

A487 (T) GLANDYFI ROAD IMPROVEMENT ARCHAEOLOGICAL DESK BASED ASSESSMENT

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ARCHAEOLOGICAL DESK BASED ASSESSMENT

By

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A487 (T) GLANDYFI ROAD IMPROVEMENT ARCHAEOLOGICAL DESK-BASED ASSESSMENT

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SUMMARY

This Stage 2 Archaeological Assessment was undertaken in response to proposed improvements to a stretch of the A487 (T) centering on Glandyfi. Although at the time this assessment was made the exact nature of the proposals had not been finalised, it is clear that some features will be impacted upon by the scheme. While the impact on some features will be severe, the overall impact of the scheme on the historic landscape and cultural heritage of the area need not, however, be great if measures are taken to mitigate the impact on features that give the area its character. In this report the features identified are ranked in importance, the impact of the scheme is evaluated and mitigation is suggested.

1. INTRODUCTION

1.1 Project proposals and commission

This desk top study has been prepared by Cambria Archaeology Field Operations in response to a request from TACP to provide an assessment of archaeological impact from improvements to the A487 (T) Glandyfi Road Improvement scheme, between Ranger Lodge and Llyfnant Junction.

As part of the Stage 1 Environmental Assessment by Brown & Root Civil Engineers, Cambria Archaeology identified several known archaeological sites within the corridor of interest, but further assessment and field evaluation to assess the likely impact of the scheme was recommended.

1.2 Scope of the project

This project is a Stage 2 assessment, as defined in the *Design Manual for Roads and Bridges* (Vol. 11, Section 3, Part 2, Cultural Heritage). It is designed to review the current knowledge of the cultural heritage resource, and the likely impact of the proposed works upon that resource. This includes the examination of existing records and the identification of new archaeologically significant sites. It is also intended to provide sufficient information to allow recommendations to be made for any further archaeological works necessary to mitigate the effects of the scheme.

1.3 Report outline

This report describes the physical environment of the study area before summarising the cultural heritage resource and the likely impact of the proposed scheme on that resource. Recommendations based on the results are provided, and a gazetteer of sites is presented in Appendix 2.

1.4 Abbreviations used in this report

All sites recorded on the county Sites and Monuments Record are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). References to sources are provided using the Harvard system, with full details provided at the end of the report.

Site status refers to either a Scheduled Ancient Monument (SAM) or a Grade 2 listed building (LB2).

Five categories of archaeological site importance have been recognised in this report, based on those listed in the *Design Manual for Roads and Bridges* (Vol. 11, Section 3, Part 2, Cultural Heritage): These are defined in section 3.0 in this report.

2. THE STUDY AREA

The study area consisted of the route of proposed road improvements to the A487 (T) between Pont Melin y Garreg (NGR SN68929624) and Llyfnant Junction (NGR SN70479785) (fig. 1). From Ranger Lodge the road runs roughly north-east along the eastern edge of the tidal flood plain to the east of the Afon Einion, passing through the settlement of Glandyfi, and continuing on to Llyfnant Junction.

Glandyfi settlement is located at a significant transport and communication point, where river, road and rail transport converge at a thin strip of land between the tidal flood plain of the Dyfi estuary and the base of the steep wooded slopes that form its southern edge. The constricted nature of the location of Glandyfi has meant that the road has become increasingly hazardous resulting in the current proposal for a road improvement scheme.

The earliest origins of the road are uncertain, but it has been suggested that the route may follow the line of a Roman road (5222). The topography of the area suggests that it is likely to have been the main route north in this area. The Garreg Gate tollhouse was presumably instituted to capitalise on Glandyfi's favourable transport links, but the original date for this is uncertain. The road running through Glyndyfi is represented as a Turnpike road on the map of the Turnpike Trusts in South Wales produced for the Commissioners' Enquiry of 1844. Ogilby's road atlas 'Britannia' of 1690.

Glandyfi has also been a crossing point across the Dyfi by ford and ferry, with numerous stone built quays for marine transport located at the southern end of the settlement. Several such landing places were situated along the Dyfi, which was navigable up as far as Derwen-las. These quays were generally used for the trade and transport of local produce and goods from the port at Aberdyfi. The 'Topographical Dictionary of Wales' (Lewis S, 1833), states that the Dovey river was navigable as far as Garreg for vessels of 300 tons, and was involved in the export of lead ore and bark, and the import of timber, coal and limestone. These latter goods are the raw materials for the metal smelting process and presumably served the silver mills and smelting houses were located on the Garreg Creek between Glandyfi and Derwen-las, and the iron works at Furnace, south of Glandyfi.

The railway was built from 1863-4 as part of the Aberystwyth and Welsh Coast Railway, later becoming part of the Cambrian Railway running from Aberystwyth to Shrewsbury. The importance of the Glandyfi quays is presumed to have declined by this time, since the railway effectively isolated the quays from the road.

Most of the settlement buildings are scattered along either side of the road where the topography allows, or where the natural rock has been quarried. On higher ground at the top of the wooded slopes is situated Glandyfi Castle, constructed circa 1810 for George Jeffreys, who was the High Sheriff of Cardiganshire in 1819. It was remodelled in 1853. Two other large houses, Voelas Hall and Ranger Lodge, are situated on the southern edge of Glandyfi.

Historic maps of the region are generally of too small a scale to show great detail of the Glandyfi area, beyond the topography and the roads. The first significant details

are represented on the Ordnance Survey 1st (1887) and 2nd (1901) edition maps. Apart from the construction of the railway, little significant change has occurred to the layout of the settlement or to its buildings, beyond the construction of some new dwellings and alterations to existing properties. Cottage site PRN 50464 is the only property that is no longer in use in some form or other.

Apart from the location, landscape and views surrounding Glandyfi, an interesting and locally distinctive feature are the walls that flank the road as it runs through the settlement. Glandyfi is situated in an area where field boundaries change from being mostly of bank and hedge type, to being constructed from dry stone walls. This location also marks the dramatic change in topography that is first appreciated from the road when passing through Glandyfi.

The walls at Glandyfi are constructed from local stone in a regionally distinctive style and are, in places, of substantial and skilled construction. They are a recognised feature of this stretch of road.

3. SUMMARY OF THE ARCHAEOLOGICAL RESOURCE

The desktop study has identified several features of archaeological or historical significance within the immediate vicinity of the proposed road improvement scheme. Features are also included of which only a part lie within the road corridor, or for which there is insufficient data to be certain whether or not they are located within the affected area.

Five categories of archaeological site importance have been recognised in this report, based on those listed in the *Design Manual for Roads and Bridges* (Vol. 11, Section 3, Part 2, Cultural Heritage). They are defined as:

- A Sites of national importance
- B Sites of regional or county importance
- B Sites of district or local importance
- C Sites that are now so badly damaged that too little remains to justify their inclusion in a higher grade, or which are modern
- D Sites that have so little known about them that it is currently impossible to assign them to a different grade

The features identified in the study are categorised as follows:

Site	Type	Location	Importance	Status
PRN 6093	Crop marks	SN699 973	E	
PRN 8331	Lead Smeltery	SN695 970	E	
PRN 17632	Garreg Farm	SN696 970	C	
PRN 17657	Ysgoldy Glandyfi	SN6962 9703	C	
PRN 19638	Glan-dovey Station	SN6951 9697	B	
PRN 19639	Smithy	SN69479 688	C	
PRN 17929	Quay/ferry/port	SN691 967	B	
PRN 7100	Glandyfi Castle	SN6923 9669	A	LB2
PRN 18060	Flood defences	SN688 963	C	
PRN 18216	Tollgate Cottage	SN6901 9648	B	

Site	Type	Location	Importance	Status
PRN 7101	Voelas Hall	SN6901 9629	A	LB2
PRN 19630	Melin-y-gareg Bridge	SN6892 9624	D	
PRN 19631	Melin-y-gareg Mill	SN6891 9622	C	
PRN 50460	Sheds	SN69419685	C	
PRN 50461	Weighbridge shed	SN69529696	C	
PRN 50462	Raised track	SN69069666	C	
PRN 50463	Steps	SN69139674	C	
PRN 50464	Cottage site	SN69119667	D	
PRN 50465	Ferry shed	SN69279681	C	
PRN 50466	Roadside walls east	SN69149673	B	
PRN 50467	Roadside walls west	SN69149673	B	
PRN 50468	Ranger Lodge	SN68999653	C	

4. IMPACT OF SCHEME ON THE ARCHAEOLOGICAL RESOURCE

In this section the probable impact of the proposed scheme is discussed for each of the specific features identified in section 3. The likelihood of impact is gauged and the severity of any likely impact is ranked from A to D. These rankings are defined as 1-4:

- 1 The impact will result in the total destruction of the feature. Mitigation will be required.
- 2 There is an impact upon part of a larger feature or group of features that may require mitigation.
- 3 There is a possible impact that may require mitigation.
- 4 No significant impact.

Reference is made to photographs included in this report which illustrate the features that may be impacted upon.

Site	Type	Location	Impact	Significance of Impact
PRN 6093	Cropmarks	SN699 973	None likely	4
The cropmark is sufficiently far from the road for it not to be impacted upon.				
PRN 8331	Lead Smeltery	SN695 970	None likely	4
The exact location of this feature is uncertain, but is probably outside the area of the scheme. It is therefore unlikely to be impacted upon.				
PRN 17632	Garreg Farm	SN696 970	None likely	4
It is understood that the road scheme will not directly impact upon buildings associated with this property. No likely impact is envisaged.				
PRN 17657	Ysgoldy Glandyfi	SN6962 9703	None likely	4
It is understood that the road scheme will not directly impact upon this building. No likely impact is therefore envisaged. Access to the building from the roadside should be maintained (see PRNs 50466 and 50467). See photo 6.				
PRN 19638	Glan-dovey Station	SN6951 9697	Definite	2
It is understood that the road scheme will be impinging upon the eastern edge of the station site. This area was occupied by railway sidings and loading area. A small building, reportedly associated with a weighbridge (PRN 50461), will be entirely removed. Other features associated with the station may also be encountered during any works in this area. See photos 8, 10 and 11.				
PRN 19639	Smithy	SN69479 688	None likely	4
It is understood that the road scheme will not impact upon this building. No likely impact is therefore envisaged.				
PRN 17929	Quay/ferry/port	SN691 967	Possible	3
This group of features is sufficiently far from the road for them not to be directly impacted upon by the scheme. Existing access to these features should, however, be retained. The construction of a proposed pond between the road and the railway may conceivably impact upon features associated with the quays (see PRNs 50462 and 50463). See photos 17 and 18.				
PRN 7100	Glandyfi Castle	SN6923 9669	Definite	2
It is understood that the road scheme will not directly impact upon buildings associated with this property. There will however be direct impact upon the wooded slopes overlooking the present road, where a new road way is to be cut. This wooded area is part of the grounds associated with the property and appears to contain a network of pathways, a possible cottage site (PRN 50464) and a purported icehouse. Although no above ground evidence of the icehouse was seen during this assessment, it is possible that this feature survives as a buried feature. See photo. 26.				

Site	Type	Location	Impact	Significance of Impact
PRN 18060	Flood defences	SN688 963	None likely	4
It is understood that the road scheme will not impact directly upon these features. No likely impact is therefore envisaged. See photos 17 and 18.				
PRN 18216	Tollgate Cottage	SN6901 9648	None likely	4
It is understood that the road scheme will not impact directly upon buildings associated with this property. No likely impact is therefore envisaged.				
PRN 7101	Voelas Hall	SN6901 9629	None likely	4
It is understood that the road scheme will not impact directly upon buildings associated with this property. No likely impact is therefore envisaged.				
PRN 19630	Melin-y-gareg Bridge	SN6892 9624	None likely	4
It is understood that the road scheme will not impact upon this feature. No likely impact is therefore envisaged.				
PRN 19631	Melin-y-gareg Mill	SN6891 9622	None likely	4
It is understood that the road scheme will not impact upon buildings associated with this property. No likely impact is therefore envisaged.				
PRN 50460	Sheds	SN69419685	Possible	3
Two Sheds located to the west of Park Terrace, lie close to the possible route of the road scheme. Although a close inspection was not possible, the buildings appear to include some interesting features. The buildings are not represented on any of the usual historic maps. Because of their location it is possible that these buildings may be impacted upon by the scheme. See photo 12.				
PRN 50461	Weighbridge shed	SN69529696	Definite	1
It is understood that this building, which forms part of the Glan-dovey station complex, will need to be demolished as part of the proposed road scheme (see also PRN 19638). Other associated features may be encountered during groundworks in the area. See photo 10.				
PRN 50462	Raised track	SN69069666	Possible	3
This raised trackway appears to have provided access between the road and the quays (PRN 17929). The road scheme is unlikely to impact upon this feature, but the construction of a proposed pond immediately to the east, may impact upon the trackway. See also PRN 50463. See photos 23 and 17.				
PRN 50463	Steps	SN69139674	Possible	3
These steps were probably constructed to give access to the railway at this point, or to give access to the river. It is assumed that the existing steps will be retained during the proposed scheme in which case the impact will be low. If they are to be rebuilt, repaired or replaced, however, the impact will be greater (see also PRNs 50466 and 50467).				

Site	Type	Location	Impact	Significance of Impact
If groundworks are undertaken in the vicinity of this feature, further features associated with access to the railway or the quays may be encountered (see also PRN 50462). See photos 16 and 20.				
PRN 50464	Cottage site	SN69119667	Probable	1
A cottage is indicated on the tithe map but no traces of this site were observed during the site visit. If remains of this property do survive, they are likely to be impacted upon by the scheme, possibly entirely removed.				
PRN 50465	Ferry shed	SN6927981	None likely	4
A small shed (represented on the 2nd Edition OS map) was observed on the riverside. The location suggests that it may have been associated with the ferry crossing point indicated on the 1st and 2nd edition OS maps. This is unlikely to be impacted upon by the road scheme.				
PRN 50466	Roadside walls west		Definite	1
For the purposes of this report, the roadside walls along the route have been given group PRNs. The walls on the western side of the road have undergone considerable alteration, having apparently been repaired and rebuilt several times. Some of the stretches of wall define property boundaries, while others are part of the road embankment and railway cutting. Within the walls are various openings giving access to properties etc. The various rebuildings and repairs have been done in a variety of styles and materials, but some stretches, especially opposite Glandyfi Castle, appear to be of original dry stone construction in a locally distinctive style (although in disrepair). It is presumed that significant stretches of the existing walls on the west side of the road will be repaired or rebuilt as part of the road scheme. The stretch between Park Terrace and Glan-dovey Station will be rebuilt further to the west. There will therefore be a significant impact upon these features. See photos 11, 15, 16, 19, 20, 24 and 25.				
PRN 50467	Roadside walls east		Definite	1
The walls on the east side of the road are more extensive and complex than those on the west side (PRN 50466). This is because there are more roadside properties and access openings. Most of the walls are of dry stone construction in locally distinctive style. The condition of the walls, however, suggest that considerable stretches will need to be repaired or rebuilt. Considerable stretches may need to be removed completely. There will therefore be significant impact upon these features. See photos 2, 7, 14, 21 and 22.				
PRN50468	Ranger Lodge	SN68999653	Definite	2
It is understood that the road scheme will not impact directly upon buildings associated with this property. The eastern property boundary wall that runs along the edge of the road, however, lies within the path of the proposed scheme and will therefore be directly impacted upon. See photo. 19.				

5. RECOMMENDATIONS

Recommendations to mitigate the impact of the road scheme upon features significant to the historic landscape and cultural heritage of Glandyfi are made on the following:

PRN 7100 Glandyfi Castle

See 50464.

PRN 19638 Glan-dovey Station

See 50461.

PRN 50460 Sheds

If these features are to be demolished during the road scheme, then a photographic record of the buildings should be made. More detailed recording of any significant features, fixtures or fittings may be required.

PRN 50461 Weighbridge Office

It is recommended that a photographic record of the external and internal features of the shed is made before its demolition. A watching brief to record any other features associated with the railway that may come to light during the road improvement scheme, or which would be threatened by the proposed works, should be considered. It was suggested that St Fagans be contacted to enquire whether they would be interested in the building. If this were the case then more detailed recording and deconstruction of the building would be necessary.

PRN 50462 Raised Track

There is a potential threat of damage to this feature from heavy machinery or over-zealous landscaping if a pond is to be constructed immediately to the east. Steps should be taken to minimise the potential for such damage, or to make good any unavoidable impact.

PRN 50463 Steps

See PRN 50466.

PRN 50464 Cottage site & icehouse

The site of this dwelling is likely to be destroyed during the proposed scheme. If this is to happen, an archaeological watching brief with an opportunity to record any significant surviving remains on the site would be appropriate mitigation. Similar mitigation is recommended if the site of the purported icehouse is impacted upon.

PRN 50466 Roadside walls (west)

The roadside walls along this stretch of the A487 are a recognised feature of the settlement, and the older sections are constructed from local stone using locally distinct construction techniques with a regionally distinctive appearance. The walls as they exist now also attest to the developmental history of the settlement and its various transport links. They reflect the fact that Glandyfi is situated at a point where the topography and character of the landscape changes dramatically. To mitigate the impact of the scheme upon these features it is suggested that wherever possible, existing original walls of dry stone construction should be retained and repaired using suitable materials and techniques so as to preserve their distinctive character. Where

replacement is unavoidable, or where entirely new stretches of wall are to be constructed, they should be in keeping with the original walling, ideally constructed in the same manner from the same materials. Wherever possible, all features such as gateways, field access etc. should be retained, especially steps PRN 50463 and the gateways that are associated with it.

PRN 50467 Roadside Walls (east)

As with the previous PRN, the original dry stone walls on the eastern side of the road are of local significance and of regional character. Wherever possible, the onus should be on retention of the original walls, or repair and replacement using the same materials and techniques, so that their local distinctiveness is not lost. This is especially desirable on the stretch of wall between Park Terrace and the driveway entrance to Glandyfi Castle. Ideally significant changes in construction (such as is illustrated in photo 7) should be retained.

PRN 50468 Ranger Lodge

The roadside boundary wall of this property lies in the path of the proposed scheme. In the event of its removal, an appropriate mitigation strategy would be to rebuild the boundary in its new location to the same specification, using appropriate materials and including original fixtures and fittings, such as the gateway (photo 19).

PRIMARY CARTOGRAPHIC AND DOCUMENTARY SOURCES

National Library of Wales *Llanfihangel Geneu'r Glyn tithe map*, 1847.

Map of the Commissioners Enquiry on Turnpike Trusts in south Wales 1844.

Ordnance Survey, 1887, 1:2500 1st Edition, *Cardiganshire Sheets II.2, II.5 and II. 6*.

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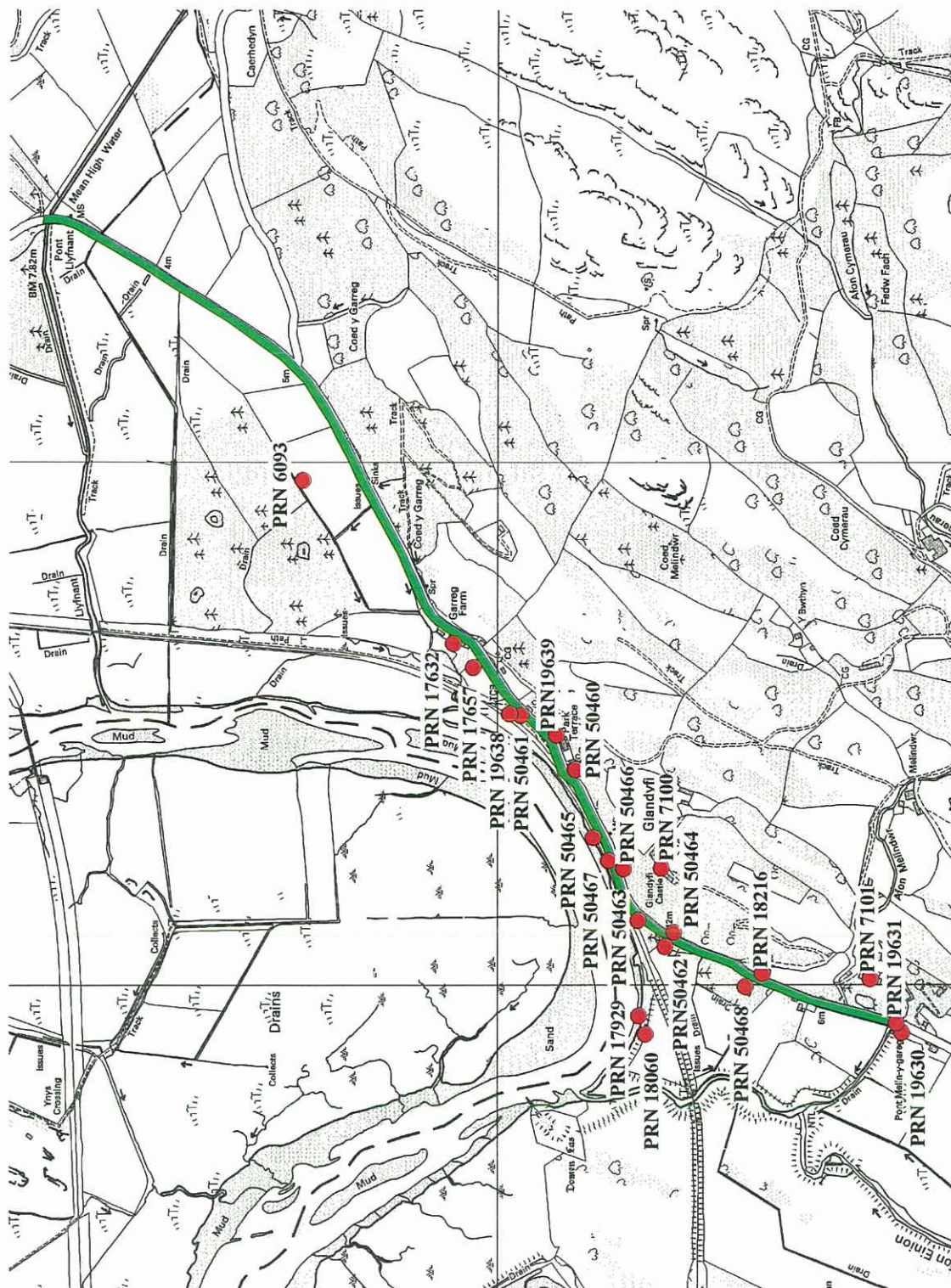


Figure 1: Map showing area of road improvement and PRNs (Licence for OS map reproduction GD272221)



Photo. 1: View south at north end of study area.



Photo. 2: Dry stone wall on east side of road.



Photo. 3: Spring (SN69839717).



Photo. 4: Blocked spring (SN69769713).



Photo. 5: Access track on west side (SN69729714).



Photo. 6: PRN 17657 Ysgoldy Glandyfi (SN69629703).

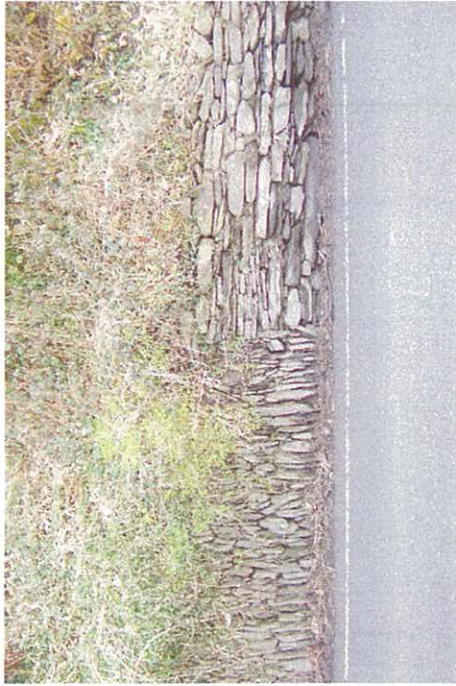


Photo. 7: Example of variation in construction of walls.



Photo. 8: PRN 19638 Former railway sidings (SN69509695).



Photo. 9: Telephone Box (SN69559698).



Photo. 10: Weighbridge shed (SN69529696).



Photo. 11: View south of embankment.



Photo. 12:Sheds (SN69419685).



Photo. 13: Trackway (SN69349681).



Photo. 14: Gateway in eastern roadside wall.



Photo. 15: View of western roadside wall.



Photo. 16: Gateway in west roadside wall leading to steps (SN69139674).



Photo. 18: Quays PRN 17929, with flood defences PRN18060 behind.



Photo. 17: View of flood defences (centre), railway embankment and raised trackway (left).



Photo. 19: Gateway in western roadside wall (SN69029654).



Photo. 20:Steps down roadside embankment.
(SN69139674)



Photo. 21:Gateway in eastern roadside wall.
(SN69149673)



Photo. 22: Wall built upon bedrock.



Photo. 23: Raised trackway leading to quays (SN69069666).



Photo. 24: Field access gate.



Photo. 25: Shed (SN68929643).



Photo. 26: Purported site of 'icehouse'.

APPENDIX ONE: CATALOGUE OF RESEARCH ARCHIVE

The archive of this report consists of 58 digital photographs (Film record no. 2004-18) and 22 new and enhanced SMR records. The Archive has been lodged with the Regional Sites and Monuments Record housed with Cambria Archaeology.

APPENDIX TWO: SITE GAZETEER

Record Number: 6093 **Grid Reference:** SN699973

Site Type: Crop mark (circular) **Period:** Unknown

Name:

Site Status:

Description: A circular cropmark of unknown significance

Record Number: 7100 **Grid Reference:** SN69239669

Site Type: Dwelling **Period:** Post Med

Name: Glandyfi Castle

Site Status: LB2

Description: Country dwelling recorded by RCAHMW in 1976 and noted as having three storeys, embattled parapets and round and square turrets.

Record Number: 7101 **Grid Reference:** SN69019629

Site Type: Dwelling **Period:** Post Med

Name: Voelas Hall/ Dovey Bank

Site Status: LB2

Description: Two storey dwelling recorded as being in good condition by RCAHMW in 1976.

Record Number: PRN 8331 **Grid Reference:** SN695 970

Site Type: Smelting Works **Period:** Post Med

Name: Garreg Smeltery

Site Status:

Description: Lead and silver smelting works mentioned in documentary sources, but exact location uncertain.

Record Number: 17632 **Grid Reference:** SN696970

Site Type: Farmstead **Period:** Post Med

Name: Garreg Farm

Site Status:

Description: Extant by 1788 at least.

Record Number: 17657 **Grid Reference:** SN69629703
Site Type: Schoolhouse **Period:** Post Med
Name: Ysgoldy Glandyfi
Site Status:
Description: A Calvinistic Methodist Sunday School and chapel built in 1868. Now used for storage.

Record Number: 17929 **Grid Reference:** SN691967
Site Type: Quay/ferry/port **Period:** Post Med
Name:
Site Status:
Description: A group of stone built quays (possibly as many as six), located along the river bank at the southern end of Glandyfi. Also in the vicinity of Glandyfi are a ferry crossing point and a ford to the north of the settlement. PRN 50465 is a small structure possibly associated with the ferry crossing.

Record Number: 18060 **Grid Reference:** SN688963
Site Type: Flood defence **Period:** Unknown
Name:
Site Status: Earthwork embankments-flood water defences adjacent to Afon Melindwr and Afon Einion (part of) of unknown construction date.

Record Number: 18216 **Grid Reference:** SN69019648
Site Type: Toll house **Period:** Post Med
Name: Garreg Gate
Site Status:
Description: Former toll gate and house, extended since 1901 and now a dwelling. identified on 1st edition OS map as a toll gate, but not subsequently.

Record Number: 19630 **Grid Reference:** SN6892 9624
Site Type: Bridge **Period:** Post Med
Name: Melin-y-gareg Bridge
Site Status:
Description: This bridge now appears to be of entirely modern construction.

Record Number: 19631 **Grid Reference:** SN68919622

Site Type: Corn Mill **Period:** Post Med

Name: Melin-y-gareg Mill

Site Status:

Description: Former corn mill now converted to a domestic dwelling.

Record Number: 19638 **Grid Reference:** SN69519697

Site Type: Railway Station **Period:** Post Med

Name: Glan-dovey Station

Site Status:

Description: A railway station described by the RCHMW as having opened in 1863 as part of the Aberystwyth and Welsh Coast Railway. Closed completely in 1965. The red brick built Station House remains as a dwelling. The platforms survive on the east side, but not on the west side. The sidings area is now a lawned garden. PRN 50461 is a red brick built Weighbridge Office built up against the road embankment.

Record Number: 19639 **Grid Reference:** SN69479688

Site Type: Blacksmiths Workshop **Period:** Post Med

Name:

Site Status:

Description: Former smithy, now a ?workshop/garage.

Record Number: 50460 **Grid Reference:** SN69419685

Site Type: Sheds **Period:** Post Med

Name:

Site Status:

Description: Two stone built sheds located to the west of Park Terrace. Not represented on historic maps, but possibly with structural features of some interest.

Record Number: 50461 **Grid Reference:** SN69529696

Site Type: Weighbridge Office **Period:** Post Med

Name:

Site Status:

Description: Weighbridge Office. Part of Glan-dovey station (PRN 19638) dating to 1863.

Record Number:	50462	Grid Reference:	SN69069666
Site Type:	Earthwork track	Period:	Post Med
Name:			
Site Status:			
Description:	This raised trackway appears to have provided access between the road and the quays (PRN 17929). The trackway appears to take a different route on the tithe map to that shown on later maps, presumably having been re-directed as additional quays were constructed.		
Record Number:	50463	Grid Reference:	SN69139674
Site Type:	Steps	Period:	Post Med
Name:			
Site Status:			
Description:	These steps were probably constructed to give access to the railway at this point, or to give access to the riverside quays.		
Record Number:	50464	Grid Reference:	SN69119667
Site Type:	Cottage site	Period:	Post Med
Name:			
Site Status:			
Description:	A cottage is indicated on the tithe map but not on later maps.		
Record Number:	50465	Grid Reference:	
Site Type:	Ferry shed	Period:	Post Med
Name:			
Site Status:			
Description:	A small, square-ish stone built structure, now with a corrugated iron roof. Represented on 1st and 2nd edition OS maps, presumed to be associated with the ferry crossing point close to this location.		
Record Number:	50466	Grid Reference:	
Site Type:	Roadside walls	Period:	Post Med
Name:			
Site Status:			
Description:	The roadside embankment walls running along the west side of the A487 within the settlement of Glandyfi assigned a PRN as part of desk top survey.		

The walls have undergone considerable alteration from repairs, and the construction of the railway. The stretch opposite Glandyfi Castle, however, is of original dry stone construction in a locally distinctive style.

Record Number:	50467	Grid Reference:	
Site Type:	Roadside walls	Period:	Post Med
Name:			
Site Status:			
Description:	The roadside walls running along the east side of the A487 within the settlement of Glandyfi assigned a PRN as part of desk top survey. The stretch opposite Glandyfi Castle is of original dry stone construction in a locally distinctive style. In places the wall is built directly upon the bedrock exposed by the road cutting.		

Record Number:	50468	Grid Reference:	SN68999653
Site Type:	Dwelling	Period:	Post Med
Name:	Ranger Lodge		
Site Status:			
Description:	Described by RCHMW in 2002 as being a two storey lodge, with decorative bargeboards and ornate ridge tiles and gothic windows. Said to date from 1654 and to have been owned by relatives of Judge Jefferies.		

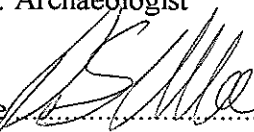
**A487 (T) GLANDYFI ROAD IMPROVEMENT
ARCHAEOLOGICAL DESK-BASED ASSESSMENT**

REPORT NUMBER 2004/38

MARCH 2004

This report has been prepared by Duncan Schlee

Position : Archaeologist

Signature  Date 23/03/04

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

Position Project Manager

Signature N J Cook Date 23/03/04

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