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Llwyncrwn W/12/2911

Tir Gofal Farm Visit Historic Environment Report



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Llwynyrwn
W/12/2911
Tir Gofal Farm Visit Historic Environment Report

By
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INTRODUCTION

This report is intended to provide a statement on the condition and recommended management of all known archaeological and historical sites and features on this farm at the time it was visited by Cambria Archaeology. This information will be used to inform the Tir Gofal Management Agreement for the farm.

Method Statement

The farm visit consisted of two phases:

Phase 1 was a rapid search of all readily available documentary, cartographic and published sources to try to understand the historical development of the farm and the wider landscape and to identify new sites of archaeological interest. The searches undertaken include information held in the regional Sites and Monuments Record, the relevant County Records Office and the National Library of Wales. New sites, or areas of interest were plotted onto a Geographical Information System based map for use during the field survey and for the final report.

Phase 2 was a farm visit to assess the extent, character and current condition of the archaeological and historical sites identified during the research phase. Due to time constraints recording is rapid and consists of photographs and sites notes. Some of the sites may not have been visited. The information gained during the visit has been used to determine their management recommendations.

GENERAL DESCRIPTION OF FARM

Llwyncrwn Farm (PRN 47654) is situated around 1.5 km to the northeast of Llanybydder, to the east of the River Teifi, which forms part of its western boundary. The farm is bisected in a NE-SW direction by the A485 with steep and moderately sloping land to the east and land on the flood plain of the River Teifi to the west. Existing field boundaries are composed of hedges on earthen banks in various stages of being grown out, which enclose medium sized fields. The present field pattern retains elements of the layout shown on the 1891 Ordnance Survey map, although some field boundaries have been removed to create larger fields.

Llwyncrwn is first shown on the 1841 Llanybydder Tithe map, although it is shown in more accurate detail on the 1891 Ordnance Survey map. The house and garden enclosure are shown as a discrete element down a short trackway from the road. Llwynrwn-Uchaf (PRN 47653) farmstead is shown around 100 metres to the east of the house. The two buildings are arranged in an L- shape to the east of a farm trackway, although by the time of the 1906 Ordnance Survey map, the north building is marked as in a derelict state. The house of Llwynrwn remains although it is now situated within a complex of modern agricultural buildings. A single outbuilding, which is still in use is the only surviving building of Llwynrwn-Uchaf.

Llwyncrwn Farm is rich in archaeology. Part of the Manchester to Milford railway (PRN 47658) bisects the western extent of the landholding and comprises an important element of the historic industrial landscape. Sarn Helen (PRN 47657), the Roman road follows the line of the railway and is visible as a terrace in the hillside to the south of the holding. Prehistoric activity may be represented in the form of the rectangular earthwork (PRN 766) situated immediately to the west of Llwynrwn, which may have Iron Age origins, although Roman date is also possible. An additional earthwork (PRN 767) to the west of this on the margins of the Teifi is of unknown date and function.

MAIN MANAGEMENT RECOMMENDATIONS

Archaeological sites on the holding that require action are detailed below. For other management recommendations see the gazetteer of individual sites.

Field boundaries are an important element of the historic landscape and should be retained and managed in a sustainable manner.

766 DEFENDED ENCLOSURE

The earthwork is in a considerably worse condition from that described by the RCAHMS in 1913, and ongoing threats to its survival have been identified. Bulldozing has destroyed part of the western bank, whilst erosion caused by motorbikes continues to erode the fragile earthwork banks. The interior of enclosure holds potential for the survival of buried archaeological remains, which are at risk if the site continues to be used as an off-road course for motorbikes. The area within 15 metres from the edge of the site should not be subjected to any ground intrusive activities, used as a location for feeding livestock, or used as a course for off road motorbikes. The trees growing on the west bank should be monitored and any unstable trees should be cut off close to the roots in order to prevent falling trees from uprooting the earthen banks. The brambles, bracken and any young trees should also be removed from the earthen banks.

767 EARTHWORK

The condition of the monument appears to have deteriorated little from that recorded by the Royal Commission on the Ancient and Historic Monuments of Wales in 1917. Some threats to the long term survival of the monument, have been identified from the current management regime however.

The tree bowl in the southeast corner indicates the potential for root damage if mature trees are allowed to become unstable. The overhanging oak trees on the western elevation will need monitoring for signs of instability. Although they are currently stable, the fir trees, which cover the monument will eventually pose a threat if left alone. Ideally they should be cut down and removed, and the area should be reseeded if necessary. This should be followed up by sensitive grazing in order to maintain a stable grass sward and prevent the growth of scrub species. The aim of the management should be to create a good grass cover over the site with no erosion or breaking of the ground surface.

47658 RAILWAY EMBANKMENT

The Manchester to Milford Railway is an important element of the historic industrial landscape and should be preserved. The stretch of the railway, which bisects Llwnyrw Farm survives in varying condition. Surviving earthwork remains should not be subjected to any ground intrusive activity, and should not be used as a location for feeding livestock. Ideally, the scar in the northern section of the embankment and areas eroded by the trackways should be infilled in order to maintain its original historic layout.

47561 COMBINATION FARM BUILDING

In order to prevent further damage to masonry bonds by intrusive ivy growth, the ivy should be cut back, treated, allowed to die, then removed. This should be followed up by a programme of masonry consolidation and roof repairs using traditional building techniques and materials. The tree growing out of the west gable end of the building should also be cut off at the roots and then retreated to prevent regrowth. This should be followed up by reconsolidation of the stonework if necessary. The detached stonework at the base of the northern wall should be reinstated and re-pointed using a traditional lime mortar mix in order to keep this part of the building in a stable condition. The rusted corrugated iron sheets on the southern pitch of the roof will need to be replaced soon if the building is to be maintained in a stable condition necessary for its long-term survival. Preferably the building should be re-roofed using traditional slate, which is the most durable long-term roofing material. The historic internal building arrangements should be retained.

GAZETTEER OF SITES AND MONUMENTS

PRN	766	Site Name	PANT-Y-BAW	Grid Reference	SN53124473
Site Type	DEFENDED ENCLOSURE?	Period	Iron Age?; Roman?		

Description

This now much denuded rectilinear earthwork lies on the opposite side of the road to Llwynyrwn farmstead at the top of a steep west facing slope. It is rectangular, approximately 28 by 15 metres, and is aligned northeast-southwest along its long axis.

Following a visit to the site in 1913, the Royal Commission on the Ancient and Historic Sites of Wales (RCAHMW) described the earthworks as "now only 2 to 3 foot high, (and) are clearly defined, and the angles are sharply and carefully rounded.... The entrance is in the long bank facing west; it is a simple opening, about 4 feet wide with no defensive features." (RCAHMW 1917, 205).

The present condition of the earthwork is considerably worsened from that described above. The earthwork banks although now much eroded, could still be identified. The original extent of the earthwork can still be traced, although an off-road motorbike course over the site has eroded some sections of the earthwork banks, and their preservation is no longer uniform over the site.

The denuded north bank is faintly visible as a spread earthwork up to around 0.3 metres in height. The south bank of the monument is less visible still and wheel ruts have completely eroded the earthwork remains, although a small section of bank remains visible in the hedge near to the road up to around half a metre. The west bank of the earthwork is most well preserved, and lies on the margin of a wooded slope. Much of it is now masked by a low covering of bracken and brambles, and a few mature trees have also become established. No traces of the four foot wide entrance mentioned in 1913 by the RCAHMW could be identified. A wide trackway, around 1.8 metres wide has been recently bulldozed in this part of the monument and may explain this. The flat interior lies under pasture, which is grazed periodically. The landowner recalls that a mains sewer laid in 1972 and an earlier water mains both bisect the monument.

There is little evidence to inform a function or date for this monument, although an Iron Age or Roman date is probable.

Recommendations

The earthwork is in a considerably worse condition from that described by the RCAHMW in 1913, and ongoing threats to its survival have been identified. Bulldozing has destroyed part of the western bank, whilst erosion caused by motorbikes continues to erode the fragile earthwork banks. The interior of the enclosure holds potential for the survival of buried archaeological remains, which are at risk if the site continues to be used as an off-road course for motorbikes. The area within 15 metres from the edge of the site should not be subjected to any ground intrusive activities, used as a location for feeding livestock, or used as a course for off road motorbikes. The trees growing on the west bank should be monitored and any unstable trees

should be cut off close to the roots in order to prevent falling trees from uprooting the earthen banks. The brambles, bracken and any young trees should also be removed from the earthen banks.

Site Category D



Plate 1- part of the western earthwork bank of enclosure (PRN 766), with the bulldozed trackway visible in the foreground.



Plate 2- looking south from the top of linear earthwork (PRN 767)

PRN	767	Site Name	PANT-Y-BAW	Grid Reference	SN52984474
Site Type	EARTHWORK	Period	Unknown		

Description

This linear earthwork, aligned NNE-SSW is situated parallel to the banks of the River Teifi, above which it rises to a height of around 6.5 metres. It is around 50m long and measures approximately 10 metres at its widest base point. The banks rise steeply from the natural ground level and the summit averages around 6 metres in width. It is slightly curved and the concave side faces east. Assigning function to this earthwork is problematical, as there is little evidence to inform an interpretation of its purpose and date. The Royal Commission on the Ancient and Historic Monuments of Wales (RCAHMW) following a visit to the site in 1913 suggested that it "probably had some connection with the rectangular (earth) work a little above it," (PRN 766) although there is no direct evidence to support this. Interpretations of the feature as a prehistoric or Roman earthwork or as an industrial feature associated with the Manchester to Milford Railway could be equally valid in this case.

The earthwork is currently under a commercial forestry plantation, which is shading out the ground surface and increasing the risk of erosion. Light is able to penetrate the steeper western elevation, and an understory of hazel and ivy is becoming established. Mature oaks are overhanging the river in this part of the monument. These may be remnants of a pre-plantation covering of scots pine and oak, which is shown on aerial photos taken in 1955 and indicated today by remnant tree stumps. The western elevation is being undermined by the river and there is evidence for soil creep at the north end, with the additional risk of soil slump. In the southeast corner of the monument, a fallen tree has created a large scar, around one metre deep and two metres square.

Recommendations

The condition of the monument appears to have deteriorated little from that recorded by the Royal Commission on the Ancient and Historic Monuments of Wales in 1917. Some threats to the long term survival of the monument, have been identified from the current management regime however.

The tree bowl in the southeast corner indicates the potential for root damage if mature trees are allowed to become unstable. The overhanging oak trees on the western elevation will need monitoring for signs of instability. Although they are currently stable, the fir trees, which cover the monument will eventually pose a threat if left alone. Ideally they should be cut down and removed, and the area should be reseeded if necessary. This should be followed up by sensitive grazing in order to maintain a stable grass sward and prevent the growth of scrub species. The aim of the management should be to create a good grass cover over the site with no erosion or breaking of the ground surface.

Site Category D

PRN	47657	Site Name	SARN HELEN	Grid Reference	SN52954463
Site Type	ROAD	Period	Roman		

Description

This section of Sarn Helen crosses two fields to the south of the holding, running in a NNW direction for a little under 200 metres. A terraced area, up to 30 metres at its widest point is clearly visible in the southernmost field. It becomes progressively less visible in the neighbouring field to the north, which has been ploughed in the past. The line of the road becomes lost entirely in the field to the north, which has experienced large scale earth moving in the past with the creation of the Manchester to Milford Railway. The road is apparently visible as a parch mark in dry summers and the landowner has uncovered a cobbled road surface less than 0.4 metres down, during ploughing.

A detailed description of a stretch of Sarn Helen near Llanybydder is given by H. Davies Evans of the Carmarthenshire Antiquarian Society in 1878. The length of road described near Ty Newydd may be the same section of road preserved in fields at Llwynocrwn.

"Opened the "Sarn Helen" in a field of Maesgaer. Found the road 18 feet wide, made of gravel concreted with clay and rough river stones laid as a foundation. The top of the road was 11 inches below the level of the ground at present. The thickness in the centre was 12 inches, it was rounded to allow for drainage and was 7 inches higher in the centre than at the sides. The surface of the concrete was perfectly smooth and very hard; there were no ruts or marks of wheels... Under the foundation was a layer of fine brown earth or clay. The subsoil of the field is gravel... (further on near Ty Newydd) where there is a steep slope to the meadow by the river...I opened the road and found it made of much the same material, but much more rounded and apparently but 12 feet wide. It had been cut into the slope of the hill" (James, H. 1991).

Sarn Helen was the westernmost of three Roman routes between North and South Wales, extending from Carmarthen (*Moridunum*) in the south to Caernarvon (*Segontium*) in the north. These roads were built by army engineers primarily for military purposes, linking forts to allow the efficient distribution of troops and supplies. A reduction in the number of troops meant that many forts were abandoned by the mid second century and some of the roads may have fallen out of use. In central Wales and the north the army would have continued to maintain some of the roads, although in the south they would have been maintained by civilian administration (James, H. 1991). Many of these Roads have continued to be maintained as important routeways from this period onwards, and continue to be used as modern roads today. Although most of the stretch of Sarn Helen which links Carmarthen and Lampeter lies beneath the modern A485, there are some deviations. This is an unusual example of a stretch of Sarn Helen that has not been modified and maintained for use as a modern road. This diversion of the modern road from what appears to be the line of the Roman road is likely to have happened with the development of the settlement of Llanybydder during the early medieval period (James, H. 1991: 71).

The stretch of road on Llwynocrwn farm holds high potential for a well preserved Roman road surface and associated finds. It lies under pasture, which is periodically ploughed.

Recommendations

The stretch of road on Llwynyrwn farm is an unusual example of a stretch of Sarn Helen that has not continued to be used as a modern routeway. It holds high potential for the structural remains of a Roman road surface and associated finds and is of national importance.

No apparent threats to this stretch of Sarn Helen can be identified from the current management regime. The pasture should continue to be sympathetically grazed in order to maintain a stable grass sward, which is considered to be the optimum land-use necessary for the long-term survival of the earthwork bank and buried archaeological remains. The area within 15 metres of the edge of the monument should not be ploughed, subjected to any ground intrusive activity or used as a location for feeding livestock.

Site **A**
Category



Plate 3- looking southwest along the line of Sarn Helen (PRN 47657)

PRN	47658	Site Name	LLWYNCRWN	Grid Reference	SN52884456
Site Type	RAILWAY EMBANKMENT	Period	Post Medieval		

Description

"The railway line from Pencader Junction north to Lampeter was opened by the infamous Manchester to Milford Railway Co. on 1 June 1886 with a station at Llanybydder. The company's ambitious plan was for a railway link between Manchester and the new deep water port at Milford Haven via Crewe, Mid Wales and Carmarthen; however when the company went into liquidation in 1880 the line extended no further north than Aberystwyth. The company continued operations under the control of the receiver, running 4 trains daily between Pencader and Aberystwyth, until it was absorbed into the GWR network in 1906. The line ceased carrying passenger traffic in 1965; however freight services continued until 28 September 1973 when the entire line was finally closed." (Ludlow 1994).

The railway bisects the holding in a NNE to SSW direction to the east of the River Teifi. A railway embankment to the south of the holding is fenced off within an area of scrubby woodland. The banks are still visible here and survive in a stable condition. Earthwork remains have been lost in the field to the north of this, which is ploughed occasionally. An additional 125 metre length of railway embankment is visible in the neighbouring field to the north. The line of the embankment is clearly visible, although wide trackways, which cross the embankment at either end of the field have eroded its original height by up to a metre. A large scar is also visible in the eastern elevation of the embankment where it has been used as a site for the disposal of farm rubbish.

Recommendations

The Manchester to Milford Railway is an important element of the historic industrial landscape and should be preserved. The stretch of the railway, which bisects Llwnocrwn Farm survives in varying condition. Surviving earthwork remains should not be subjected to any ground intrusive activity, and should not be used as a location for feeding livestock. Ideally, the scar in the northern section of the embankment and areas eroded by the trackways should be infilled in order to maintain its original historic layout.

Site Category C

PRN	47557	Site Name	LLWYNCRWN	Grid Reference	SN53074477
Site Type	RAILWAY BRIDGE	Period	Post Medieval		

Description

This disused bridge, which crosses a farm trackway forms part of the Manchester to Milford Railway, which was opened in 1886. The bridge footings are of faced limestone blocks, whilst the arch is of red brick construction. The bridge is currently in a stable condition, although it lies on the boundary of the application area and is no longer used.

Recommendations

The bridge, which forms part of the historic Manchester to Milford Railway should be retained as a historic landscape feature.

Site Category C



Plate 4- the railway bridge (PRN 47757)

PRN	47559	Site Name	LLWYNCRWN	Grid Reference	SN53574494
Site Type	ENCLOSURE?	Period	Post Med		

Description

A small enclosure accessed by a trackway visible on the 1891 Ordnance Survey map hints at a possible former cottage site at this location. No evidence of an enclosure was identified during the farm visit.

Recommendations

No specific management recommendations.

Site Category D

PRN	47560	Site Name	LLWYNCRWN-UCHAF	Grid Reference	SN53584494
Site Type	COTTAGE	Period	Post Med		

Description

Llwyncrwn-Uchaf farmstead is first shown on the 1891 Ordnance Survey map, around 100m to the east of Llwynocrwn. Two buildings are depicted in an L-shaped arrangement to the east of a farm trackway. Only an outbuilding survives today and the cottage, which formed the northern arm of the complex has since been lost, apparently destroyed to create a forestry trackway. Only the footings of the north gable end survive, which now form part of a hedge bank.

Recommendations

The footings of the north lateral wall provide the only visible evidence of a former cottage at this location and should be preserved. Although no additional visible remains of the cottage survive, there is potential for buried archaeological deposits. No ground disturbing activities should be undertaken within 15 metres of this site.

Site Category C



Plate 5- the remnant walls of cottage (PRN 47560) looking south



Plate 6- the cart house/ cowshed (PRN 47561) looking east.

PRN	47561	Site Name	LLWYNCRWN- UCHAF	Grid Reference	SN53294467
Site Type	COMBINATION FARM BUILDING	Period	Post Medieval Post Med		

Description

This two unit building is aligned ENE-WSW and measures around 14 metres by 6 metres. It forms part of the L-shaped farmstead of Llwynocrwn-Uchaf, which the landowner recalls fell out of use around 50 years ago. It is constructed of stone walling, built to rough courses with a pitched corrugated iron roof. A cart house identified by its wide arched stone entrance comprises the eastern unit of the building. The western two thirds of the building consist of a long cowshed, which is accessed by two evenly spaced doorways in the north lateral wall. The interior of this part of the building is divided into three bays. Some of the historic interior arrangements have been preserved and brick partitions divide the cowshed into three bays. Of particular interest is the cobbled floor in the western bay, which appears to survive in a stable condition and defines the individual stalls and drainage channel layout. Three concrete stalls with halter bars, which are likely to be of an early mid twentieth century date remain intact in the central bay, and an iron hay rack survives on the rear wall in the eastern bay. The former presence of an upper storey, most likely a hay loft is indicated by a single surviving cross beam in the west end of the building which would have supported the floor. An infilled pitching hole in the east gable end of the building further supports this. The building is currently in a reasonable condition, although some areas of instability have been identified. The western end is overgrown with ivy, which has penetrated the interior of the building beneath the eaves. A tree growing out of the base of the west gable end threatens to displace the wall footings and promote building instability. In addition to this, some of the stonework in the north lateral wall has become displaced and are likely to contribute to structural instability if not replaced. Corrugated iron sheets on the southern pitch of the roof are rusted and breaking up.

Recommendations

In order to prevent further damage to masonry bonds by intrusive ivy growth, the ivy should be cut back, treated, allowed to die, then removed. This should be followed up by a programme of masonry consolidation and roof repairs using traditional building techniques and materials. The tree growing out of the west gable end of the building should also be cut off at the roots and then retreated to prevent regrowth. This should be followed up by reconsolidation of the stonework if necessary. The detached stonework at the base of the northern wall should be reinstated and re-pointed using a traditional lime mortar mix in order to keep this part of the building in a stable condition. The rusted corrugated iron sheets on the southern pitch of the roof will need to be replaced soon if the building is to be maintained in a stable condition necessary for its long-term survival. Preferably the building should be re-roofed using traditional slate, which is the most durable long-term roofing material. The historic internal building arrangements should be retained.

Site C
Category

PRN	47651	Site Name	LLWYNCRWN	Grid Reference	SN53254467
Site Type	TRACKWAY	Period	Post Medieval		

Description

This trackway is first shown on the 1831 Old Series Ordnance Survey map. It forks off the Pencarreg to Llanybydder road at Troed-rhiw, and then bisects the holding in a southerly direction. It continues to be maintained for use as a farm trackway.

Recommendations

Maintain as an historic landscape feature.

Site Category C

PRN	47652	Site Name	LLWYNCRWN	Grid Reference	SN53104466
Site Type	NURSERY	Period	Post Medieval		

Description

The nurseries are first shown on the 1891 Ordnance Survey map, although they were added to on the 1906 Ordnance Survey map. The landowner, who has a long family history at Llwyn-crwn believes that the nurseries were used to grow saplings of native hedgerow species, which would have been used for hedgerow creation and maintenance. The nurseries were not associated with any structural remains, and no evidence of them is visible in the landscape today.

Recommendations

No specific management recommendations.

Site Category D

SITE AND AREA STATUS GLOSSARY

The following abbreviations are used in the gazetteer to refer to site and area status. These schedules, lists and registers are compiled and maintained by Cadw: Welsh Historic Monuments.

SAM - Scheduled Ancient Monument

This is a statutory designation. Scheduled Ancient Monuments are protected under the Ancient Monuments and Archaeological Areas Act 1979.

LB1, LB2* & LB2 – Listed Building 1, 2* & 2

This is a statutory designation. Listed buildings are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990.

HLW - Historic Landscapes of Wales

Historic Landscapes of Wales are defined by the *Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales: Part 2.1 Landscapes of Outstanding Historic Interest and Part 2.2 Landscapes of Special Historic Interest*. The register is advisory and has no statutory powers.

PGW - Parks and Gardens of Wales

Parks and Gardens of Wales are defined by the *Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales: Part 1 Parks and Gardens*. The register is advisory and has no statutory powers.

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- Tithe Apportionment 1840 Llanybydder Parish
- Tithe Map 1841 Pencarreg Parish
- Tithe Apportionment 1841 Pencarreg Parish

Llwyncerwn
W/12/2911

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Position: Archaeologist (Tir Gofal)

Signature W. Steele Date 15/04/03

This report has been checked and approved by Louise Austin on behalf of Cambria Archaeology,
Dyfed Archaeological Trust Ltd.

Position: Principal Archaeologist (Curatorial)

Signature Louise Austin Date 15/04/03

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



Llwyncrwn

Tir Gofal Historic Environment Consultation


Countryside Council for Wales Reference W/12/2911


Cambria Archaeology Reference PRN45646


National Grid Reference SN53184469

 Farm Boundary
 Historic Landscape Character Area

Site Category A - National Importance


 Scheduled Ancient Monuments
Grade 1 and Grade 2* Listed Buildings

 Sites and Buildings of National Importance
without a statutory designation


 Registered Parks and Gardens of Historic
Interest

 Registered Landscapes of Historic Interest


Site Category B - Regional Importance

 Sites and Buildings of Regional Importance
including Grade 2 listed buildings

Site Category C - Local Importance

 Sites and buildings of Local Importance

Site Category D - Unknown Importance

 Sites requiring further investigation and sites with
no physical definition

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