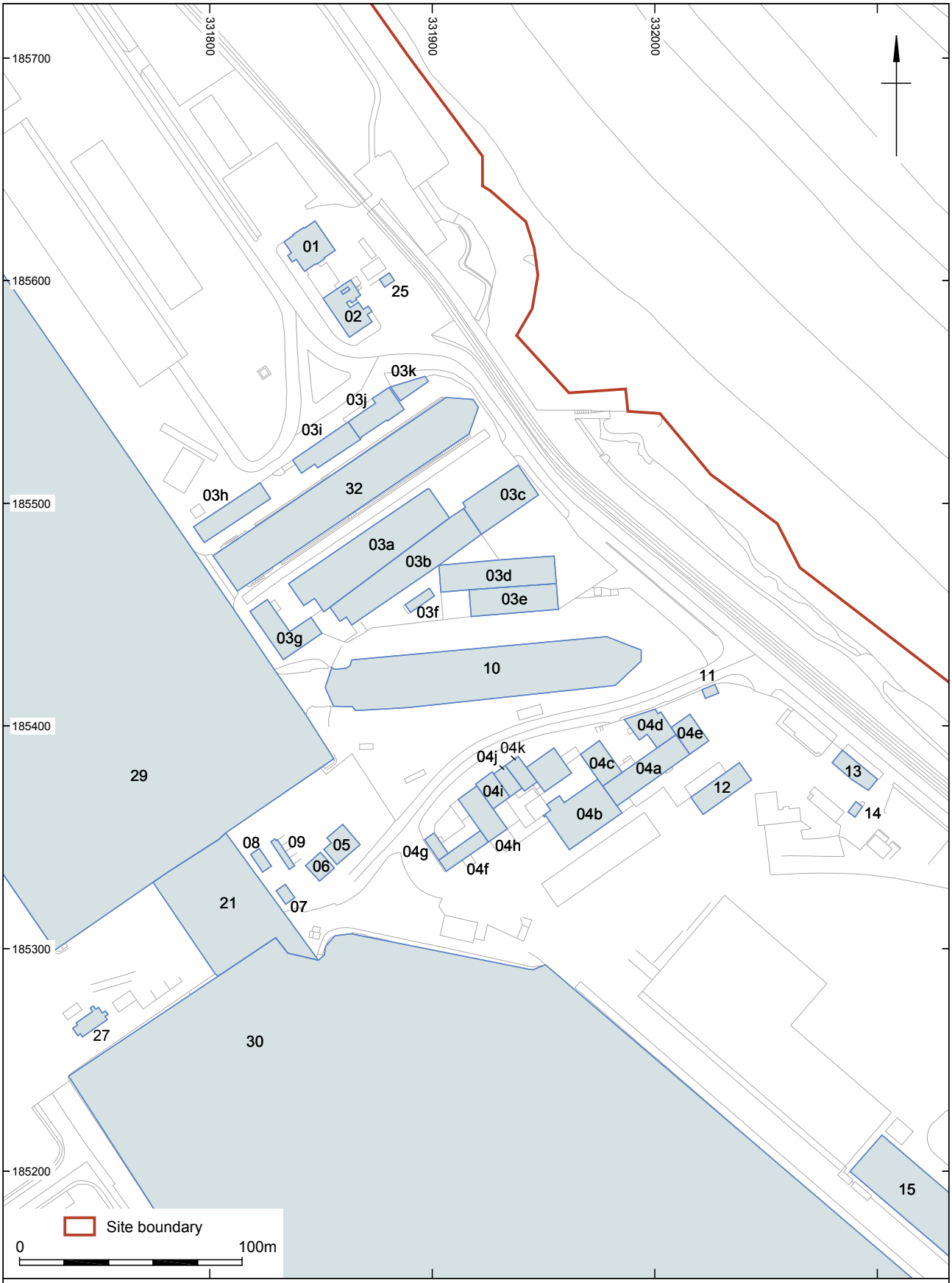
WA Heritage

Site boundary

Date:	29/08/08	Revision Number:	0
Scale:	1:8000	Originator:	KJB
Path:	LodonY:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

Site plan showing component reference numbers

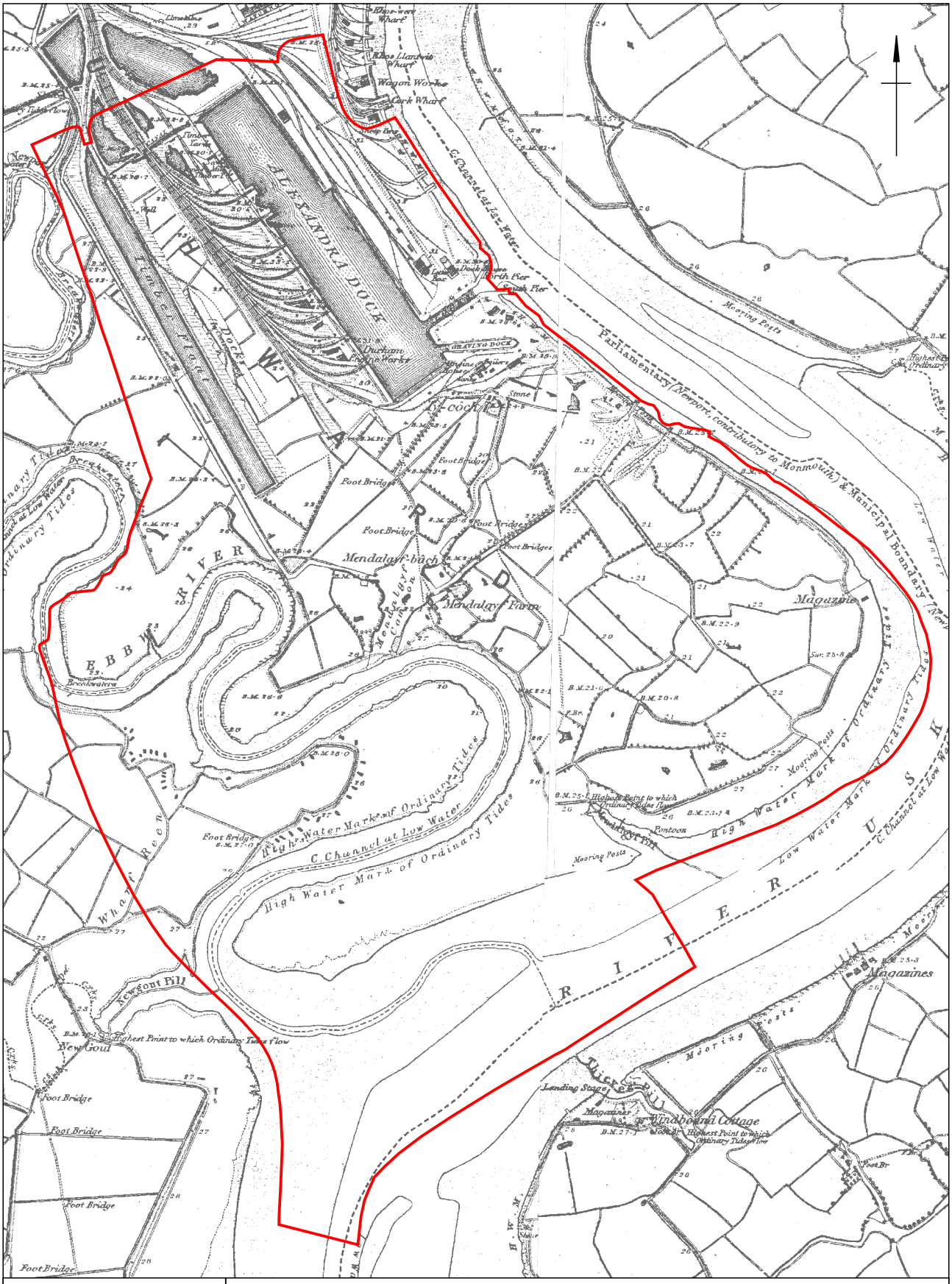
Figure 2



WA Heritage	Date:	29/08/08	Revision Number:	0
	Scale:	1:2500	Originator:	KJB
	Path:	LondonY:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

Extract from site plan showing component reference numbers

Figure 3



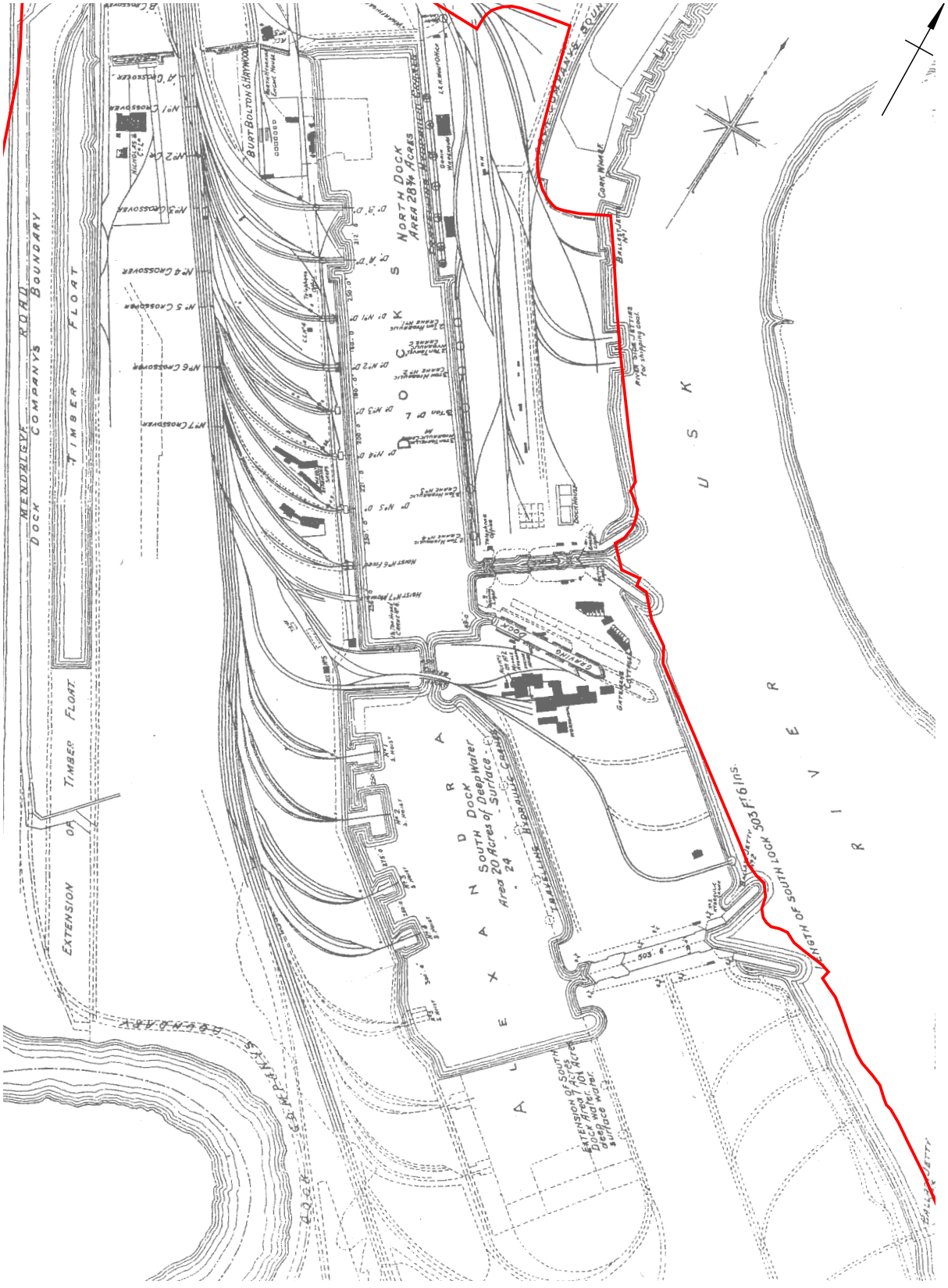
Site boundary

WA Heritage

Date:	28/08/08	Revision Number:	0
Scale:	1:12,500	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

Ordnance Survey map, 1887

Figure 4



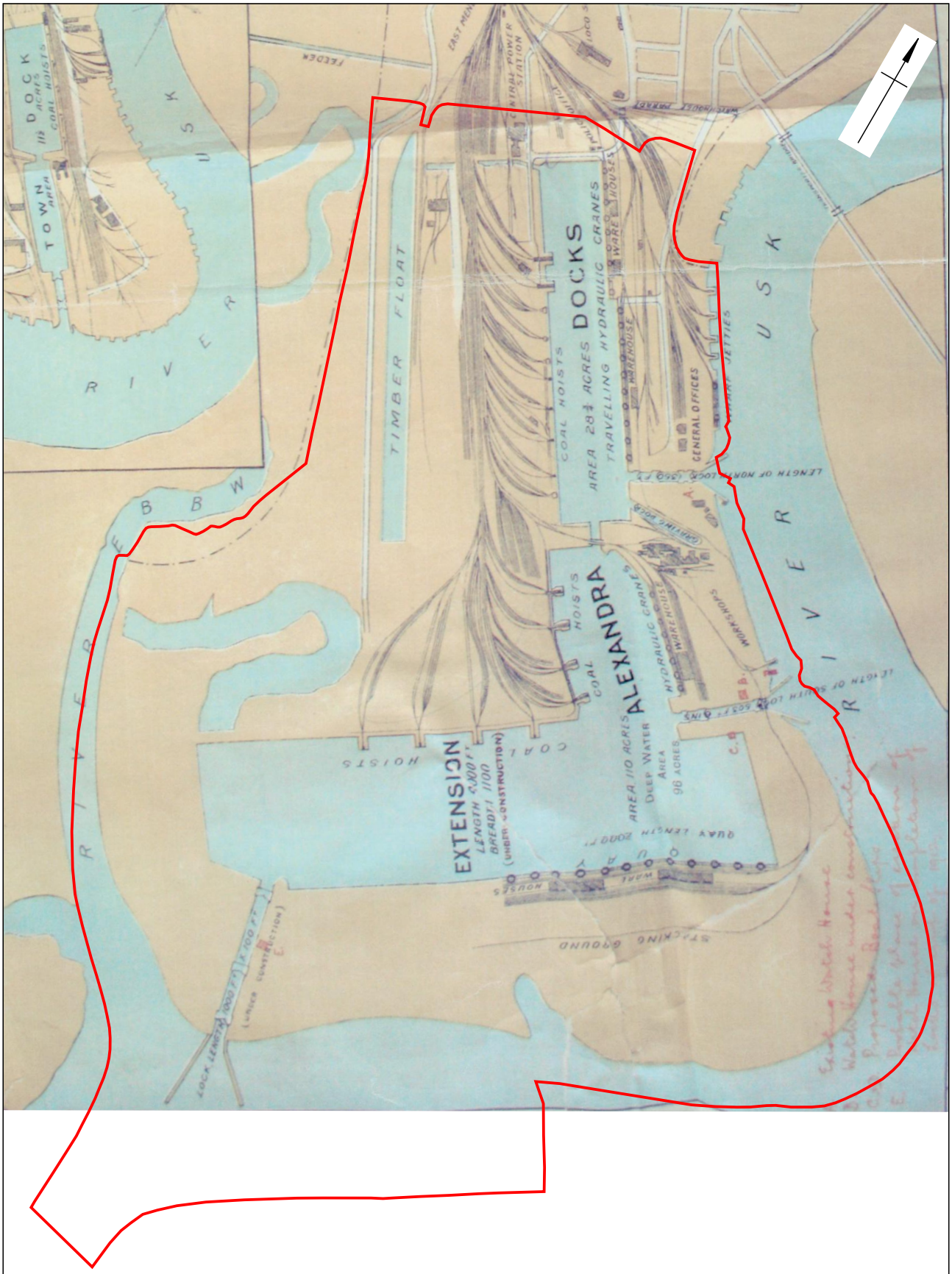
Site boundary

Date:	28/08/08	Revision Number:	0
Scale:	1:7,500	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

WA Heritage

Plan of the Alexandra (Newport) Docks, c.1900

Figure 5

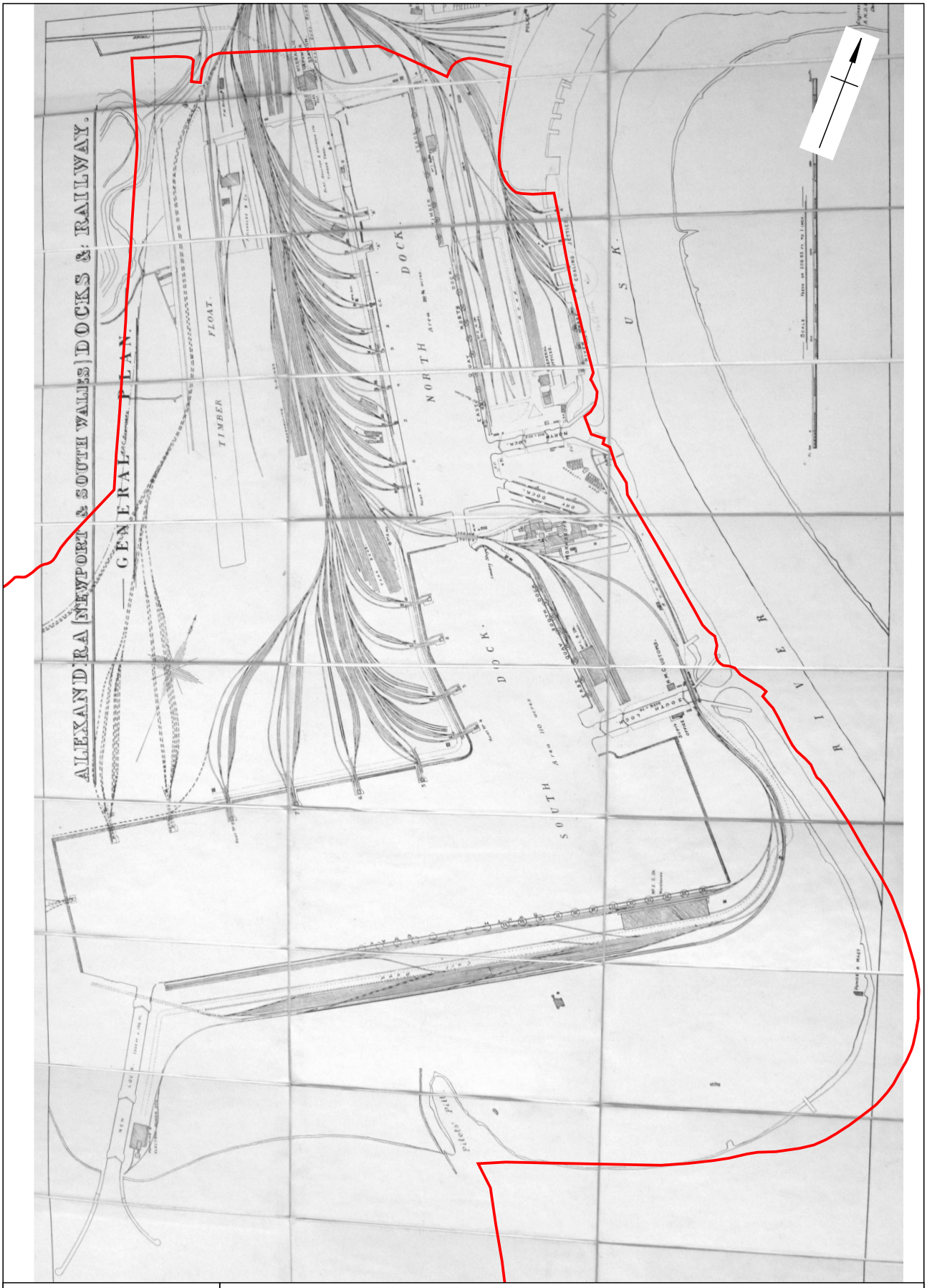


Site boundary

WA Heritage

Date:	28/08/08	Revision Number:	0
Scale:	1:7,500	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

Plan showing the existing Docks and Extensions, 1907 Figure 6

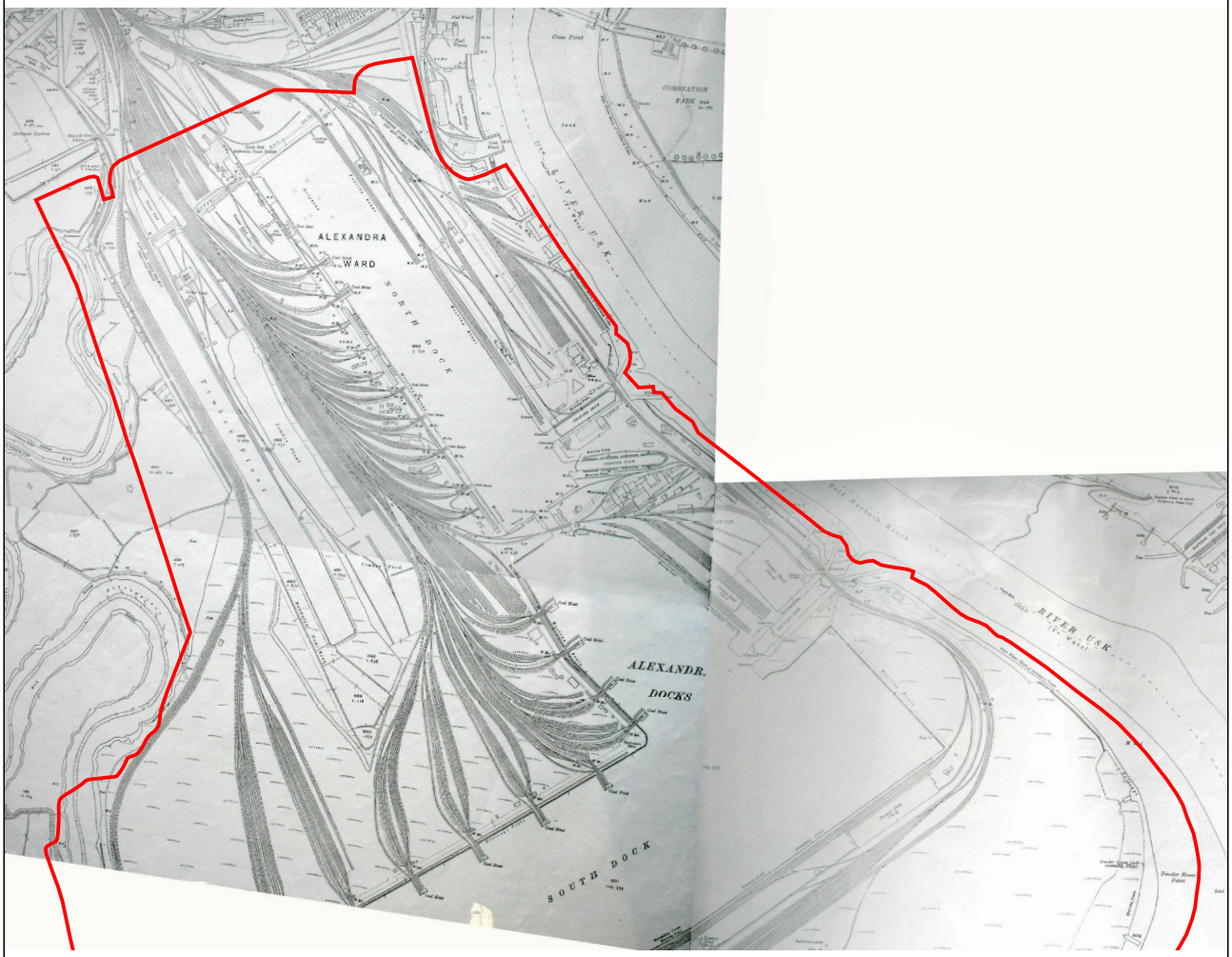


Site boundary

Date:	28/08/08	Revision Number:	0
Scale:	1:10,000	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

WA Heritage

Alexandra (Newport & South Wales) Docks and Railway; General Plan, 1912 Figure 7



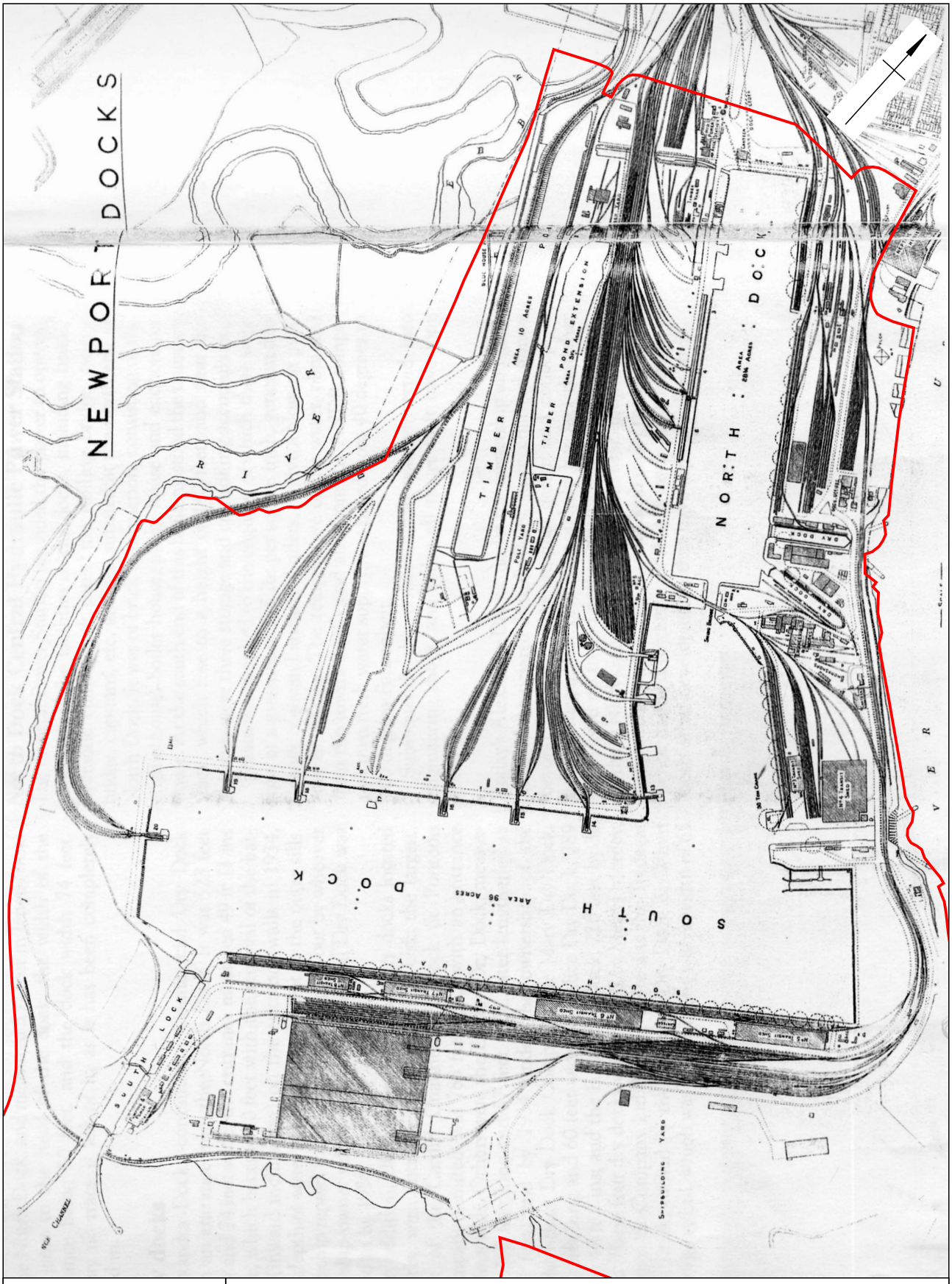
Site boundary

WA Heritage

Date:	28/08/08	Revision Number:	0
Scale:	1:12,500	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

Ordnance Survey map, 1921

Figure 8



Site boundary

WA Heritage

Date:	28/08/08	Revision Number:	0
Scale:	1:10,000	Originator:	KJB
Path:	London Y:\projects\66830\Drawing Office\Report Figures\newport docks\08-08-28\		

British Transport Commission Plan of the Alexandra Docks, 1950

Figure 9

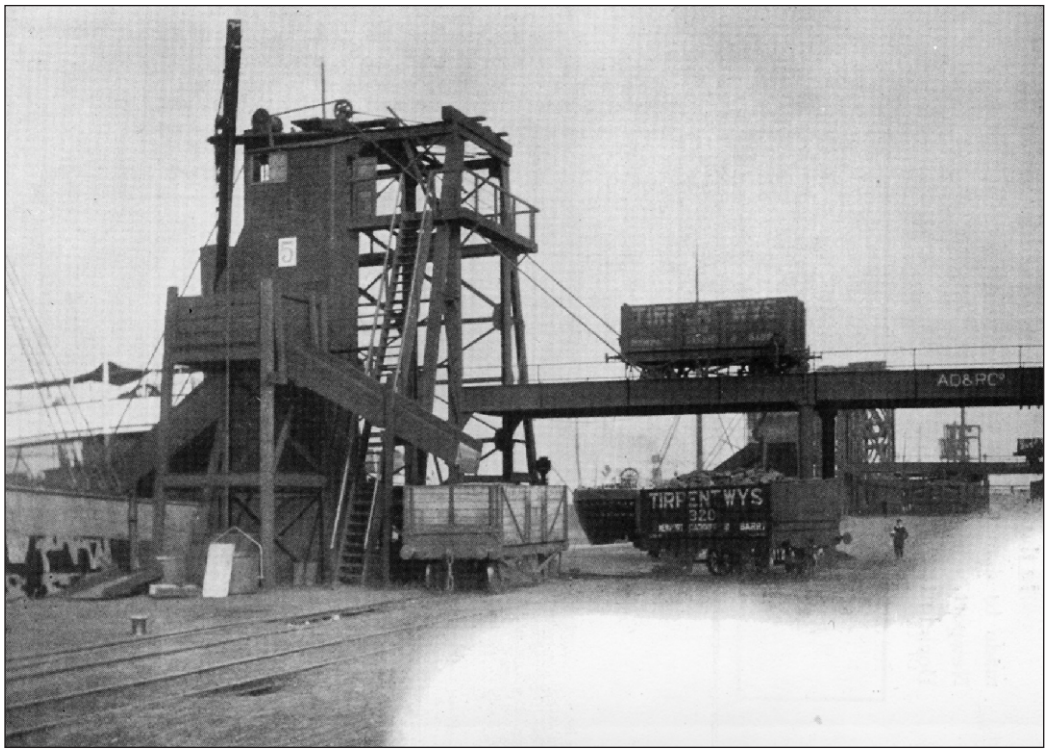


Plate 1: Coal shipping from West Quay, North Dock, c.1906 (© ANDR)

Plate 2: Storage of general cargo on East Quay, North Dock, 1910 (© ABP)

Date:	28/08/08	Revision Number:	0
Scale:	N/A	Originator:	KJB
Path:	London Y:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

WA Heritage

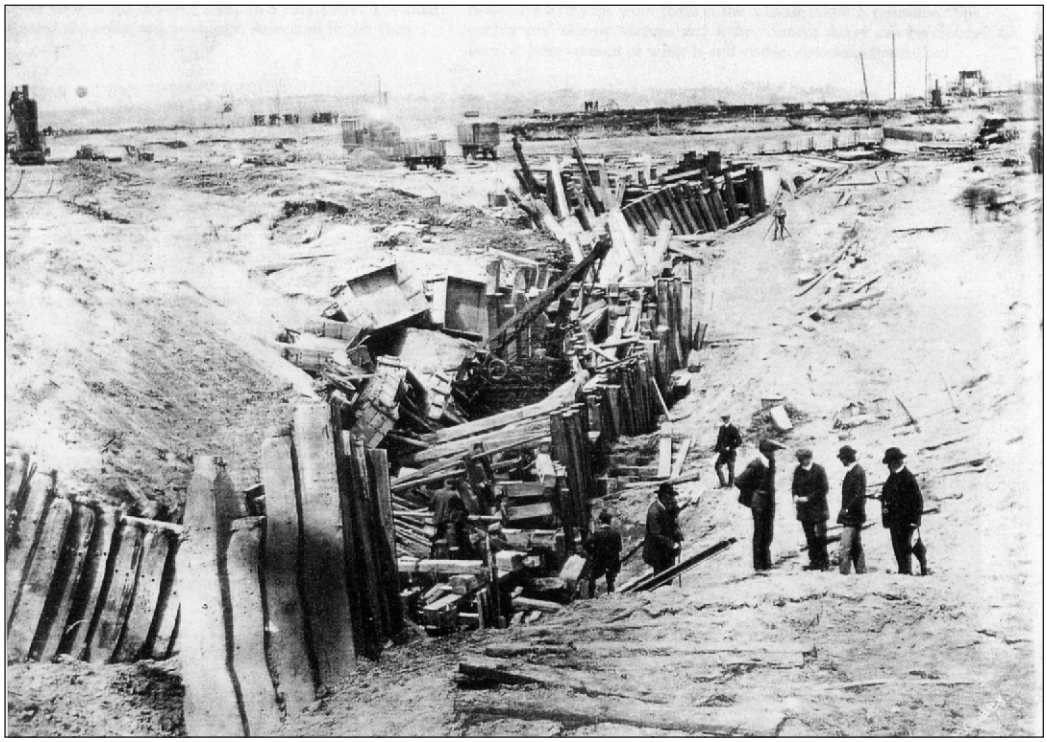


Plate 3: The collapsed excavation trench, July 1909 (© ABP)

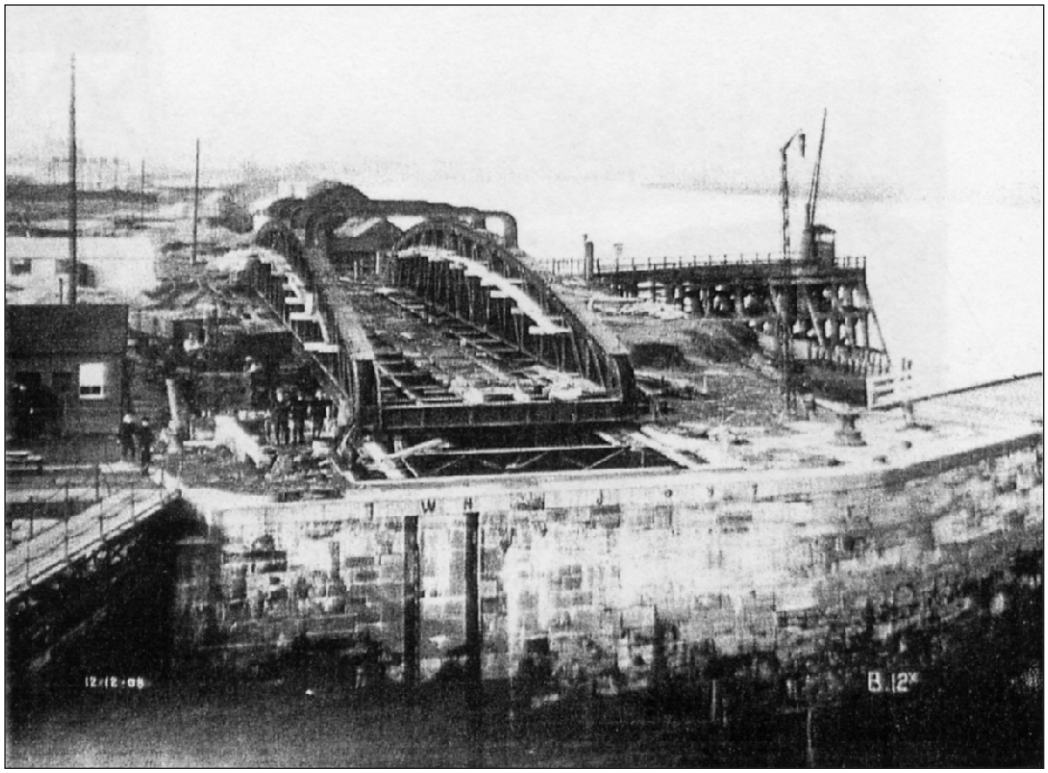


Plate 4: The rolling bridge under construction, December 1908 (© ABP)

Date:	28/08/08	Revision Number:	0
Scale:	N/A	Originator:	KJB
Path:	London Y:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

WA Heritage

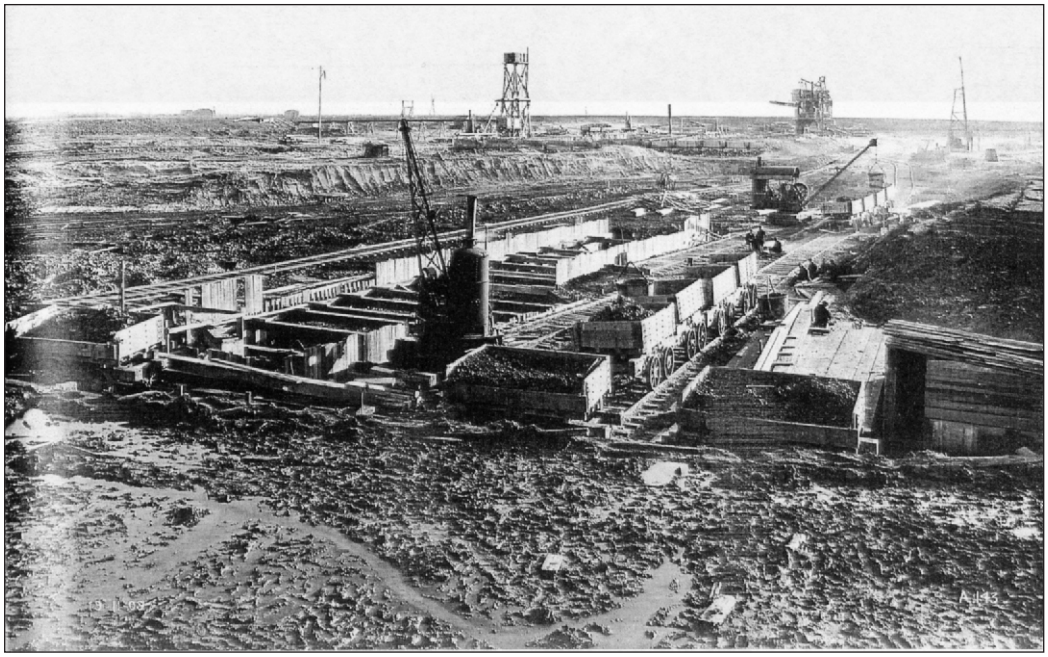


Plate 5: The South Lock under construction November 1909 (© ABP)

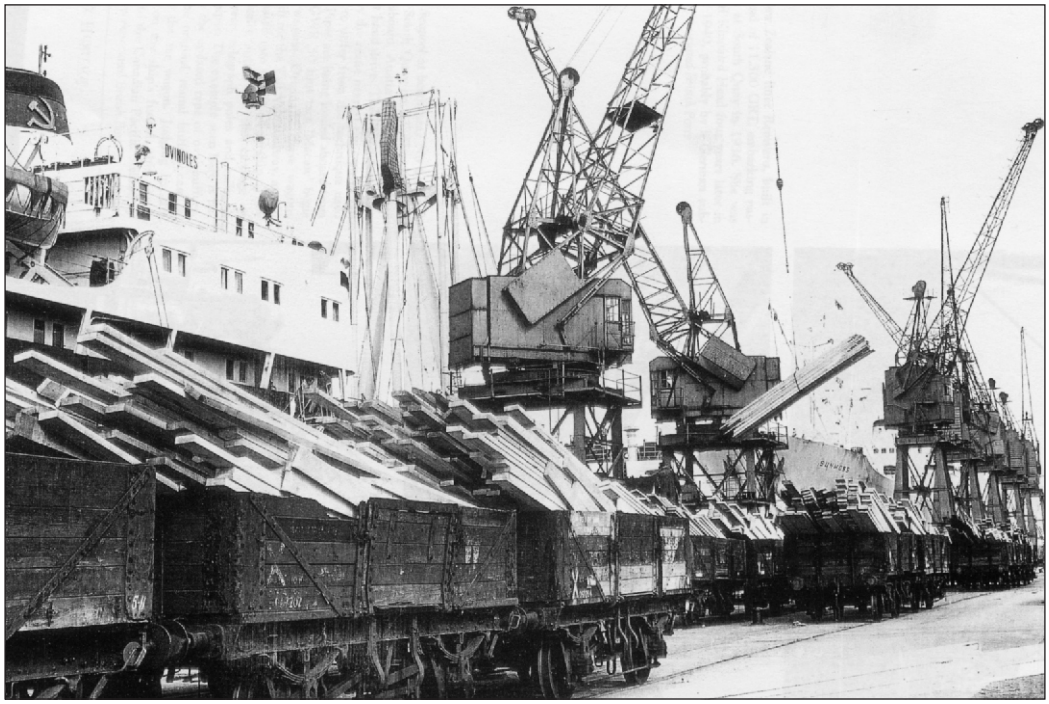


Plate 6: A cargo of Russian timber being unloaded at South Quay, c.1930 (© ABP)

Date:	28/08/08	Revision Number:	0
Scale:	N/A	Originator:	KJB
Path:	London Y:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

WA Heritage

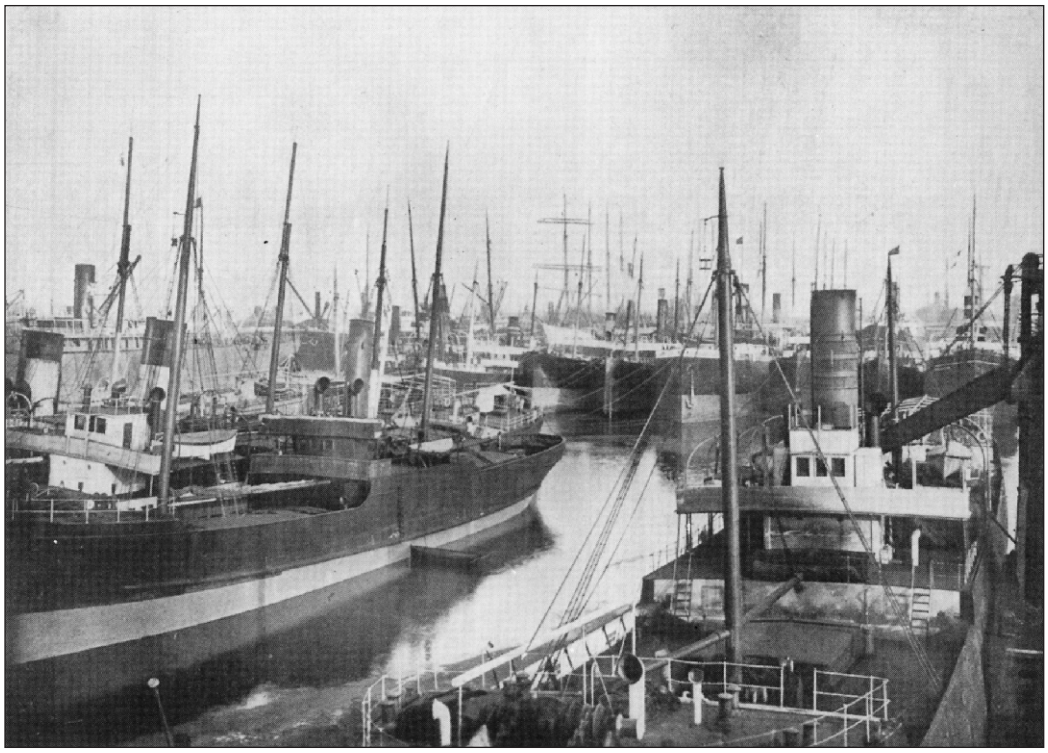
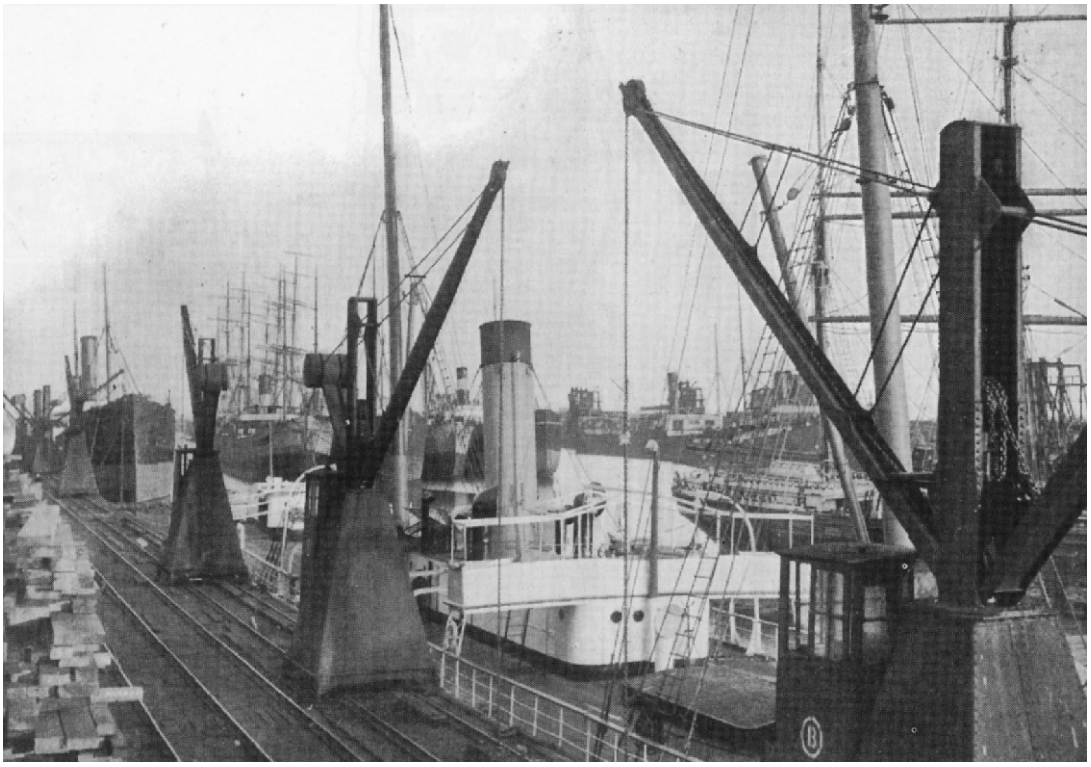


Plate 7: The North Dock, c.1906 (© ANDR)

Plate 8: General view of the North Docks c.1922, showing swing bridge over Junction Cut at far left (© John Cornwall)

Date:	28/08/08	Revision Number:	0
Scale:	N/A	Originator:	KJB
Path:	London Y:\Projects\66830\Drawing Office\Report Figures\newport docks\08-08-28		

WA Heritage



WESSEX ARCHAEOLOGY LIMITED.
Registered Head Office: Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB.
Tel: 01722 326867 Fax: 01722 337562 wa.heritage@wessexarch.co.uk www.wessexarch.co.uk
London Office: Unit 113, The Chandlery, 50 Westminster Bridge Road, London SE1 7QY.
Tel: 020 7953 7494 Fax: 020 7953 7499 london-info@wessexarch.co.uk www.wessexarch.co.uk