

A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT: HISTORIC ENVIRONMENT DESK-TOP REVIEW



Prepared by Dyfed Archaeological Trust
For: TACP



ymddiriedolaeth archaeolegol
DYFED
archaeological trust

DYFED ARCHAEOLOGICAL TRUST

RHIF YR ADRODDIAD / REPORT NO. 2016/49
RHIF Y DIGWYLLIAD / EVENT RECORD NO. 109387

Gorffennaf 2016
July 2016

A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT: HISTORIC ENVIRONMENT DESK-TOP REVIEW

Gan / By
Fran Murphy

Paratowyd yr adroddiad yma at ddefnydd y cwsmer yn unig. Ni dderbynnir cyfrifoldeb gan Ymddiriedolaeth Archaeolegol Dyfed Cyf am ei ddefnyddio gan unrhyw berson na phersonau eraill a fydd yn ei ddarllen neu ddibynnu ar y gwybodaeth y mae'n ei gynnwys

The report has been prepared for the specific use of the client. Dyfed Archaeological Trust Limited can accept no responsibility for its use by any other person or persons who may read it or rely on the information it contains.



BUDDSODDWYR | INVESTORS
MEWN POBL | IN PEOPLE

Ymddiriedolaeth Archaeolegol Dyfed Cyf
Corner House, 6 Stryd Caerfyrddin, Llandeilo,
Sir Gaerfyrddin SA19 6AE
Ffon: Ymholiadau Cyffredinol 01558 823121
Adran Rheoli Treftadaeth 01558 823131
Ffacs: 01558 823133
Epost: info@dyfedarchaeology.org.uk
Gwefan: www.archaeolegdyfed.org.uk

Dyfed Archaeological Trust Limited
Corner House, 6 Carmarthen Street, Llandeilo,
Carmarthenshire SA19 6AE
Tel: General Enquiries 01558 823121
Heritage Management Section 01558 823131
Fax: 01558 823133
Email: info@dyfedarchaeology.org.uk
Website: www.dyfedarchaeology.org.uk

Cwmni cyfyngedig (1198990) ynghyd ag elusen gofrestredig (504616) yw'r Ymddiriedolaeth.
The Trust is both a Limited Company (No. 1198990) and a Registered Charity (No. 504616)

CADEIRYDD CHAIRMAN: Professor B C BURNHAM
CYFARWYDDWR DIRECTOR: K MURPHY BA MIFA

**A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT:
HISTORIC ENVIRONMENT DESK-TOP REVIEW**

CONTENTS

	SUMMARY	1
1	INTRODUCTION	2
1.1	Project Commission	2
1.2	Scope of the Project	2
1.3	Abbreviations	3
1.4	Illustrations	3
1.5	Timeline	3
2	OVERVIEW OF ARCHAEOLOGICAL RESOURCE	4
2.1	Historic, Landscape and Archaeological Background	4
2.2	Known Archaeological Sites	5
3	POTENTIAL IMPACTS OF THE PROPOSED DEVELOPMENT ON THE HISTORIC ENVIRONMENT	10
3.1	Previous impacts to the A40 Llanddewi Velfrey – Penblewin Improvement scheme route	10
3.2	The Potential Impacts of the Proposed Development	11
4	ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND IMPORTANCE	12
5	DISCUSSION	18
5.1	General Conclusions	18
5.2	Archaeological Mitigation	19

A40 LLANDDEWI VELFREY – PENBLEWWIN IMPROVEMENT: HISTORIC ENVIRONMENT DESK-TOP REVIEW

SUMMARY

An archaeological desk-top review was undertaken by DAT Archaeological Services on behalf of TACP to support their tender bid for the construction of the A40 Llanddewi Velfrey – Penblewin Improvement scheme at Llanddewi Velfrey in Pembrokeshire, West Wales. TACP commissioned a review to identify known archaeological and historic assets within the proposed development site and its environs, and assesses the potential for hitherto unknown remains to be present within the proposed development area. The results of the review will feed into their tender proposal, scheme design and projected timetabling of construction.

The review advises that no registered landscapes, parks and gardens, scheduled ancient monuments and Grade I and II listed buildings would be significantly impacted upon by the proposed development.*

It is probable that sixteen known heritage assets, including one Grade II listed building, recorded in the HER and NMR databases would be either directly in the line of the proposed road route, or near enough to it that remains associated with them would be likely to be impacted upon. The setting of one Grade II listed building would be improved by the proposed development.

Most of the sixteen sites are of post-medieval date; one is potentially Iron Age and several are definitely or possibly of Bronze Age date.

The potential for the presence of archaeology from the different time periods was estimated based upon knowledge of the recorded archaeological sites in the area and patterns known to exist regionally. Overall it was considered that the chances of encountering buried remains from any time period would be low, excepting that a higher probability was likely for Bronze Age remains due to their relatively higher density locally. The proposed bypass would cut through at least three water courses, making the discovery of more Bronze Age burnt mounds particularly likely.

This review did not include a walkover of the road line. Archaeological mitigation for the road line will involve a phased approach, most likely encompassing pre-determination evaluation with a finalised desk-based assessment that would include walk over survey results, an initial geophysical survey and subsequent trial trench evaluation. Mitigation prior to or during construction would involve appropriate schemes of historic building recording, archaeological excavation and watching briefs. Reports and archives of the results of all stages of archaeological works would be required. The full scope of any subsequent archaeological works would be determined by the appointed archaeological curator for the road scheme.

1 INTRODUCTION

1.1 Project Commission

- 1.1.1 DAT Archaeological Services were commissioned by TACP to prepare a Historic Environment Desk-Top Review for the proposed A40 Llanddewi Velfrey Improvement scheme at Llanddewi Velfrey in Pembrokeshire (SN 147 168). The proposed bypass is on the A40 main road and is around 5km in length running around the northern side of the village.
- 1.1.2 The review will be used by TACP to support their tender fee bid for the works, as well as to assist scheme design and projected timetabling of construction. The report will enable TACP to better estimate potential costs and timescales for any necessary archaeological mitigation that may be required for the road scheme. The report will also highlight any issues in terms of impacts of the scheme on the wider historic environment.

1.2 Scope of the review

- 1.2.1 The review comprised the examination of data from available sources of information including:
- Information on known archaeological and historic sites recorded in the regional Historic Environment Record held and maintained by Dyfed Archaeological Trust (DAT) and any relevant web-based information;
 - Relevant information held by the Royal Commission on Ancient and Historic Monuments in Wales via the COFLEIN online computer database;
 - Information on Conservation Areas or Historic Landscape Areas within or in the vicinity of the site area from information held by DAT and CCW (now Natural Resources Wales) LANDMAP website and
 - Cadw's Listed Building records and Schedule of Ancient Monuments for designated buildings and sites of archaeological and historical importance lying on or in close proximity to the site.
- 1.2.2 The desk-top review identifies known archaeological and historic assets within the proposed development site and its environs, and assesses the potential for hitherto unknown remains to be present within the proposed development area. An indication is also given of what further archaeological works might be required in advance of or during the proposed road improvement scheme.
- 1.2.3 A buffer zone of up to **1km** around the perimeter of the proposed road improvement scheme boundary was used to ascertain the known archaeological and historical resource for designated assets (Historic Landscape Characterisation Areas, Registered Parks and Gardens, Scheduled Ancient Monuments and Grade I, II* & II listed buildings) and **250m** for undesignated archaeological and historical assets.

1.3 Abbreviations

- 1.3.1 All sites recorded on the regional Historic Environment Record (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). Sites recorded on the National Monument Record (NMR) held by the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) are identified by their National Primary Record Number (NPRN). Scheduled Ancient Monument (SAM). Altitude is expressed to Ordnance Datum (OD).

1.4 Illustrations

- 1.4.1 Printed map extracts are not necessarily to the original scale.

1.5 Timeline

- 1.5.1 The following timeline (Table 1) gives date ranges for the various archaeological periods that may be mentioned within this report.

Period	Approximate date	
Palaeolithic –	c.450,000 – 10,000 BC	Prehistoric
Mesolithic –	c. 10,000 – 4400 BC	
Neolithic –	c.4400 – 2300 BC	
Bronze Age –	c.2300 – 700 BC	
Iron Age –	c.700 BC – AD 43	
Roman (Romano-British) Period –	AD 43 – c. AD 410	Historic
Post-Roman / Early medieval Period –	c. AD 410 – AD 1086	
Medieval Period –	1086 – 1536	
Post-medieval Period ¹ –	1536 – 1750	
Industrial Period –	1750 – 1899	
Modern –	20th century onwards	

Table 1: Archaeological and Historical Timeline for Wales

¹ The post-medieval and industrial periods are combined as the post-medieval period on the Regional Historic Environment Record as held by Dyfed Archaeological Trust and Glamorgan Gwent Archaeological Trust

2 OVERVIEW OF ARCHAEOLOGICAL RESOURCE

2.1 Historic, Landscape and Archaeological Background

Archaeological and Historic Background

- 2.2.1 Llanddewi Velfrey lies in an area of fertile lowland hills and valleys, in mixed farmland, where fields are mainly medium-sized and regular. There are numerous stands of woodland, particularly in the valleys, while the steep slopes at the eastern end of the area are cloaked in deciduous woodland. The A40 trunk road runs through the modern village. Historically, before the A40 became such a major commercial routeway, the village centred on the church, 1km south-southwest of the war memorial that is now thought of as the village centre.
- 2.2.2 The church is largely post-medieval in fabric, but is highly likely to have been an ecclesiastical site consistently since early medieval times, and possibly a religious site since the pre-Christian Iron Age and Romano-British periods. Villages of medieval and early medieval origin (in many places probably replacing earlier settlements) are common throughout Pembrokeshire, which was largely under Norman control from about the 1070s onwards. The remains of medieval strip-field systems around villages are still common, as are the many early castle mounds – mottes – used in the conquest and defence of the region. This part of Pembrokeshire in particular owes much of its medieval character to its importance as the main routeway for pilgrims travelling to St. David's.
- 2.2.3 Roman remains are scarce in the region, but it has recently been found that a Roman road runs east-west a few miles north of the village and connects the large forts known at Carmarthen and the auxiliary fort recently discovered at Wiston, east of Haverfordwest. Evidence for native settlement during the Iron Age, and possibly during Roman rule, is far more abundant, mainly in the form of the numerous hillforts and other types of defended enclosure scattered throughout the area. Human activity during the Bronze Age is also widely represented, through the burial mounds and standing stones left behind, though little evidence of settlement is recorded in this area.
- 2.2.4 Remains of the earlier prehistoric periods are less well represented in the vicinity of Llanddewi Velfrey, in stark contrast to other parts of Pembrokeshire where Neolithic burial chambers, in particular, are found. The reason for this is unknown and may be as a result of little archaeological fieldwork having taken place to identify such sites. Coastal areas of the county seem on present evidence to contain the majority of the temporary sites used by Mesolithic hunter-gatherer people, although more inland sites are being identified through fieldwork. Palaeolithic archaeology is found only in southern coastal areas, the evidence of which remained unscathed by the effects of the last ice sheets that did not extend so far south. Elsewhere it would appear that evidence of Palaeolithic life was eradicated during the last Ice Age so the lack of any identified remains of Palaeolithic date around Llanddewi Velfrey is not unexpected.

Previous Archaeological Work

- 2.2.5 No known previous archaeological work has been undertaken within a 1km buffer zone of the proposed road route.

The Historic Landscape

- 2.2.6 The development area of the road scheme does not lie within a Registered Historic Landscape Characterisation Area

LANDMAP

- 2.2.7 The proposed development lies within landscape areas recorded on the National Resources Wales (NRW) LANDMAP database. LANDMAP is a GIS (Geographical Information System) based landscape resource where landscape characteristics, qualities and influences on the landscape are recorded and evaluated in a nationally consistent data set.
- 2.2.8 Encompassing the whole of the proposed new road is the historic landscape known as Llanddewi Velfrey (Ref: PMBRKHL46206). This landscape has been assigned a high value based on the diversity of its archaeological remains and built heritage. Its integrity as a landscape is considered to be high because of the coherence of its dominant, regular, post-medieval pattern of medium-sized fields. The area is seen as being of moderate rarity, which is enhanced by the presence of large, prominently sited hillforts at Llanddewi Gaer and Caerau Gaer. LANDMAP also records that: *'the archaeological record is diverse, encompassing evidence of multi-period activity. Prehistoric monuments include two barrows to the NE of Redstone Cross, a standing stone of unknown date at Parc Beacon, a ring cairn to the W of Pengawse and a number of probable Iron Age hillforts. The medieval period is represented by a number of churches, such as St David's in Llanddewi Velfrey and Crinow, and possible castle sites at Glyn Pattel and Llangwathan, while the earthworks of a possible deserted medieval settlement are located to the W of Henllan.'*

2.3 Known Archaeological Sites

Scheduled Ancient Monuments

- 2.3.1 There are three Scheduled Ancient Monuments within 1km of the proposed road route. None of them are nearer than 0.7km away from the proposed route.
- 2.3.2 It is conceivable that the nearest two scheduled monuments might be intervisible with the current route of the A40. These are Carau Gaer (PE 176) and Llanddewi Gaer (PE 086); both of which are Iron Age hill forts. Llanddewi Gaer is a particularly good example of an inland promontory fort. The forts lie 0.7km and 0.8km south of the centre of Llanddewi Village and the road route, and 0.3km from each other. The impact of the development on their setting is considered to be slight, as the proposed new route coincides with the current route of the A40 for the stretch of road visible from the two SAMs. A site visit would ascertain whether there was any intervisibility between these two monuments and the A40.

Grade I and II* Listed Buildings

- 2.3.3 There are no Grade I listed buildings within 1km of the proposed development but one grade II* listed building, the post-medieval Panteg Farmhouse (LB no 6547), lies 0.8km from it. However, its view to the proposed road is obstructed by a hill and woodland.

Grade II Listed Buildings

- 2.3.4 There are nine grade II listed buildings within 1km of the proposed bypass. Four of them are intervisible with the new road and one of these, Ffynnon Baptist Chapel (LB no. 6056) is immediately adjacent to it.
- 2.3.5 Ffynnon Baptist Chapel lies immediately north of the proposed road and has a graveyard to its south (not listed) through which the new road will cut. The impact on the setting of the chapel itself is considered to be slight, bearing in mind that the busy A40 road already runs within 20m of the chapel. The exact nature of proposed works is not known but if it

involves intrusive ground works, it implies a very high likelihood for the disturbance of human remains.

- 2.3.6 The three grade II listed buildings that could be intervisible with the proposed development are the war memorial (LB no. 18983) in the centre of Llanddewi Velfrey Village and the Farmhouse (LB no. 6541) and Stable (LB no.6542) at Gwindy, 0.3km east of the eastern end of the proposed new road. The proposed road realignment to the north of the village would take a considerable amount of road traffic away from the road adjacent to the War Memorial and thus constitute an overall improvement to its setting.
- 2.3.7 Bethel Chapel and the surrounding houses partially obscure the line of site to the road from the listed buildings at Gwindy. The road improvement will make very little difference to the setting of these two listed buildings as they already lie within around 15m of the existing A40.

Undesignated Historic Environment Assets

- 2.3.8 The historic assets recorded in the HER and NMR within a 250m buffer zone of the proposed road route comprise fifty-three records, and the majority of them are post medieval in date and domestic or agricultural in class. The majority of the sites do not lie on or in the immediate vicinity of the proposed road route. Some of the records represent the SAMs and LBs already discussed. Many Prehistoric, Roman, early-medieval and medieval sites are also recorded in the wider area, giving a moderate chance of the discovery of more sites from these periods at any point along the proposed road route.
- 2.3.9 No remains are recorded from the Palaeolithic, Mesolithic or Neolithic periods. The HER and NMR record six burnt mounds and standing stones of the Bronze Age period. The Iron Age is less frequently but more prominently represented by several hillforts and other defended enclosures. The only evidence for Roman activity recorded is a possible cropmark site but in the wider area a portion of Roman road running east-west past the village a few miles to its north has been documented. There are no early medieval remains but recorded within the 250m buffer zone.
- 2.3.10 The vast majority of sites recorded in the HER and NMR within the 250m buffer are of post-medieval date but some may have origins in the medieval period. They almost all relate to domestic and agricultural remains.
- 2.3.11 Starting at the western end of the proposed development, in the vicinity of the Penblewin roundabout, the proposed route of the road improvement runs close to, but does not interfere with PRN 19532 a post-medieval quarry. Penblewin post-medieval Farmstead (PRN 48583) consists of buildings to the north and south of the current A40, and those to the north will be demolished by the planned roadworks. These buildings are now ruinous, and they were not mapped before 1889, so they are most likely to be of later 19th century date and the possibility of encountering earlier remains is small. To the east of Penblewin the road will run closely north of but not interfere with two further farms: Caermaenau-fach (PRN 48582) and Trefangor (PRN 48581).
- 2.3.12 Further east again, the road would run through PRN 48580, which is recorded as a post-medieval dwelling and shown on the earliest known map of the area in the early 1840s. Shortly to the east, the proposed road improvement route would also run through PRNs 48578 and 48579,

which are both the sites of former buildings recorded on the tithe map of the early 1840s. PRN 48579 is recorded on the map as 'house and garden,' and the notation for PRN 48578 is illegible, but presumably if recorded on the tithe map, would be another dwelling. The proposed road would also cut through part of the grounds of Henllan Lodge (PRN 19536 / NPRN 302516), which also has a history at least as far back as the early 1840s. The lodge was associated with the former Henllan Mansion and thus of archaeological and historical significance, but the building is not listed.

- 2.3.13 The road route at this point also runs close to but does not impact directly upon the Trefangor burial ground (PRN 34750). The burial ground is still in use today, with some funeral services taking place at the nearby Ffynnon Chapel, before burial at Trefangor. It is very unlikely that the extents of the burial ground have changed since the land was first donated to the Baptist church as a cemetery.
- 2.3.14 Close to the Trefangor burial ground are two other post-medieval sites a dwelling (PRN 47027) and a quarry (PRN 47028).
- 2.3.15 To the east of this, the road approaches Ffynnon Chapel (PRN 4911; NPRN 11067), already discussed as a listed building and the potential that the provisional route of the road line could impact upon a small amount of the burial ground, although exact details of what the impact could be are not known. At this point the road will also run close to and disturb part of the area of Ffynnon Cottages (PRN 23390), which is again likely to expose buried remains. Buildings are shown at this site on the 1840s Tithe Map, but their original date of construction is not known.
- 2.3.16 South of the road at this point, there are records of Bronze Age activity in the form of three burnt mounds (PRNs 3700, 3723 and 3724), placename evidence for a standing stone 'Parc Maen Llwyd' (PRN 8009) and a possible cropmark complex of Roman date (PRN 46806). The burnt mounds are on the side of streams (as they usually are) that run from the south of the road, under the current A40 and down towards Ffynnon Farm. Some of the planned roadworks impact slightly on one of these streams and it is considered possible that further Bronze Age remains will be discovered.
- 2.3.17 West of Ffynnon, an auxiliary road runs close to but does not interfere with PRN 19537, a post-medieval quarry. Further east, the new proposed road line starts its northern deviation around the village and passes close to but does not impact upon post-medieval dwellings. The route next passes near the two farms of Pentroydin, the proposed route close to this point directly impacts upon the recorded location of another Bronze Age burnt mound (PRN 3726). A second burnt mound (PRN 34441) is recorded south of the proposed road route near here, 70m from the first, and a third (PRN 3737) can be seen north of the road route near Castell. It is quite probable that more could be discovered during any ground works near to the streams along the road route in this area north of the village.
- 2.3.18 To the north of the proposed route, towards the new roundabout at its eastern end, there is the recorded site of a former post-medieval cottage (PRN 23363) that was first mapped in. It is unlikely that the remains of the structure will be directly impacted upon by the road line proposals. Nearer to the proposed roundabout, two post-medieval quarries (PRNs 48838 and 47047) are recorded, neither of which will be impacted upon by the proposed road line.

- 2.3.19 Close to the eastern end of the route a further building is recorded from historic mapping (PRN 48566), which is believed to still be in use today. It would appear from the proposals plan that the road would not impact upon it.
- 2.3.20 West of the proposed eastern roundabout, a well might be encountered in the vicinity of PRN 48837, recorded as a site due to placename evidence on the map of the early 1840s.
- 2.3.21 At the eastern end of the proposed road, Bethel cottage (PRN 23367) and Bethel Chapel (PRN 15153; NPRN 11066) lie immediately adjacent to the proposed road route on its alignment with the current A40. Both sites are post-medieval in date and the planned works appear to avoid both of these buildings and their grounds.
- 2.3.22 The available LiDAR imagery (accurate to the nearest 2m) shows only one as yet unknown earthwork, which is a circular arc of bank just south of Penblewin. Its position is shown on Figure 1. In form it is most reminiscent of an Iron Age defended enclosure, and it would thus have originally been part of a complete circular or sub-circular bank, the rest of which may have been ploughed out or levelled by later development, or may be too subtle a feature for LiDAR of this accuracy. There is a small possibility that remains associated with it may be encountered during the present proposed development.

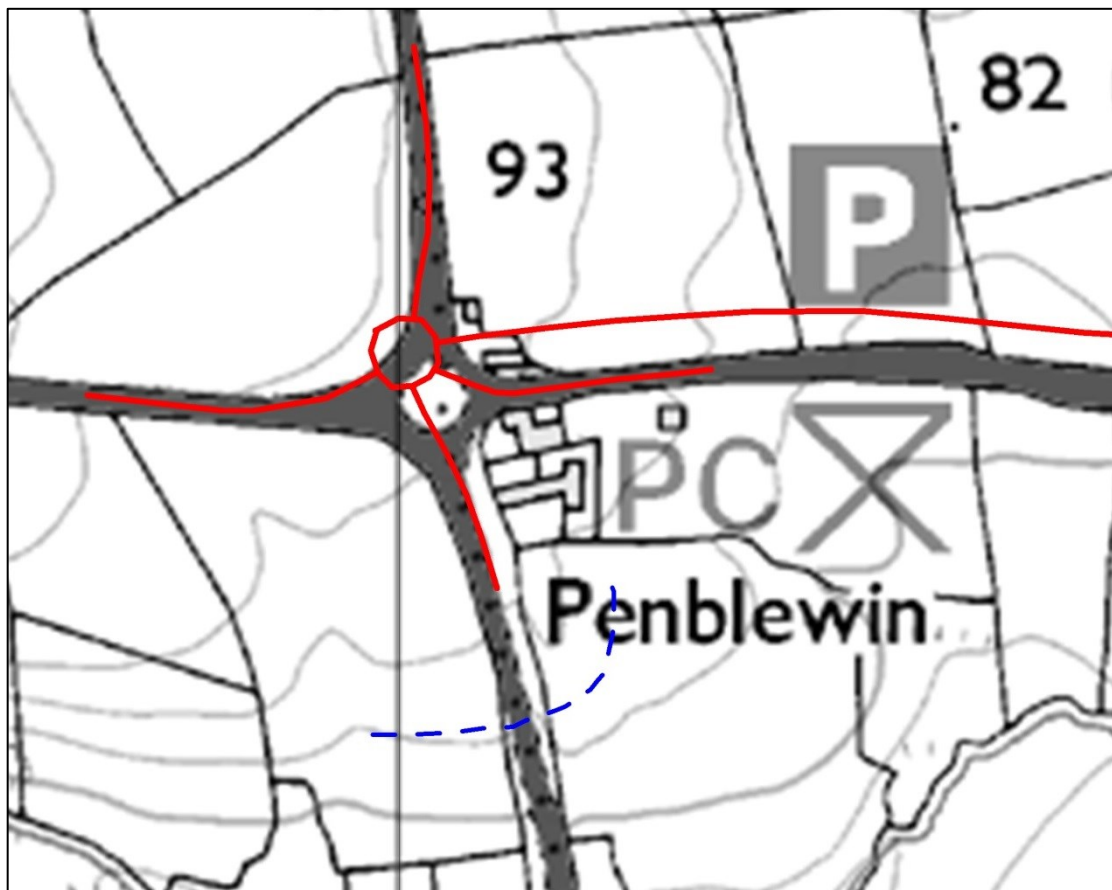


Figure 1: Map showing the earthwork at Penblewin that is visible on LiDAR imagery. The feature is shown by a blue dashed line, and the proposed road route is in red.

Reproduced from the Ordnance Survey 1:25,000 scale Explorer Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust, Corner House, 6 Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AE. Licence No 100020930

3 POTENTIAL IMPACTS OF THE PROPOSED DEVELOPMENT ON THE HISTORIC ENVIRONMENT

3.1 Previous Impacts to the A40 Llanddewi Velfrey – Penblewin Improvement Scheme Route

- 3.1.1 The majority of the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme lies adjacent to or on existing road lines. Where the road diverts to the north of the village, it will pass through undeveloped agricultural land.
- 3.1.2 Where the proposals lie next to or on the line of existing roadways, there is likely to have been a considerable amount of previous disturbance, associated with the construction of these roads and associated improvements, drainage, service installation and resurfacing works. This disturbance would be greatest directly within the existing road lines, but the potential for services in adjacent verges cannot be discounted. The existing A40 road line on the western side of the scheme has been previously improved, and it is likely that these works would have extended beyond the present footprint of the road; this may be specifically relevant to the proposed line of the new road on the northern side of the existing. Without intrusive works (such as geotechnical or even archaeological investigations) the extent of any such disturbance is not known.
- 3.1.3 Where the line of the road will run through agricultural land to the north of the village, the extent of previous disturbance will be far less. Some damage to potential subsurface archaeological remains may have occurred through agricultural practices, such as ploughing, drainage or the introduction/removal of field boundaries. It is usual for archaeological remains in such areas to lie at the interface between the plough soil and the underlying undisturbed natural ground, typically around 0.50m depth below the existing ground surface.
- 3.1.4 The proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme crosses three water courses on its route to the north of the village at SN 14600 17194, SN 15061 17250 and SN 15213 17222. The eastern and western of these water courses are uillustrated as being relatively small and close to their spring source, the central one (SN 15061 17250) is illustrated as being slightly larger. All three appear to lie in small shallow valleys running down to the north towards the Afon Taf, the central stream course being in a larger valley. It is likely that to either side of these water courses there will be a deeper build up of alluvial soils, increasing the potential depth of any archaeological remains which could be present in those areas. Such areas are typical locations for Bronze Age burnt mounds to be present.
- 3.1.5 The existing road in the area of Ffynnon Chapel crosses the location of two converging stream courses which are presently diverted beneath the existing road. The proposed road line will lie on top of the footprint of the existing A 40 and the former line of the road which passes directly south of the chapel. This area is likely to have been previously disturbed through previous road construction and improvements, although the potential for areas of undisturbed ground cannot be discounted (and therefore potential evidence for further burnt mounds may exist).
- 3.1.6 There are several quarries near to the proposed development whose excavation may have already removed archaeological remains, although the quarries themselves survive and are of potential archaeological interest.

- 3.1.7 It should be noted that at this stage the route of the proposed A40 Llanddewi Velfrey - Penblewin Improvement scheme has not been subject to a walkover survey to determine the presence of any upstanding archaeological remains (excluding those areas discussed in the last section). Therefore it is possible that upstanding remains may be present in the form of earthworks or structures which have not been identified at this stage.

3.2 The Potential Impacts of the Proposed Development

- 3.2.1 As noted above and where the road line passes through agricultural land, if archaeological deposits are present they will lie at the interface between the plough disturbed soils and underlying natural geological strata, typically at a depth less than 0.5m. The depth of archaeology in areas where previous development or road improvements have occurred is not known, but is unlikely to be at substantial depths (unless obvious embankments or made ground is present). This would mean that any groundworks where topsoil is to be removed could potentially expose, damage or destroy archaeological remains.
- 3.2.2 Full details of the construction design for the road have not been developed as yet, but general methodologies for construction can be determined from the information on the proposed scheme route:
- Demolition of existing buildings (eg. former farm buildings at Penblewin and Trefangor Cottage);
 - Topsoil stripping for contractor's compound and materials storage areas;
 - Topsoil stripping for the road line and haulage roads;
 - Drainage and service trenches for the road scheme;
 - Foundations associated with structural elements of the road scheme;
 - Excavation of attenuation ponds; and
 - Other ancillary infrastructure (fencing, lights, stores, landscaping and planting).
- 3.2.3 It is assumed that substantial earth moving exercises are required in order to landscape the route, and that in many other instances the works will require excavation to deeper levels than the base of the topsoil.
- 3.2.4 The road line will involve a mix of cuttings into and embankments on to the existing ground surface. Topsoil stripping will be required prior to embankments being constructed and thus this could expose, damage or destroy archaeological remains.

4 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND IMPORTANCE

- 4.1 Generally, the combination of geology and topography in this area imply that any archaeological deposits will be at fairly shallow depths, excepting the bottoms of slopes or in the slight water course valleys to the north of the village and in the Fynnon Chapel area.
- 4.2 It is possible to provide an indication of the potential for hitherto unknown archaeological remains to be present within the route of the proposals, based on known archaeological remains in the study area and regional knowledge of different site types and period. This is discussed below by in order of archaeological period, providing an assessment of the potential and the likely significance of remains of that date.

Palaeolithic

- 4.3 There is negligible potential for remains from the Palaeolithic period, as there is much evidence to suggest that during the last Ice Age the ice scoured the land in this part of Pembrokeshire and thus is likely to have completely removed any earlier archaeological deposits.

Mesolithic

- 4.4 The Mesolithic period is not represented in the known archaeology of the study area, and regionally it tends to be found at sites nearer the coast. It should be noted that more sites have more recently been discovered inland, including a late Mesolithic flint scatter on the line of the previous A40 road improvement scheme near to the Canaston Bridge roundabout (Schlee 2010). Mesolithic activity is usually only apparent as flint scatters and thus if the area is predominantly pastureland or has not been subject to previous archaeological investigations, the presence or absence of such sites is difficult to determine. The overall potential for finding Mesolithic archaeology within the proposed scheme would be considered low, but if present would be of regional or national significance due to its rarity.

Neolithic

- 4.5 The Neolithic period is not represented in the known archaeology of the buffer zone. Regionally, sites dating to this time seem to be concentrated coastally but there is also a fairly even spread of them inland. During the excavations at Canaston Bridge on the previous A40 scheme the flint scatter did also recover early Neolithic material and also the potential for pits or postholes indicative of settlement. The potential for finds from this period must again be considered low, however if they were present they would be rare and thus of at least regional importance.

Bronze Age

- 4.6 The known archaeological sites of the Bronze Age within the study area around the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme include burnt mounds and possible sites of standing stones, with round barrows recorded in the wider area, reflecting a pattern seen throughout much of the county. The potential for further finds of Bronze Age date within the line of the proposed road is considered moderate to high for the presence of burnt mounds because of the number of springs and streams that the road line will cross. Burnt mounds have been revealed on a number of recent linear development schemes in the region including a large example from the previous A40 improvement scheme at Robeston Wathen (Schlee 2010); on the Bulford Road Improvement scheme southwest of Haverfordwest where two burnt mounds were excavated in close proximity (Meek 2015); and with numerous examples excavated along the Milford Haven to Brecon gas pipeline (Hart et al

2015). Such remains are of regional importance, and the features are still little understood and their investigation would be considered important.

- 4.7 The potential for Bronze Age round barrows or other cemetery sites may be considered lower than that for burnt mounds. Recent excavations on road lines and other large developments in this region have revealed hitherto unknown Bronze Age round barrows and cremation cemeteries such as on the Llanddowror Bypass (unpublished excavations by Cotswold Archaeology), at the Ffairfach school site near Llandeilo (Meek 2013; Rubicon Archaeology, unpublished) and at The Limes, Carmarthen (Poucher 2012). All of these examples revealed the sites of barrows or cremation cemeteries for which no visible upstanding remains were present, although below ground preservation was good. Round barrow or cemetery sites are considered to be of at least regional significance; many barrow sites are designated as scheduled ancient monuments, with examples in the study area.
- 4.8 Bronze Age settlement sites are in comparison to the above site types, very rare. It is possible occupation sites were located in areas that remained occupied into the Iron Age period, and thus earlier remains go unrecognised. It is possible that the curvilinear feature seen south of Penblewin Farm could be the remains of an enclosed Bronze Age settlement site, as it is not on the higher ground normally associated with defended Iron Age settlements. Such remains would be considered of at least regional significance.

Iron Age

- 4.9 The Iron Age is represented in the known archaeological record for the area around the proposed bypass by large settlement sites, including a number of hillforts and other defended enclosures in the vicinity. Unlike the Bronze Age period, known settlement activity is relatively common in the region and it is burials or cremation sites which are the rarity, possibly indicating that their funerary practices leave little remains in the archaeological record. The majority of settlement sites identified are within defended enclosures (such as hillforts), usually on hill tops or in prominent locations in the landscape. Undefended Iron Age settlements are very rare, with only a few examples ever recorded, for example recent excavations at Llandysul, Ceredigion (Meek 2016). Iron Age defended settlement remains would be considered to be of local to regional archaeological significance, undefended settlements of at least regional significance. Funerary sites would be of national significance, although as noted above the potential for them is low.

Roman

- 4.10 Activity in the area during the Roman period is attested to only by a portion of Roman road running east-west past the village a few miles to its north, and the possible cropmark complex located to the south of Fynnon Chapel. Regionally few Roman sites have been discovered, although recent work further to the west in Pembrokeshire has confirmed the presence of a Roman fort at Wiston and an extensive Romano-British settlement area adjacent to it, which was occupied for much of the Roman period (Meek 2015) identified following geophysical survey. The fort and settlement indicate that Roman influence within Pembrokeshire was greater than previously thought, and could be seen to indicate a wider administrative influence which would be expected to be supported by food production or estate centres (similar to Villa sites). The proximity of the A40 Llanddewi Velfrey – Penblewin Improvement scheme to the line of the Roman road leading west from Carmarthen to Wiston could indicate a raised potential

for Romano-British settlements or food production centres within the vicinity. Based on the evidence gathered within the search area, the potential for Roman remains must be considered low, but if present would be of at least regional significance.

Early medieval

- 4.11 No sites of early medieval date are known in the study area, possibly being superseded and thus hidden by later settlement or farms. The potential for early medieval remains to be present within the line of the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme is considered low, as the land was probably more likely to have been used as agricultural land with settlement centres at Henllan or within the area of the early village centre of Llanddewi Velfrey. Remains of this date if present would be considered of regional importance.

Medieval

- 4.12 No sites of medieval date are known in the study area, although some post-medieval buildings and farmsteads will have earlier medieval origins. The potential for the discovery of significant medieval archaeology within the proposed road line is considered low. Remains associated with agricultural activity would be considered to be of low archaeological significance. There is a low potential for surviving evidence for possible medieval origins of buildings or farms within the proposed road line which might be demolished (Penblewin Farm or Trefangor Cottage), and if present the remains would be of local or regional archaeological significance.

Post-medieval and modern

- 4.13 The vast majority of heritage assets known in the study area date from the post-medieval period or modern. Almost all of them relate to domestic and agricultural remains. It is therefore considered unlikely that any further hitherto unknown post-medieval remains would be discovered. Where known remains will be affected, such as the Penblewin Farm buildings or Trefangor Cottage, they would be considered to be of local importance.

Known archaeological remains

- 4.14 There are a number of known archaeological sites upon which the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme will have an impact. These sites and the potential impacts upon them are presented in Table 2, and mapped in Figure 2. All archaeological sites encountered within the road line would require mitigation, including those where only the potential has been identified above. For known sites an indication of the possible required mitigation is included in Table 2.

Site ID Letter on Figure 2	Name	PRN/ NPRN	Period	Description	Impact of proposed development	Possible Mitigation requirement	NGR
A	Penblewin earthwork	-	Iron Age? Bronze Age?	LiDAR imagery has revealed a previously unknown earthwork, which is a circular arc of bank/ditch/both	In form it is most reminiscent of an Iron Age defended enclosure, and it would originally been part of a complete circular or sub-circular bank, the rest of which may have been ploughed out or levelled by later development. Some of the proposed works would take place in the interior of this enclosure, so remains associated with it may be encountered.	Phased archaeological investigation of the areas of the site which could be impacted upon by the scheme – possibly initial geophysical survey if the area is suitable, followed by intrusive evaluation and an appropriate level of excavation if the site is confirmed to be of archaeological origin.	SN 12120 16520
B	Pen-Blewyn	48583	Post-medieval	Penblewin Farmstead consists of buildings to the north and south of the current A40	Those buildings to the north of the current A40 will be demolished by the planned roadworks, which mean there is a chance of revealing archaeological remains. These buildings are now ruinous, and they were not mapped before 1889, so their existence has been relatively short-lived and the possibility of encountering earlier remains is considered to be small.	It is probable that some level of building recording will be required on these structures prior to demolition. As the buildings seem to be later 19 th century in date, it is probable that a photographic survey would be appropriate.	SN 1208 1662
C	Ca'rmaenau-Fach	48582	Most likely Bronze Age	'Cae'r Maenau' means field of the standing stones	There are three farms by this name separated by nearly a kilometre in each direction, so it is impossible to know where exactly the field of stones referred to lay, but as the farms lie each side of the proposed road route there is a definite potential for the discovery of such a site.	Phased archaeological investigation of the area – initial geophysical survey, followed by intrusive evaluation and an appropriate level of excavation if archaeological remains are identified.	SN 1208 1662
D	Trefangor Farm	48581	Post-medieval, but possibly earlier	'Tref' means town and 'bangor' means an enclosing wattle fence, hence an earlier settlement enclosed by a fence may have been situated near here.	There is a slight chance that the remains of early medieval or medieval settlement may be discovered in the fields near Trefangor Farm during the proposed works.	Phased archaeological investigation of the area – initial geophysical survey, followed by intrusive evaluation and appropriate level of excavation if archaeological remains are identified.	SN 1284 1668
E	Trefangor Cottage	48580	Post-medieval	Dwelling, shown on the earliest known map of the area in the early 1840s	This house will be demolished by the planned roadworks, which means that it is likely that archaeological remains will be discovered.	It is probable that some level of building recording will be required on the cottage prior to demolition. As the building is probably of at least early 19 th century date, a photographic survey supplemented with scaled drawings would be appropriate.	SN 1311 1683
F	Unnamed	48579	Post-medieval	Dwelling, recorded on the 1840s tithe map as 'house and garden,' no longer there	The bypass is planned to run straight through this location, so there is a chance of revealing archaeological remains.	A watching brief during groundworks associated with the road scheme may suffice for this structure, with an appropriate level of recording if remains are confirmed.	SN 1320 1685
G	(Seems to be named 'Trefangorucha' on the tithe map)	48578	Post-medieval	Buildings, recorded on the 1840s tithe map, no longer there	The proposed works run within 5m of where this farm was located, so there is a chance that archaeological remains will be discovered.	A watching brief during groundworks associated with the road scheme may suffice for this structure, with an appropriate level of recording if remains are confirmed.	SN 1330 1681
H	Henllan Lodge	19536 / 302516	Post-medieval	Dwelling, with a history at least as far back as the early 1840s.	An auxiliary road would cut through part of the grounds, so there is a chance of revealing archaeological remains.	A watching brief during groundworks associated with the road scheme may suffice for this area of former landscaped grounds around Henllan Lodge, with an appropriate level of recording if remains are confirmed.	SN 1328 1684
I	Trefangor	34750	Post-medieval	Burial ground	The small burial ground of Trefangor is known to have 17 th century origins, with a gated entrance dated to 1870. The cemetery area is defined and it is most unlikely that any associated human remains would be found anywhere outside its boundaries.	The Trefangor burial ground is still used for burials. The proposed road line will not impact upon it.	SN 1310 1707
J	Pen-Rhiw Cottages	23390	Post-medieval	Dwelling. Mapping from the early 1840s and 1889 shows a building to the south of the cottages that is no longer there	If groundworks take place in the grounds of this site, there is a chance of revealing archaeological remains.	A watching brief during groundworks associated with the road scheme may suffice for this area of former landscaped grounds around Henllan Lodge, with an appropriate level of recording if remains are confirmed.	SN 1362 1689
K	Ffynnon Baptist Chapel (listed building no. 6056 – Grade II)	4911 / 11067	Post-medieval	Built in 1720, modified in 1787. The present chapel, dated 1832, is built in the Sub-Classical style with a square plan and hipped roof.	The chapel lies immediately north of the proposed road and has a graveyard to its south (not listed) through which the proposed road would cut. The impact on the setting of the chapel itself is considered to be slight, bearing in mind that the busy A40 road already routes about 15m away from it. The destruction of part of the graveyard implies the almost definite discovery of human remains and there is also a small possibility of finding buried structural remains from earlier phases of building.	The extent of the proposed groundworks within the area of the chapel grounds is not clear from the information available. Ideally no intrusive works would be undertaken within the chapel cemetery to avoid disturbance of human remains. If it is not possible to avoid this, then a Ministry of Justice Licence would be required before any works in the area where human remains would need to be exhumed. Due to the age of the burials (burials exist which are less than 150 years old) appropriate notices would need to be posted and placed in the press for a set period of time prior to any works commencing. This would give time for any relatives of the deceased to raise objections or organise their own exhumation and reburial. Archaeological	SN 13648 16898

						excavation and exhumation is likely to be required.	
L	Ffynnon	3700; 3723	Bronze Age	Burnt mounds	The burnt mounds are on the side of streams (as they often are) that run from the south of the road, under the current A40 and down towards Ffynnon Farm. Some of the planned roadworks impact slightly on one of these streams and it is considered possible that further Bronze Age remains will be discovered.	As discussed above there is considered a high likelihood for other burnt mounds to be present within the road line. Phased archaeological investigation of the area would be required – initial geophysical survey, followed by intrusive evaluation and appropriate level of excavation if archaeological remains are identified.	SN 1364 1676; SN 1399 1685
M	Pentroydin Fawr	3726	Bronze Age	Burnt mound	The proposed works would destroy this site, and there is the potential for remains related to it to be discovered in the vicinity.	Phased archaeological investigation of the area would be required – initial geophysical survey, followed by intrusive evaluation and appropriate level of excavation assuming the burnt mound still survives.	SN 1459 1717
N	Pen Troydin Fach Farm; Blaen-Pen-Troydin	34441; 3737	Bronze Age	Burnt mounds	The burnt mounds are on the side of streams (as they often are). It is quite probable that more could be discovered during any digging near to the streams along the road route in this area north of the village.	As discussed above there is considered a high likelihood for other burnt mounds to be present within the road line. Phased archaeological investigation of the area would be required – initial geophysical survey, followed by intrusive evaluation and appropriate level of excavation if archaeological remains are identified.	SN 1466 1716; SN 1512 1744
O	Llanddewi Velfrey War Memorial (listed building no. 18983 - Grade II)	47233	Modern	War Memorial	The proposed road realignment to the north of the village would take a considerable amount of road traffic away from the road adjacent to the War Memorial and thus constitute an overall improvement to its setting.	None – as proposed new route may result in a beneficial impact.	SN1476516897
P	Parc Ffynnon	48837	Post-medieval	Well, shown on 1889 and 1907 maps, and implied by field name on early 1840s map translating as 'field of the well/spring'	Marked on the south side of the A40 on the OS maps. May have already been destroyed by previous road improvements. The ground works do not appear to be likely to interfere with the location known for the well, but there is a very slight chance of unearthing the remains of a dwelling associated with it in the vicinity.	A watching brief during groundworks associated with the road scheme may suffice for this structure, with an appropriate level of recording if remains are confirmed.	SN 15858 16963

Table 2: Known archaeological sites upon which the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme will have an impact

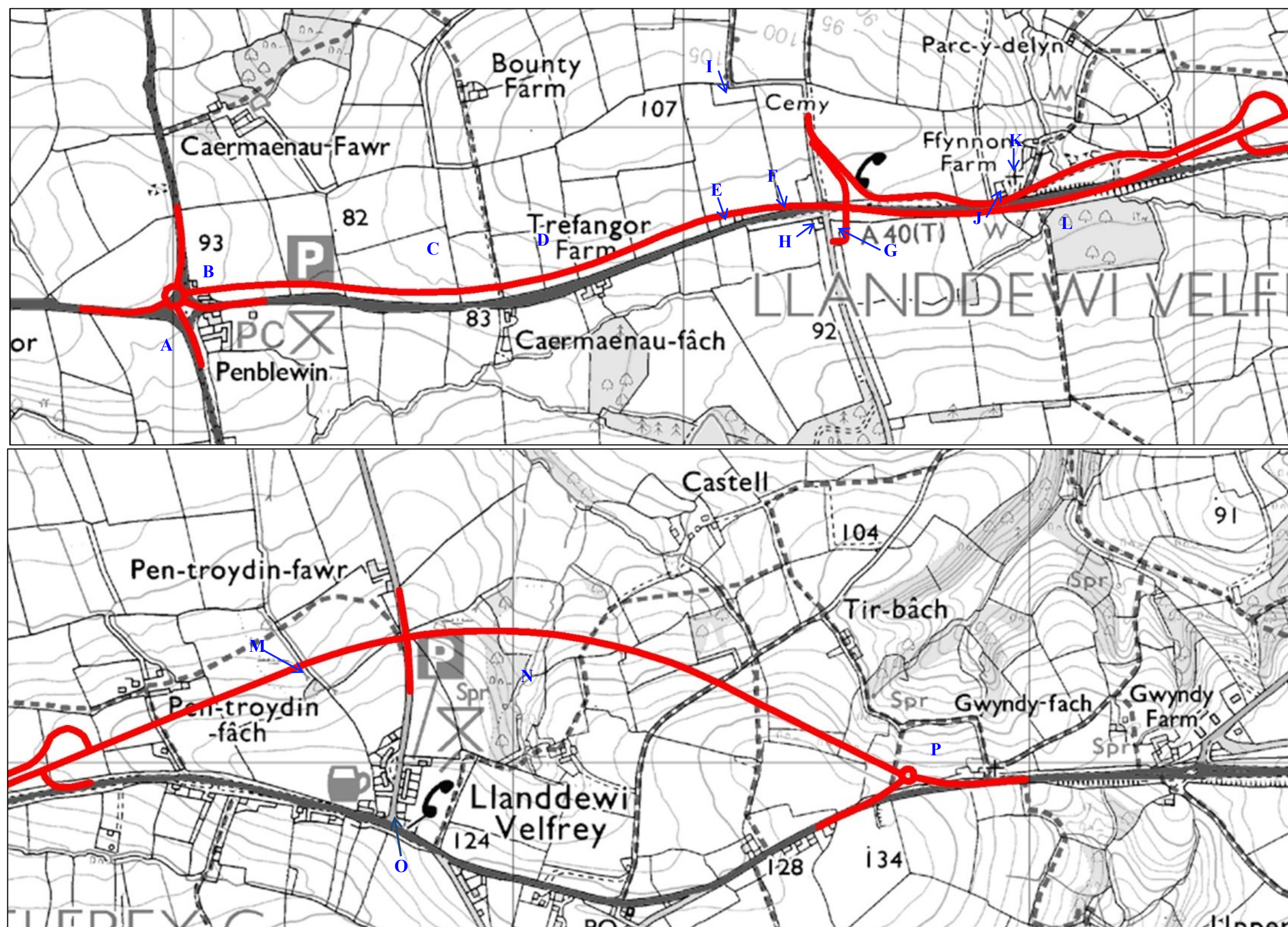


Figure 2: Known archaeological sites upon which the proposed development will impact, starting at the western end at the top, with letters referring to the sites listed in Table 2, and the proposed bypass shown in red

Reproduced from the Ordnance Survey 1:25,000 scale Explorer Map with the permission of The Controller of Her Majesty's Stationery Office,
© Crown Copyright Dyfed Archaeological Trust, Corner House, 6 Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AE. Licence No 100020930

5 DISCUSSION

5.1 General Conclusions

- 5.1.1 Encompassing the whole of the proposed new road is a historic landscape known in the LANDMAP database as 'Llanddewi Velfrey.' Based on the diversity of its archaeological remains and built heritage, this landscape has been assigned a value of high. The area is seen as being of moderate rarity.
- 5.1.2 Two of the Scheduled Ancient Monuments within 1km of the proposed A40 Llanddewi Velfrey – Penblewin Improvement scheme might be intervisible with the current route of the A40; namely Carau Gaer (PE 176) and Llanddewi Gaer (PE 086); both of which are Iron Age hill forts. However, the impact of the development on their setting is considered to be slight, as the proposed new route coincides with the current route of the A40 for the stretch of road visible from the two SAMs. Of the ten listed buildings considered during the investigation, only two would be directly impacted upon by the proposed development. One is the war memorial next to the A40 in the village centre, the setting of which would be improved due to reduced traffic by the proposed road re-route. The other is Ffynnon Chapel, which lies immediately adjacent to the present route of the A40 road. The proposed scheme implies some works within the chapel's graveyard although the extent of these works is not known. The entrance to the chapel is also situated in this area of the graveyard and therefore for the duration of the works there would be a definite impact on access to and the setting of the listed chapel.
- 5.1.3 Fifty-three sites are currently recorded on the regional Historic Environment record and National Monuments Record within a 250m buffer zone of the proposed road route. The vast majority of these sites are post-medieval in date, and the remainder vary in age from Bronze Age to modern, with a concentration in the Bronze Age.
- 5.1.4 A total of sixteen known archaeological sites (including the chapel and war memorial described above) are known to be either directly in the line of the proposed road route, or near enough to it that remains associated with them are likely to be discovered. These are shown in Table 2 and Figure 2, and the impact of the proposed works on them is also described. Four sites are expected to be totally removed and parts of three others are also likely to be significantly impacted upon. For the remaining nine sites, there is a small chance of remains relating to them being discovered, with the exception of one whose setting will be improved. The majority of the sixteen sites are of post-medieval date, one is potentially Iron Age and several are definitely or possibly of Bronze Age date, including a number of burnt mounds.
- 5.1.5 Archaeological potential for different time periods was estimated based upon knowledge of the recorded archaeological sites in the area and patterns known to exist regionally. The potential for Palaeolithic archaeology is negligible; for the Mesolithic it is low and for the Neolithic it is also low. The potential for remains of Bronze Age date to be present is considered to be relatively high, with a number of burnt mounds lying either within or directly adjacent to the proposed road route. The potential for archaeological remains of the Iron Age, Roman, early medieval and medieval periods, is considered low. Recorded sites of post-medieval date are known to exist within the proposed route of the A40 Llanddewi Velfrey – Penblewin Improvement scheme, although such remains are not of high archaeological significance. Modern remains of low significance have also been identified in the general area.

- 5.1.6 The local pattern of known sites in the study area is highly reflective of the situation regionally, excepting that a higher concentration of Bronze Age burnt mounds seem to be present here. The proposed road improvements would cut through at least three water courses, making the discovery of more burnt mounds particularly likely.

5.2 Archaeological Mitigation

- 5.2.1 A phased programme of archaeological investigation will be required for the A40 Llanddewi Velfrey – Penblewin Improvement scheme. The following phases of work are considered most likely:

Pre-determination of Planning Permission

- a) **Historic Environment Desk-Based Assessment** – compilation of known archaeological records, maps etc to place the site in its archaeological and historical context and to highlight known sites that could be affected by the scheme and determine the potential for hitherto unknown sites to be present. This would include both designated sites (Scheduled Ancient Monuments, Listed Buildings, Registered Historic Landscapes, Registered Parks and Gardens) and non-designated ones (other sites recorded on the HER / NMR or identified from cartographic research or aerial photographic study). A brief assessment of visual / setting impacts on archaeological and historical remains – and indication if further work on setting impacts would be required (possibly by an archaeologist – or in consultation with a Landscape and Visual specialist for inclusion in a later assessment). The assessment would also identify any buildings or structures of interest that might be affected by the scheme
- b) **Site Walkover** – A full walkover of the final proposed route of the A40 Llanddewi Velfrey – Penblewin Improvement scheme would be required to confirm the presence of known sites and discuss their state of preservation etc; identify new sites hitherto unrecorded; and identify areas of previous disturbance or activity which would have impacted upon the survival of archaeological remains. The results of the walkover survey would be included within the historic environment desk-based assessment.
- c) **Geophysical Survey** – A gradiometer/magnetometer survey would be the quickest method of better determining the presence or absence of hitherto unknown archaeological remains along the route of the road scheme. It would only be suitable in open fields – and cannot be done over tarmac / driveways or areas where there has been significant disturbance in the past (such as farmyards/quarries). The survey results are affected by metal objects – so metal fences, metal sheds, car parks etc can impact on the clarity of the results. Ideally areas of a minimum size of 20m square would be surveyed, but the wider the area the better the results, and the easier it is to interpret them. The survey results can be used to target further archaeological investigations. It is also usual to test areas of negative results with intrusive evaluation trenches, as these may be a result of the geology being unsuitable for survey or the buried archaeological remains are of a character not discernible from this method of survey. A report and archive would need to be prepared on the results.
- d) **Intrusive Evaluation** – Where potential buried archaeological remains have been identified then a scheme of intrusive evaluation using trial trenches normally follows. The aim of the evaluation is to better understand the below ground archaeology – to ascertain its presence/absence, depth, character, date, state of preservation, extent and significance. Intrusive evaluation would normally be undertaken in

advance of the granting of planning permission. A report and archive would need to be prepared on the results.

Mitigation (In advance of or during the development)–

- e) Archaeological Excavation** – Where significant buried archaeology has been identified and confirmed, a scheme of excavation may then be required to record the buried remains to an appropriate level through detailed excavation and recording. The scale of such work would be very much dependent upon the type and extent of the archaeological remains identified. In the event that human remains are encountered and need removing, this would also be done at this stage.
- f) Building recording** – If significant buildings or structures are identified which would be demolished by the scheme then there is likely to be a requirement for building recording. This can range from a simple photographic survey through to a very detailed survey of the entire structure. For the A40 Llanddewi Velfrey – Penblewin Improvement scheme, the remains of the farm buildings at Penblewin Farm and Trefangor Cottage could require a scheme of building recording.
- g) Archaeological Watching Brief** – Where remains of low significance have been identified, or where the potential for unrecorded remains still remains, then an archaeological watching brief would be implemented. This may be appropriate in areas where geophysical survey was not suitable, but an archaeological potential for remains of relatively low significance has been identified (such as areas of former building locations located close to the existing A40 route). If very significant remains are revealed, then excavation may be required.
- h) Preparation of a Report and Archive** – Following all stages of mitigation a full report on the results would be required. This would include research into the identified remains; analysis and dating of any finds; processing and assessment of environmental samples; radiocarbon dating of suitable material where necessary; preparation of drawings; possible requirement for a publication of the results in a specific journal or for a popular publication. The archive would comprise all finds, site records, photographs, drawings etc and would need to be compiled to an appropriate standard for deposition at a suitable repository. As part of this process it is also normal to provide talks/presentations on the results to local groups / schools or regional history societies.

5.2.2 The requirement for archaeological mitigation needed at the site will need to be discussed with the appointed archaeological curator for the road scheme.

A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT: HISTORIC ENVIRONMENT DESK-TOP REVIEW

RHIF YR ADRODDIAD / REPORT NO. 2016/49
RHIF Y DIGWYLLIAD / EVENT RECORD NO. 109387

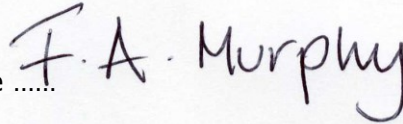
Gorffennaf 2016
July 2016

Paratowyd yr adroddiad hwn gan / This report has been prepared by

FRAN MURPHY

Swydd / Position: **Project Manager DAT Archaeological Services**

Llofnod / Signature



Date: 14/07/2016

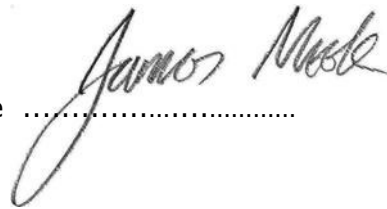
Mae'r adroddiad hwn wedi ei gael yn gywir a derbyn sêl bendith
This report has been checked and approved by

JAMES MEEK

ar ran Ymddiriedolaeth Archaeolegol Dyfed Cyf.
on behalf of Dyfed Archaeological Trust Ltd.

Swydd / Position: **Head of DAT Archaeological Services**

Llofnod / Signature



Date: 14/07/2016

*Yn unol â'n nôd i roddi gwasanaeth o ansawdd uchel, croesawn unrhyw sylwadau
sydd gennych ar gynnwys neu strwythur yr adroddiad hwn*

*As part of our desire to provide a quality service we would welcome any
comments you may have on the content or presentation of this report*

