

NP/21/0110/FUL Pencastell, Moylegrove (Environmental concerns)

As former Newport Area Environment Group secretary, I think it important to comment on the environmental impact of the materials and other matters proposed in this application.

The applicant's Planning Statement states:-

Existing Dwelling

"The current dwelling...is unsustainable and uses low quality materials" and later "Natural materials...more subtle colourings....will create a home which fits perfectly on the site"

Accented Architecture

d. "we are proposing using traditional materials, aluminium windows, zinc"

Sustainable Design

"At the heart of the design process is the requirement to contribute to the objectives of sustainable development"

"the proposed design will pursue the objectives of....effective protection of the environment; prudent use of where possible locally sourced materials and resources."

"Concrete: The home is built using traditional materials, a steel frame erection, and a cavity concrete block envelope"

"Steel Work Framing:20% recycled metal"

The material used in the C19 part of the existing building is local traditional stone with low embodied energy and the building is sustainable:-

"Sustainable building can be said to have been achieved when the opportunities to prevent pollution, exhaustion of resources and attacks on the landscape in all these phases have been used optimally" (Studies in Environmental Science by H. Wever MSc)

In contrast the materials proposed for the replacement building are neither "locally sourced", "traditional" or "sustainable":-

Aluminium - the extraction of aluminium causes enormous environmental and social damage (see Felix Padel's book 'Out of this Earth: East India Adivasis and the Aluminum Cartel')

The EPA says that the release of perfluorocarbons during the aluminum smelting process is 9,200 times more harmful than carbon dioxide in terms of the effect on global warming.

Cement - "If the cement industry were a country it would be the third largest CO2 emitter in the world, surpassed only by China and the US" (*Carbon Brief 13/9/2019*)

Concrete - "Among materials, only coal, oil or gas are a greater source of greenhouse gases than concrete. Concrete uses one tenth of global industrial water use, 75% of this is in drought and water stressed regions". (*Chatham House report 2019*)

Steel - Steel production is more energy intensive than concrete.

"On average, 1.83 tons of CO2 is emitted for every ton of steel produced making steel production a major contributor to global warming adding over 3,3 million tons annually to global emissions" (TheWorldCounts).

Western Solar's Tÿ Solar homes at Glanrhyd and Rhos y Gilwen demonstrate that it is possible to build genuinely sustainable homes using locally sourced, traditional materials.

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Is the applicant using the aforementioned materials because he proposes a two storey building which is not suitable in an exposed coastal location that has double the UK average annual windspeed?

A one storey building would better withstand the high windspeeds at this location, as evidenced by the existing building which has done so for the last 170 years.

<https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-climate-averages/gck8xgx7x>

The applicant proposes using "more subtle colourings", however the well documented tradition of painting Pembrokeshire's coastal houses and church towers white in order to aid the navigation of ships has been established for centuries - hence the white painted exterior of the existing house. (see page 74 of 'The Ancient Borough of Newport in Pembrokeshire' by local historian Dilwyn Miles - PDF attached below)

H 1826 *Elizabeth*, schooner 128 tons.
H 1826 *Hope*, brig 112 tons.
H 1826 *Providence*, sloop 28 tons.
H 1827 *Hope*, snow 182 tons.
H 1827 *Betsy*, sloop 24 tons.
H 1828 *Brothers* schooner 99 tons.
H 1828 *Grace*, schooner 103 tons.
H 1829 *Harmony*, schooner 95 tons.
H 1830 *David*, schooner 26 tons.
H 1831 *Reform*, sloop 14 tons.
H 1832 *Ocean*, brig 120 tons.
H 1832 *William & Anne*, schooner 88 tons.
H 1834 *Agenoria*, brigantine 117 tons.
H 1835 *Alert*, sloop 33 tons.
H 1835 *Claudia*, schooner 103 tons.
H 1837 *Adroit*, schooner 72 tons.
H 1837 *Anne & Betsy*, smack 22 tons.
H 1837 *Jane*, schooner 78 tons.
H 1839 *Elizabeth*, sloop 27 tons.
H 1839 *Phoebe*, schooner 123 tons.
H 1842 *Ann*, brig 161 tons.

The shipping trade in Cardigan and Newport during the first half of the nineteenth century was dominated by the Davies family who, between them, owned over fifty ships, the quays on both banks of the Teifi, and storehouses and other property at Newport.⁴¹ They established the Cardigan Mercantile Company, and founded a merchant bank at Cardigan. Thomas, the elder brother, lived at Bridge House, Cardigan, next to the Grosvenor Hotel, and his son, David, bought Castle Green. His brother, Captain John Davies, married Ann Evan of Newport and settled there, and had six sons and two daughter. Llywelyn, the eldest son, took to the sea at an early age, and married Mary, daughter of Captain Owen Harries of Newport in 1814. After several commands, he became master of the *Albion*⁴² in which he took a party of eighty emigrants from north Wales to Canada. The voyage is commemorated in a prose narrative entitled *Hanes Mor-daith y Brig Albion, Aberteifi, (Llywelyn Davies, Llywydd) gyda mudolion (emigrants) &c. o Gaer-narfon i Ogledd America . . . wedi ei 'sgrifennu yn ddyddiol gan y Llywydd (Captain), &c.* (An account of the Voyage of the brig *Albion* of Cardigan, Llywelyn Davies, Captain, with emigrants from Caernarfon to North America . . . written daily by the Captain &c.). The diarist, however, signs himself *Cyfaill* (Friend), and he gives a detailed account of an emigrant voyage, in which the master is portrayed in flattering terms.

The ship left Caernarfon, with eighty emigrants aboard, on 21 May 1818 and, at one o'clock in the following afternoon, it dropped anchor in Newport Bay 'off Pistyll Brynach', and a description of the view from the ship is given:

We saw the white houses of the town, some scattered among the trees, the church tower tall and white; the two lofty towers of the ruined

castle: a pleasant sight, the earth looking green and promising. To the south, above the town, a fairly high mountain rose to a rocky summit, bare except for heather. To the north-east, a high, steep rock and beyond it, good land facing south; here and there a man sowing seed. All looking as if the smile of providence were upon the land.

The master went ashore to see his wife and small daughter, and some of the passengers went off to do some shopping. They got what they wanted and 'were shown much kindness and attention', but the beer was 'very poor stuff', and so they did not take any with them. The townspeople came to gaze at them, 'a load of Welsh people about to leave their country and to face a long voyage.' Some wanted to join them, but the master refused to take them. He became aware, however, that there was a demand for emigrant berths, which the Davies family set out to provide during the next two decades.

The following morning, 'some gentlemen' came aboard to inspect the emigrants' quarters. Llywelyn returned at eleven o'clock, accompanied by his father, Captain John Davies, and the wives of some of the crewmen, who came to wish them a safe voyage, and the ship set sail at noon. It arrived at Perth Amboy, New Jersey, forty-five days later, on 7 July, after a good crossing. Llywelyn then sold his ballast of slates, which he always took, either from Cilgerran or from the cliff quarries at Newport, and sailed for home with a cargo of timber.

The *Albion* was a square-sterned snow, a modified brig, of 166 tons burthen, built in 1815 by William Roberts of Hakin, who was to marry Llywelyn's sister, Margaret, seven years later. It was owned by a syndicate comprising members of the Davies family, together with Captain Owen Harries, Llywelyn's father-in-law, and Captain Daniel Evans of Newport, all master mariners, and John Owen, farmer, of Rhosmaen, Nevern. Farmers frequently held a share in a ship that was primarily used for carrying limestone, culm or coal. Ownership, by tradition, was divided into sixty-four shares and the minimum holding, of four shares, was known as 'an ounce'.

The *Albion* foundered on the notorious Arklow Banks in 1819, and all hands were lost.

Thomas and John Davies acquired so much wealth that they were able to lend money to some of the Teifside gentry, and also to the BOWENS of Llwyngwair. James Bowen (1758-1816) borrowed £500 on 11 April 1807, from Thomas Davies, and this sum had not been repaid in the following June when the bond was assigned to John Davies. George Bowen (1800-56) signed bonds in May 1822 and in May and November 1830, each for £1,000. There was a connection with the Bowen family in that David, son of Thomas Davies, married Anna, daughter of the Reverend David Griffiths and his wife Anne, elder daughter of George Bowen, and when Thomas Davies died, David Griffiths conducted the burial service at St Mary's Church, Cardigan.

Captain John Davies died in 1835 and his will shows that he owned a house in Goat Street, together with other dwellings and land at Newport; two store houses, a coal-house and a smithy on the Parrog; land and dwellings at St Dogmael's, and the Red Lion Inn and some houses in

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