

**HAFOD ROAD SYSTEM
ARCHAEOLOGICAL RECOMMENDATIONS**
Record No. 35904

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Commissioned by: Forest Enterprise

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A R C H A E O L E G
CAMBRIA
A R C H A E O L O G Y

HAFOD ROAD SYSTEM ARCHAEOLOGICAL RECOMMENDATIONS

INTRODUCTION

It is Forest Enterprise's intention to up-grade the road system at Hafod. This survey was commissioned by Forest Enterprise to ensure that all archaeological sites and cultural interest remains that may be affected by the road up-grading are identified, enabling recommendations to be made for the best management of the identified remains.

Archaeoleg Cambria Archaeology undertook the commission. The existence of the Hafod Archaeological Database - a survey previously commissioned by Forest Enterprise and Hafod Trust - was of utmost importance in identifying the archaeological and cultural heritage remains, in helping place these remains in a local, regional and national context and in formulating recommendations for the management of the remains. Because of the existence of the archaeological database, no new documentary and cartographic research was required for the current project. Use was made of extracts from three documents: 'Index of Landscape Features/References' compiled by J Macve; 'The Hafod Estate: Control of Space for the Experience of the Sublime, Beautiful and Picturesque' by P Davey and 'A History of the Hafod Estate (with particular reference to drives, tracks and paths)' from a draft of Forest Enterprise's management plan. The author is grateful to Jennie Macve, Roger Hallett and Michael Norman for supplying copies of the above. Fieldwork was undertaken to evaluate in detail the possible impact of the road up-grading on the known archaeology and to identify sites not recognised in the course of compiling the database. Several new sites were identified - these have been allocated Primary Record Numbers (the number that precedes the description of individual sites). This is a sequence of numbers used by the Dyfed Sites and Monuments Record and by the Hafod Archaeological Database.

Each site has been allocated a value in accordance with national criteria. Five classes are employed:

1. Sites of national importance, usually Scheduled Ancient Monuments and Listed Buildings, or sites worthy of listing or scheduling
2. Sites of regional or county importance
3. Sites of district or local importance
4. Minor sites or sites that are so badly damaged that too little now remains to justify their inclusion in a higher grade
5. Unknown

Recommendations have been made for the management of individual sites during road up-grading. The level of up-grading to be carried out on the roads is not known to the

author, therefore some of the management recommendations are generalised. When formulating these proposals a presumption in favour of preservation is assumed.

Only one historic carriage drive (33023) on the Hafod estate exists for any length in anything approaching its original form. As most of the remainder have been modified and subjected to quite heavy engineering works during their conversion to forestry roads, this surviving carriage drive provides a useful indication on what has been destroyed or buried elsewhere on the estate. There is now little or no indication in the form of rock-cuttings, revetment walls, retaining walls and embankments for the carriage drives on the routes of the forestry roads. It is not known whether these features were buried or destroyed during construction of the forestry roads. However, given the scale of the engineering works required for road construction, it is more likely that most carriage drive features were destroyed, but because of this element of uncertainty these modified carriage drives have been assigned value 5 - uncertain.

REGISTER OF SITES

19760 Upper Lodge (on road 33048, gate posts 33093). 2-storey stone-built lodge in good condition. Not affected by road improvements.

Photos: 1 and 2

Value: 2

Recommendations: None

19761 Pont Newydd and 33045 leat (on carriage drive 33044). Bridge constructed in 1814. The bridge remains comprise two massive stone-built bridge abutments with approach causeways. The causeway on the north side overlies the leat. The function of this feature is uncertain, but it may have been designed as part of the picturesque landscape to divert water over the Peiran Falls at a different angle.

Photos: 3, 4 and 5

Value: 1

Recommendations: Any plans to conduct any form of engineering works on the bridge abutments must be preceded by a full archaeological survey which will include further recommendations.

19763 Pont Dologau. Possibly built pre-1787. A stone-built single arched bridge with a span of c. 8m. Built across a gorge on the Ystwyth. The parapets have been removed to allow for a road width of c. 2.5m. A concrete deck is reported to have been laid over this bridge (Roger Hallett, pers. comm.). The whole structure appears to be in fair condition, though some stones have been dislodged on the north side. A sign at the approach states that the bridge is an unsafe structure.

Photos: 6 and 7

Value: 1

Recommendations: This is an important element in the Hafod landscape. If this bridge is to be permanently closed to vehicles, a programme of restoration accompanied by appropriate recording should be considered. If not, then measures should be taken to ensure the bridge's survival.

24591 Lower Lodge (on road 32980). Built c. 1850 in Italianate Classical style. 2-storey, built into steep slope on south side of road/drive (32980) with main entrance on first floor. In good condition.

Photos: 8 and 9

Value: 1. Listed Building Grade II

Recommendations: None, not affected by road up-grading. Any work to this structure will require Listed Building Consent.

24592 Lower Lodge Gates (on road 32980). Contemporary with lodge 24591. Two stone square built pillars of rubble with rusticated quoins and a cast-iron gate post between. The cast-iron post has recently been re-erected in its original position. The cast-iron gates - one for vehicles one for pedestrians - lie against a wall to the north, and have been replaced by a modern farm gate.

Value: 1. Listed Building Grade II

Photos: 8 - 11

Recommendations: It would be desirable if the original gates could be repaired and re-hung. Any work on the road must be designed to ensure that no damage occurs to this structure. All work will require Listed Building Consent.

32960 Viewing place/revetment wall and 35421 gate post (on road 33048). The road/carriage drive has here been built on a rock-cut terrace. The down-slope side of this terrace has been reverted with a mortared stone wall. This wall contains two semi-circular viewing platforms (one now almost entirely gone) and is capped with large, dressed slate/shale slabs. These slabs are now almost at the same height as the road surface. Along its eastern length much of this wall has collapsed. Many of the capping stones are missing. At the extreme western end the road terrace is up to 9m wide, with a modern drain on the north side, but it rapidly narrows, with on average a gap of 5m between rock cutting and revetment wall. The foundation stone of a gate post (35421) lies on the north side of the road, hard against the rock cutting, opposite the eastern viewing place. A cattle grid and gate lie to the west of the gate post. It is possible that forestry track is now considerably higher than the original surface of the carriage drive, as one would have expected the capping stones to have been a waist height. This increase in the height of the road may be putting extra pressure on the wall, and is thus a contributory factor in its poor condition. However, the main reason for the wall's poor condition is its proximity to a heavily-used road.

Photos: 37 - 39, 44

Value: 2

Recommendations: The road should be realigned to run as close to the rock-cut face as possible without damaging the rock cutting or the *in situ* gate post (35421). A machine cut trench dug with archaeological recording against the road-side face of the revetment wall would establish the nature of the road make-up and provide an indication of the original drive surface. It may then be possible to lower the road surface in this area and so relieve pressure on the wall.

32963 Road. From the Pontrhydygroes-Devil's Bridge road down to Hafod Mansion. Established by 1796. This forestry road maintains the line but not the character of the original carriage drive. This road runs diagonally down a steep valley side from west-east on a constructed terrace or shelf; this is now up to 9m wide and has a modern drain on its up-slope, northern, side and culverts running beneath it. This terrace has

been machine dug - there is an excavated scarp on the up-slope side up to 8m high, the spoil from which has been dumped on the down-slope side. The forestry road seems to have been constructed on an agger or causeway on the terrace. The surface of the road consists of hard-core. At the exit on to the public road a wide turning area has been created. There may originally been a gate or lodge (known as Red Gate) at the public road exit, but no evidence either documentary or physical survives. There are no surviving original drive elements on this road.

Photo: 12

Value: 5

Recommendations: None

32964 Bridge (on road 33064). Stone-built bridge of late 18th-century or early 19th-century date. The road (33064) over the bridge is c. 3m wide. The bridge parapets have been removed to accommodate this width of track for forestry purposes. The stream beneath the bridge is in a square-section culvert. On the north side culvert capping slabs and stones in the retaining wall above are beginning to be displaced. On the south side, because of the slope on which the bridge is built, there is a high retaining wall. Here the wall and culvert is in fair condition.

Photo: 13

Value: 2

Recommendations: If this structure is to be retained, some rebuilding/restoration work will be required in the foreseeable future. The removal of the parapets has allowed water to enter the core of the structure, promoting decay. Capping of the walls will assist in halting this decay. A programme of recording should be undertaken with any repair work.

32968 Bridge (on road 33064). Stone-built bridge of late 18th-century or early 19th-century date. The road (33064) over the bridge is c. 3m wide. The bridge parapets have been removed to accommodate this width of track for forestry purposes. The stream beneath the bridge is in a square-section culvert. The culvert is becoming choked with debris on the up-stream, north, side. Trees have taken root in the high retaining wall on the south side and are causing considerable damage. The lintel slab over the culvert in the south wall has cracked and may soon fail.

Photo: 14

Value: 2

Recommendations: If this structure is to be retained, some rebuilding/restoration work will be required in the foreseeable future. The removal of the parapets has allowed water to enter the core of the structure, promoting decay. Capping of the walls will assist in halting this decay. The trees rooted in the south side should be removed and the damage made good. The cracked lintel may need renewal or strengthening. A programme of recording should be undertaken with any repair work.

32974 Road. The road down to the rear entrance of Hafod Mansion. Early 19th-century date. It runs down a gentle slope from west - east at the base of a steep south-facing valley side. The drive has been terraced into the valley side (terrace c. 4m wide), but there is no evidence of modern interference here. The hard-core surface of the track is now partly overgrown with grass. Rhododendrons are encroaching from the north. The course as well as the general character of the 19th-century road seem to have been maintained up to the modern day.

Photo: 15

Value: 2

Recommendations: Any upgrading of this road should be in a style that retains the scale and character of the existing/original.

32975 Road. This forestry road follows a sinuous course contouring across meadows on a gentle slope to the south-west of the mansion and follows the course of a late 18th-century carriage drive. The forestry road has been cut into the slope and the resulting spoil dumped on the down-slope side to create a terrace c. 5m wide. A lip on the outer, south, edge of the terrace prevents stones from the hard-core surface spilling down the slope. There is a ditch/drain on the up-slope side. There is no evidence of any carriage drive features in this section of road.

Photo: 16

Value: 5

Recommendations: If work is to be carried out on this section, then it is important that the outer lip to the road is maintained to prevent unsightly road-stone spilling down to the meadow slopes below.

32976 Road. From close to the mansion site down to the kitchen garden. The north-eastern section of this road seems to have been in existence by 1796. This section runs diagonally down a steep slope from north-south on a cut terrace. After turning sharply to the west, the road follows the edge of break of slope. Here it is lightly engineered with short lengths of shallow cutting evident on its up-slope, north, side. It runs close to the ice house (26535) and passes over a culvert (35909) towards its western end. The road is partially covered with tarmac.

Photo: 17

Value: 2

Recommendations: This road should be maintained in its current form.

32977-78 Carriage drive and rock cutting. The carriage drive is situated on a formal terrace leading up to the mansion site of mid 19th-century date. At its southern end it passes through a rock cutting (32978). The drive is now has a partial hard-core surface, becoming overgrown; it is rarely used. The whole maintains its original form and character.

Photo: 18 and 19

Value: 1

Recommendations: This drive should be maintained in its current condition.

32980 Road (includes elements: site of lodge 33103, bridge 35905, lodge and gates 24591-92, site of lodge 35906). The course of this forestry road follows one of the first carriage drives on the Hafod estate (in existence by 1796). Prior to its conversion to a carriage drive it formed part of the public road system - the route from Pontrhydygroes to Cwmystwyth. See also road 33064. The only section now used as a forestry road is that to east of bridge 35905. From the Lower Lodge (24591) to the bridge 35905, the road runs on the flood plain of the Ystwyth at the base of a steep north-facing slope. At the extreme western end this slope is revetted with a mortared wall and a dry-stone wall laid herring-bone fashion. The road in this western section is in poor condition and is beginning to break up. To the east of the bridge (35905), the road climbs gently via a terrace built on the steep valley side. This terrace is 5m wide

and has been machine excavated and created. A modern drain runs on the up-slope side of the terrace with culverts draining beneath the road. A water-main follows the course of the road east from bridge 35905. There are no surviving original drive elements on this road east of bridge 35905.

Photo: 20 - 23

Value: 5

Recommendations: None (see elements listed above for separate recommendations)

32998 Track (on road 33004). An earthwork terrace of a 19th century track lies immediately down-slope of the modern road 33004.

Value:

Recommendations: None

33002 Bridge (on road 33004). This late 19th-century - early 20th-century stone-built bridge has been incorporated into a wide, modern concrete structure.

Value: 2

Recommendations: It is assumed that no improvement works will be required on this bridge, therefore no recommendations are made.

33004 Road (includes elements: track 32998, bridge 33002 and bridge 33091). A main forestry road leading from the Concrete Bridge (33091) west up a steep, north-facing valley side. For much of its course this modern road follows the course of an earlier track. At 32998 an earthwork terrace of this earlier track is visible on the down-slope side of the road. The modern road lies on a 7-8m wide terrace which has been cut into the up-slope side leaving a scar up to 10m high. The material from this cutting has been deposited on the down-slope side. A modern drain runs along the south side with culverts beneath the road. At two locations (33003, 33011) the line of the Gentleman's Walk has been truncated by the modern road cutting. The exits from these walks are now into mid-air at the top of the cutting.

Photos: 24 - showing exit of Gentleman's Walk 33003, 25 - showing exit of Gentleman's Walk 33011

Value: 5

Recommendations: None

33023 Track (includes element: bridge 33031). A rough, hard-core track leading from bridge 33023 to Nant-y-Cau cottage. The track is c. 2.2m wide and has evidence of only light engineering work - a cutting on the up-slope, east, side in short sections. The track is only passable with ease in a four-wheel-drive vehicle.

Photo: 26

Value: 3

Recommendations: None

33031 Pont Nant Cau (on road 33023). Early 19th-century stone-built single-arched bridge. Parapets have been removed to allow access for modern vehicles and a concrete deck laid over the bridge. The arch has failed and may collapse in the near future.

Photo: 27

Value: It is possible that this bridge has deteriorated too far to save it. If this is found to be the case, then programme of recording should take place prior to collapse.

33032 Pont Nant Peiran (on road 33047). There is a bridge marked on the map accompanying Cumberland's description of Hafod; it is uncertain whether it is this bridge. Stone-built, single arched bridge with dressed stone voussoirs. Parapets have been removed to allow access for wide vehicles. This has resulted in road stone and spoil spilling down the side of the bridge. It is reported (Roger Hallett, pers. comm.) that a concrete deck has been laid over this bridge to help strengthen it. The wall on the north side of the bridge has started to collapse. The bridge is in poor condition.

Photos: 28 and 29

Value: 1

Recommendations: An structural inspection of this bridge is required to ensure that it is sufficiently sound to take vehicular traffic. Immediate repair/restoration work is required to prevent the structure for deteriorating further. Any works should be accompanied by a programme of archaeological recording.

33044 Carriage Drive (includes elements: Pont Newydd 19761, and leat 33045).

Constructed in 1814. This is the only carriage drive on the estate to have retained its original form and character. It leads off from road 33048 at its east end and follows the contours around the steep, generally south-facing, valley sides of first the Peiran and then the Ystwyth. It has no obvious modern surfacing material and no evidence of modern engineering works, although wheel ruts are present on the section to the west of Pont Newydd (19761). The drive has been cut into steep slopes - rock cut in places - with the resulting material thrown on the down-slope side to form a terrace c. 3.5m wide. To the east of Pont Newydd the down-slope side of the terrace is revetted with dry-stone walling for long sections, even on some relatively gentle slopes. On a sharp bend over-looking Pont Dologau, the drive negotiates a spur via a high rock-cutting and high revetment wall on the down-slope side. To the east of this point the up-slope terrace cutting is revetted in stone up to a height of 1.5m. The whole is in good condition though becoming blocked with fallen trees and encroaching rhododendron scrub.

Photos: 31 - 33

Value: 1

Recommendations: It is important that the form and character of this early 19th-century carriage drive is maintained. Should it be necessary to use this drive for forestry extraction, then a intervention layer should be placed over the existing ground and a new road surface laid. Care must be taken that no damage occurs to the revetment/retaining walls and the rock cuttings (see elements listed above for separate recommendations).

33047 Road (includes element Pont Nant Perian 33032) The road down to Pont Nant Peiran (33032) from road 33048. This early 19th-century? drive is now used as a forestry road. It runs diagonally down a steep north-facing slope on c. 6m wide terrace. This terrace is modern and has been constructed by excavating on the up-slope side and dumping the resulting spoil on the down-slope side. The road has an hard-core surface. To the east of Pont Nant Peiran the track runs on level ground. Here there is no evidence of engineering. No pre-forestry road features survive.

Photo: 34

Value: 5

Recommendations: None (see elements listed above for separate recommendations).

33048 Road (includes elements: bridge 33066, upper lodge 19760, upper lodge gates 33093, culvert 35908, gate post 35421 and viewing point/retaining wall 32960). A current forestry road closely follows the course of one of the first carriage drives on the Hafod estate (established by 1796). The road runs from close to the Mansion site to the Upper Lodge. From the west end the road follows the contours on a steep valley side. After crossing a bridge it climbs gently, still running across the valley side. For most of its course the road has cut into the slope and the resulting spoil deposited on the down-slope side to create a terrace c. 6-m wide. Although much of this terracing was undoubtedly constructed in the late 18th-century, all has been much enlarged and modified for the forestry road. Large turning areas at the junctions of other roads have been provided and pull-ins at intervals. A drain/ditch runs along the north side with culverts beneath the road.

Photos: 2, 35 - 39

Value: 5

Recommendations :None (see elements listed above for separate recommendations).

33054 Road. The road from Eglwys Newydd to Pen-Creigiau. This road was constructed in the mid-to-late 19th-century to serve Pen-Creigiau cottage. It is now a hard-core forestry track.

Value: 4

Recommendations: None

33064 Road (includes elements: bridge 32964, bridge 32968, flanking wall 33613 and site of lodge 35907). The course of this forestry road follows one of the first carriage drives on the Hafod estate (in existence by 1796). Prior to its conversion to a carriage drive it formed part of the public road system - a continuation of road 32980. The road climbs gently at first from west - east across a steep south-facing valley side. At its western end the road has been machine cut into the hillside and the resulting spoil used to form a terrace c. 5m wide. Evidence of recent engineering lessens towards the east. From Pendre Farm to the east the road climbs steeply at the base of the steep south-facing valley side. Road width 3m. Here only light engineering is apparent with no cut terrace and no obvious modern work. A dry-stone wall (33613), now very dilapidated, flanks the road to the south. The road has a hard-core surface. The road is now closed except for access to Pendre Farm.

Photos: 40 - 42

Value: 5

Recommendations: If this road is to be the subject of upgrading then the section from Pendre Farm to the east should be undertaken in a manner that maintains the scale and character of the original/existing. (see elements listed above for separate recommendations)

33066 Bridge (on road 33048). Single-arched stone built bridge. The voussoirs of the arch on the down-stream, south, side are of dressed stone, those on the up-stream side of rubble. The arch within the culvert is brick-built. The curving parapet on the south side has been replaced by a concrete kerb following its damage c. 10 years ago during road maintenance/improvements (Roger Hallett, pers. comm.). The northern curved

parapet survives to c. 50cm and is now capped with concrete. The road width over the bridge is 4m. The whole structure is in good condition.

Photo: 43

Value: 2

Recommendations: This is an important element in the Hafod landscape. Care should be taken to ensure that it is not further damaged during road upgrading.

33091 The concrete Bridge (on road 33004). Modern concrete forestry bridge.

Value: 4

Recommendations: None

33093 Upper Lodge Gates (on road 33048, Upper Lodge 19760)). The gate posts here were similar to those on the Lower Lodge (24591-92). The superstructures have now gone, but a foundation stone of the north pier lies hard against the lodge's south wall. Part of the foundation of the south pier was removed during road renovation and removed to Hafod stables for safe-keeping. The road (33048) close to the Upper Lodge and over the foundation of the south pier is of tarmac.

Photo: 2

Value: 3

Recommendations: An archaeological watching brief should be maintained should it be considered necessary to undertake any ground works that may further damage the foundations of the south pier.

33103 Site of Lodge (on road 32980). Gate pillars or a lodge are marked in this location on the map accompanying Cumberland's *An Attempt to Describe Hafod* (1796). A cattle grid has been constructed on the approximate location of this site. Nothing of the lodge/gates now survives on the surface.

Photo: 23

Value: 5

Recommendations: Road widening/upgrading should take account of the possibility that buried remains of this site may survive. Hard-core resurfacing of the track will not affect the buried deposits, but any engineering works that require below ground disturbance should be accompanied by an archaeological watching-brief.

35421 Gate post - see 32960

33613 Wall (alongside road 33064). This dry-stone wall is in poor condition. Nowhere does it stand to its full height and in long sections it has completely collapsed. It is nevertheless an important element in the Hafod landscape. It forms the southern boundary to road 33064.

Photo: 42

Value: 3

Recommendations: This wall should be retained during any proposed road widening/upgrading programme.

35905 Bridge (on road 32980). Small stone-built bridge of late 18th-century to mid 19th-century date. Constructed from mortared local stone with cut slate slabs (only one remaining *in situ*) capping low (0.6m) parapet walls. A block of oolitic limestone has been built into the fabric of the bridge. Parapet walls c. 4m apart. The stream

passed under the bridge in a square-section culvert. The culvert is choked on its upstream, north, side with gravel and rubble diverting flood water across the road. The hard-core road surface is beginning to break up. The whole structure is in poor condition and is urgent need of repair.

Photos: 22, 45

Value: 2

Recommendations: The culvert requires immediate cleaning; this could be done with a small mechanical excavator. The whole structure needs repairing/restoration and re-establishment of good road surface. Any repair/restoration should be accompanied by archaeological recording.

35906 Old Lower Lodge (on road 32980). Situated some 50m to the east of the extant Lower Lodge (24591). Constructed by 1796, presumably demolished c. 1850 and replaced by the present lodge. It consisted of a crenellated tower, through which the road/drive (32980) passed, with flanking wings. To the south of the road the site of the lodge is marked by a large tree stump and iron railings.

Value: 5

Recommendations: Road widening/upgrading should take account of the possibility that buried remains of this site may survive. Hard-core resurfacing of the track will not affect the buried deposits, but any engineering works that require below ground disturbance should be accompanied by an archaeological watching-brief.

35907 Site of lodge (on road 33064). This lodge, known as 'Arch Ucha' was presumably built soon after Johnes took up residence at Hafod and closed the public road, though it is not marked on the map accompanying Cumberland's description of 1796. The exact location of this lodge is unknown.

Value: 5

Recommendations: Road widening/upgrading should take account of the possibility that buried remains of this site may survive. Hard-core resurfacing of the track will not affect the buried deposits, but any engineering works that require below ground disturbance should be accompanied by an archaeological watching-brief.

35908 Culvert (on road 33048). A culvert ran along the northern side of carriage drive/road 33048 from the bridge 33066 towards the rock cutting/mansion site. D G Jones recalls this feature as a well-built stone construction apparently channelling water from the stream close to bridge 33066 (Linda Hallett, pers. comm.). The culvert still survives with water running through it, although in a slightly damaged state, immediately to the north side of the road, c. 1m below the present road surface (L Hallett, pers. comm.). The culvert's function is unclear, but it may originally have been a feed for the Cold Bath situated at the foot of the steep slope south of the road, later modified for other uses.

Value: 5

Recommendations: Every effort should be made to ensure that this feature does not suffer further damage during road improvements -i.e. the road should not be widened along its north side.

35910 Track. This track was in existence by the late 19th-century. It has a hard-core surface. There is only light engineering work in evidence in the form of shallow

cuttings. The modern track maintains the line and probably the character of the original.

Value: 4

Recommendations: None

35911 Track. A track created for forestry extraction. Hard-core surface and lightly engineered for most of its course but with a deep cutting at its western end.

Value: 4

Recommendations: None

35912 Road. Modern forestry road from road 33048 down to the concrete bridge (33091). At its western end this road runs down a steep, south-facing valley side on terrace, 6-7m wide. This terrace has been cut into the slope and the resulting spoil deposited on the down-slope side. This spoil has buried part of the Flower Garden (26521) - an important element of the Hafod estate - and enclosing wall. To the south-east the road runs in a cutting 2-3m deep and c. 6m wide. This cutting has destroyed a swathe of the Flower Garden.

Photo: 46

Value: 4

Recommendations: It is essential that no further damage to the Flower Garden occurs. Therefore, the road terrace or cutting should not be widened. Re-surfacing or other works on the road surface on the terrace or within the cutting will not affect the Flower Garden.

PHOTOGRAPHS



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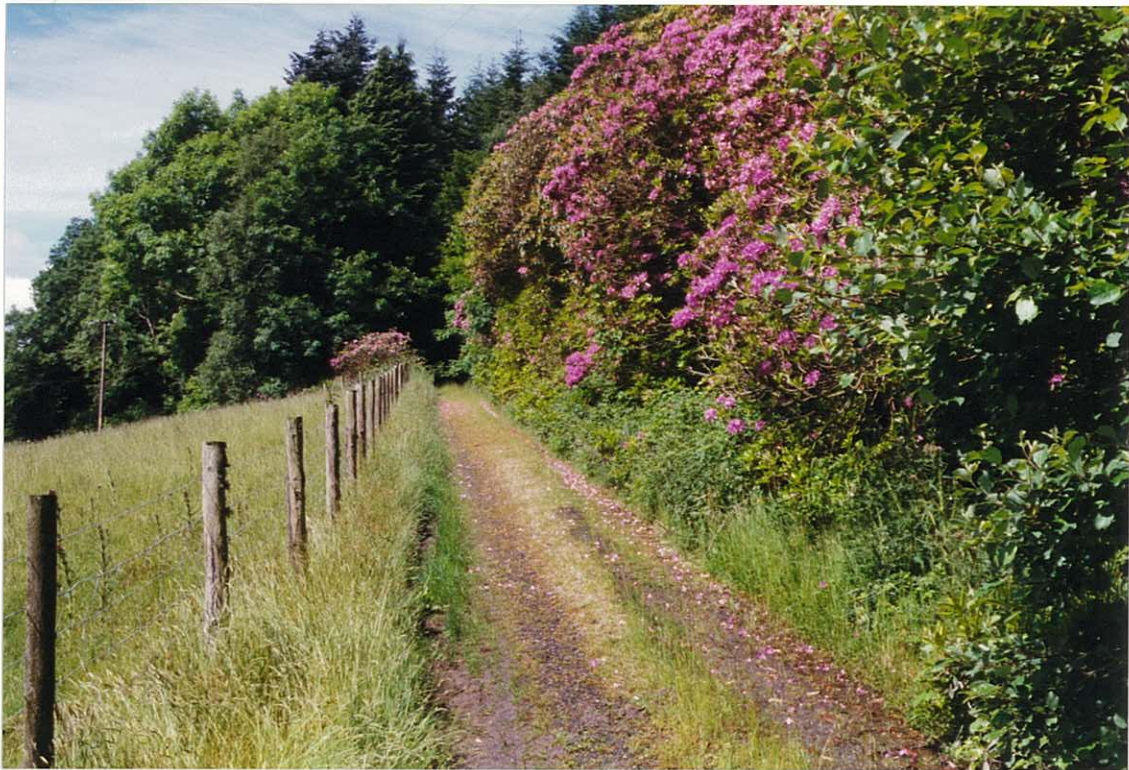
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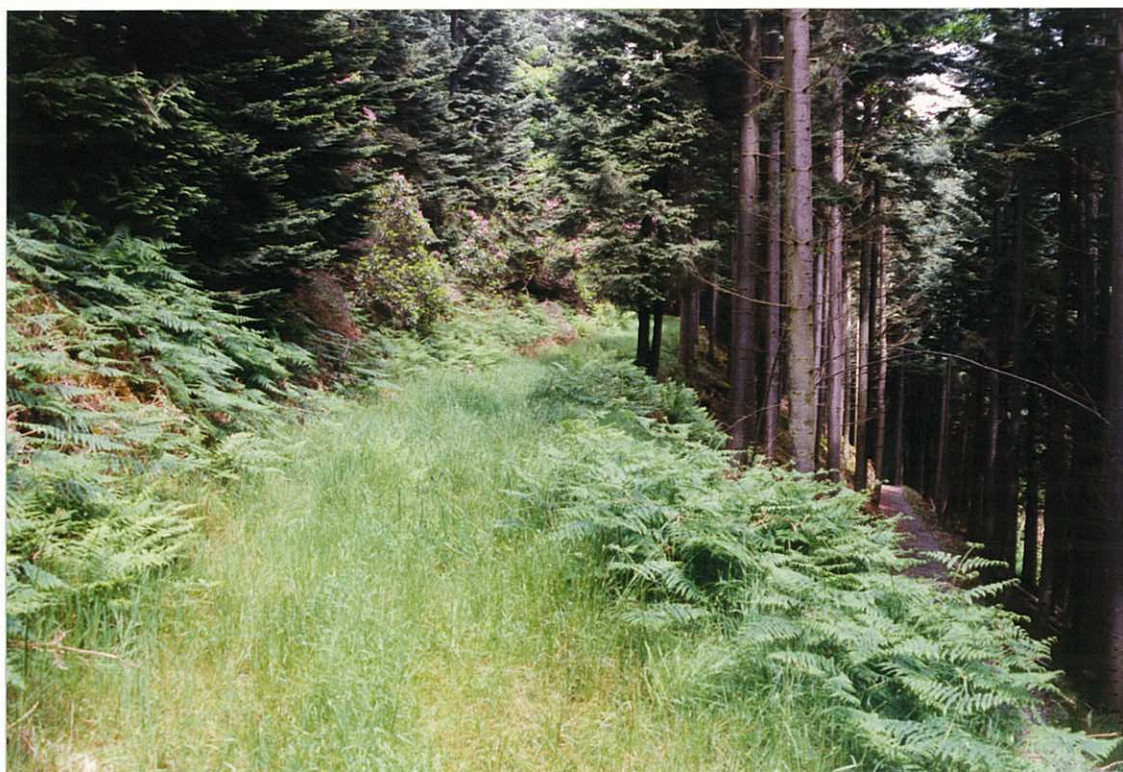
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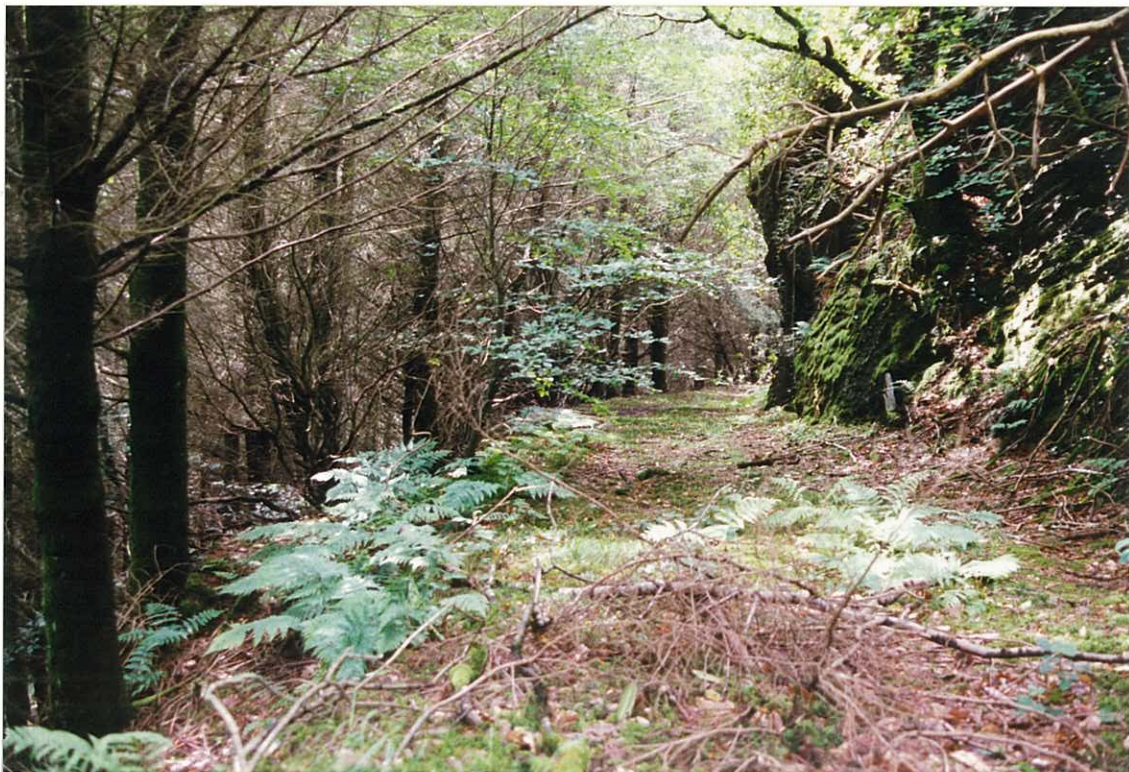
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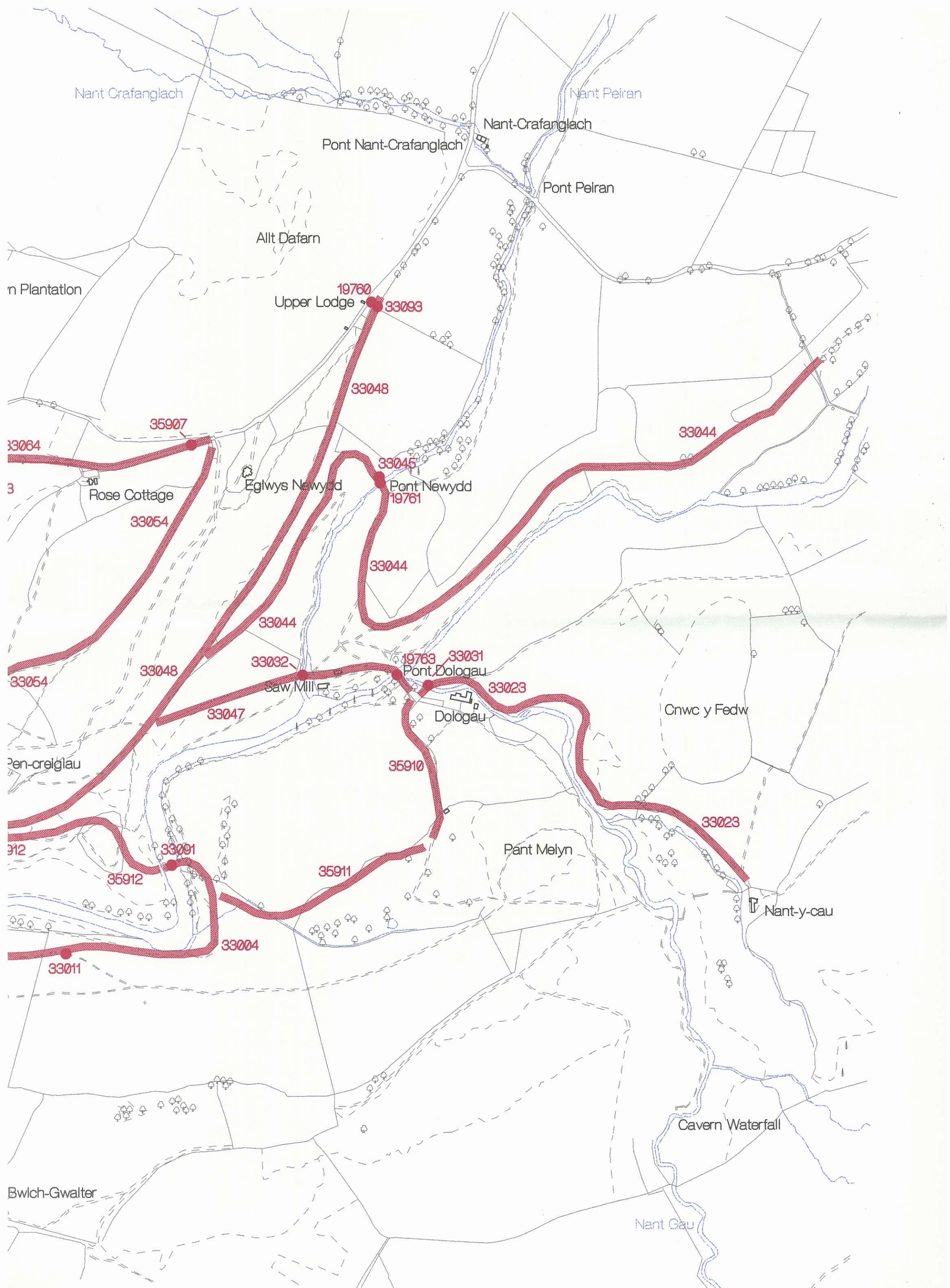
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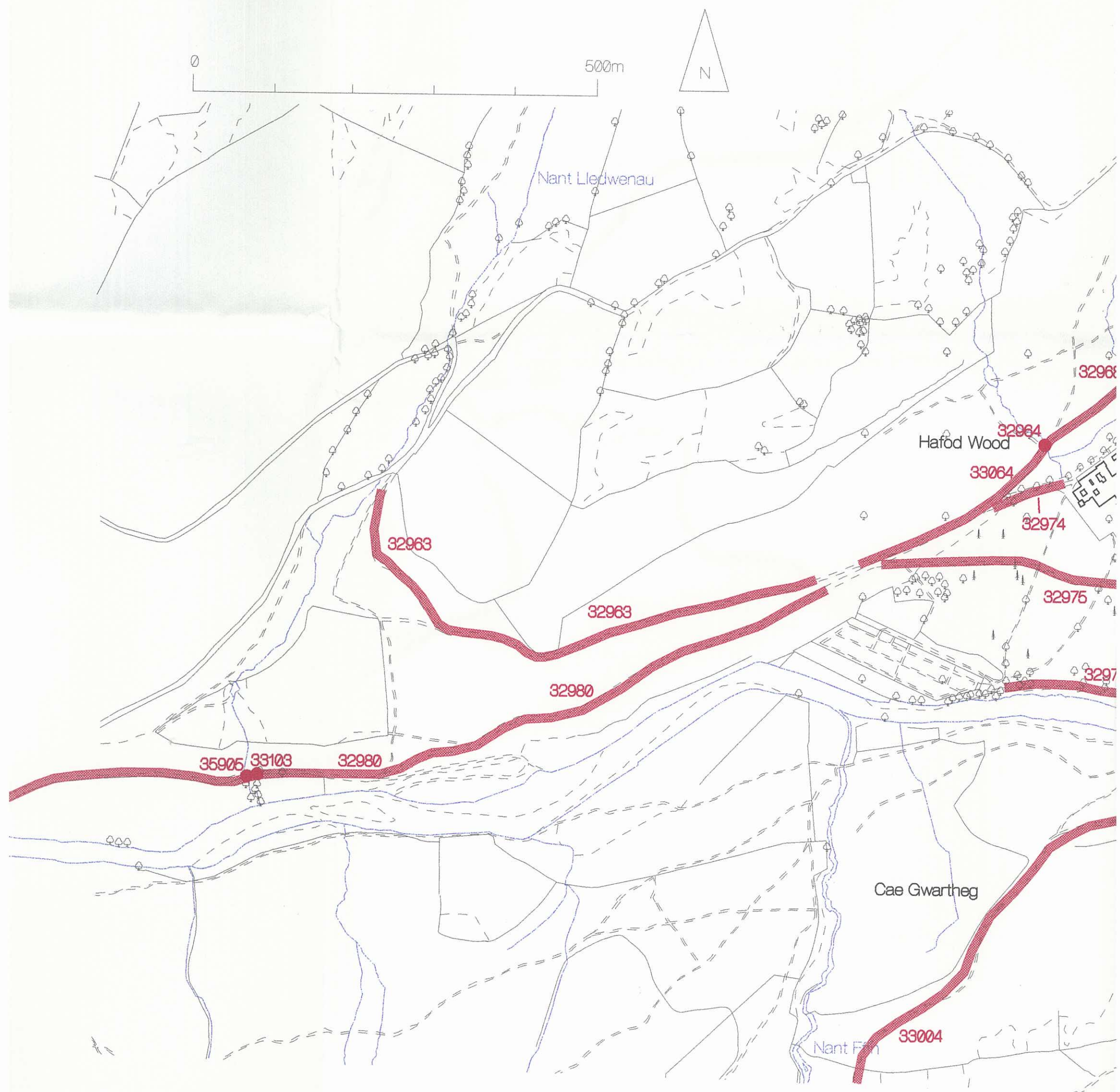


RECOMMENDATIONS



HAFOD ROAD SYSTEM ARCHAEOLOGICAL RECOMMENDATIONS

Map based on OS 12500 1st. Ed.



HAFOD ROAD SYSTEM ARCHAEOLOGICAL RECOMM

Map based on OS 12500 1st. Ed.

