

LAND AT BRYNHEULOG, ROMAN ROAD, LLANGUNNOR, CARMARTHEN: ARCHAEOLOGICAL WATCHING BRIEF (NGR SN 4160 1912)



Prepared by Dyfed Archaeological Trust
For: Redrow Homes South Wales



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RHIF YR ADRODDIAD / REPORT NO. 2011/43
RHIF Y PROSIECT / PROJECT RECORD NO. 102249

Hydref 2011
October 2011

**LAND AT BRYNHEULOG, ROMAN ROAD,
LLANGUNNOR, CARMARTHEN
ARCHAEOLOGICAL WATCHING BRIEF**

Gan / By

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**LAND AT BRYNHEULOG ROMAN ROAD, LLANGUNNOR, CARMARTHEN:
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LAND AT BRYNHEULOG, ROMAN ROAD, LLANGUNNOR, CARMARTHEN: ARCHAEOLOGICAL WATCHING BRIEF

SUMMARY

A planning application was submitted for the construction of a new residential housing estate on land at Brynheulog, Roman Road Llangunnor, Carmarthen (planning application W/23170; NGR SN 4160 1912; Figure 1). An archaeological watching brief condition was placed on the application by the local planning authority following advice from Dyfed Archaeological Trust Heritage Management.

An archaeological desk-based assessment of the site area was undertaken by Dyfed Archaeological Trust Field Services in January 2009. This had been requested by the archaeological advisors to Carmarthenshire County Council to support the planning application, as the development site was considered to have uncertain archaeological potential, and lay close to the suggested route of the Roman road between Carmarthen and Lougher.

Two phases of groundworks were monitored during the course of the archaeological watching brief. The first phase comprised the initial topsoil stripping of the site. Archaeological monitoring revealed no archaeological features of Roman or medieval date. However, 18th and 19th century finds were recovered from the ploughsoil and are likely to represent past manuring of the fields and are considered to be of low archaeological interest. A single modern pit was also revealed, but this too is considered to be of low archaeological interest.

The second phase of archaeological observation was carried out during drainage excavations undertaken along the route of Roman Road which revealed two archaeological features of interest. The first feature of interest was a fragmentary stretch of cobbled surface revealed during the excavations in front of Brynheulog Farm. No dating evidence was recovered from the surface, but it is unlikely that it represents a Roman road. Further research has revealed that cobbles were visible in the vicinity of Brynheulog in the mid 20th century, but the date of the surface revealed remains unknown. The surface may relate to substantial late 19th century redevelopment at Brynheulog Farm when the present buildings were constructed. The site of Brynheulog was formerly occupied by an inn known as Tafarn Trap.

A pit was also revealed during the course of the drainage excavations, but this is considered to represent a relatively recent repair to the road and of low archaeological interest.

Also identified during the course of the archaeological watching brief, but not affected by any groundworks were a low earthwork immediately to the southwest of Roman Road and running parallel to it for c.155m the nature and date of this earthwork is unclear and it may indicate that the road was originally much wider or followed a slightly different alignment to that of today. An outside lavatory associated with Brynheulog was also identified but was of low archaeological interest.

It is considered that the groundworks associated with the new development at Brynheulog had a minimal impact on the buried archaeological resource.

1. INTRODUCTION

1.1 Project Commission

1.1.1 A planning application has been submitted to Carmarthenshire County Council (CCC) for the construction of a new residential estate on land at Brynheulog, Roman Road Llangunnor, Carmarthen (planning application W/23170; NGR SN 4160 1912; Figure 1). An archaeological watching brief condition was placed on the application by the local planning authority following advice from Dyfed Archaeological Trust Heritage Management. The condition placed on planning states:

'The developer shall ensure that a suitably qualified archaeologist is present during the undertaking of any ground disturbing works in the development area, so that an archaeological watching brief can be conducted'

1.1.2 Redrow Homes South Wales commissioned Dyfed Archaeological Trust Field Services (DAT-FS) to undertake the watching brief.

1.2 Scope of the Project

1.2.1 An archaeological desk-based assessment of the site area was undertaken by Dyfed Archaeological Trust Field Services in January 2009. This had been requested by the archaeological advisors to CCC to support the planning application, as the development site was considered to have uncertain archaeological potential, and lay close to the suggested route of the Roman road between Carmarthen and Lougher. The desk-based assessment noted that the development area lay in close proximity to:

'the site of the possible Roman Road (PRN 218), the possible early medieval settlement of Penymorfa (PRN 10980) and location of early medieval finds (PRN 1671) lay either on the boundary of, or potentially within the development area. Three new sites were also identified, the former site of the post-medieval Mason's Cottage (PRN 94644), the former location of Old Road Cottages (PRN 94645) and Tafarn Trap (the possible precursor to, or now part of Brynheulog Farm; PRN 94646). Although Old Road Cottages and Tafarn Trap lay directly on the edges of the proposed development area, Mason's Cottage may project into the area. A number of 18th century boundaries are also present within the site area. The proposed development site is bounded on the southwest by the unclassified road traditionally known as 'Roman Road'. This road follows the suggested route of the Roman road between the forts of Carmarthen and Lougher. Previous archaeological work in the area has indicated the presence of metal surfaces, although no Roman dating evidence was revealed' (Ratty 2009).

1.2.2 A written scheme of investigation (WSI) was prepared by Dyfed Archaeological Trust Field Services prior to the commencement of the works, which was approved by the archaeological advisor to the planning authority. The WSI stated that the project objectives were:

- Provision of a written scheme of investigation to outline the methodology by which Dyfed Archaeological Trust will address the planning condition placed on the proposed development;
- To monitor groundworks in order to identify the presence/absence of any archaeological deposits. To establish the character, extent and date range for any archaeological deposits to be affected by the proposed groundworks;
- To appropriately investigate and record any archaeological deposits to be affected by the groundworks; and
- To produce an archive and report of any results.

The overall aim of the work was to undertake archaeological attendance during the proposed groundworks at the site likely to expose, damage or destroy archaeological remains, and undertake appropriate investigation and recording of any such remains if revealed.

1.3 Report Outline

1.3.1 This report describes the location of the site along with its archaeological background, and provides a summary and discussion of the archaeological watching brief and its results.

1.4 Abbreviations

1.4.1 Sites recorded on the Regional Historic Environment Record¹ (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). Dyfed Archaeological Trust Field Services – DAT-FS; Dyfed Archaeological Trust Heritage Management – DAT-HM; Scheduled Ancient Monument – SAM; Written Scheme of Investigation – WSI; northeast – NE; southeast – SE; northwest – NW; southwest – SW; north-northeast – NNE; south-southeast – SSE; west-northwest – WNW etc.

1.5 Illustrations

1.5.1 Photographic images are to be found at the back of the report. Printed map extracts are not necessarily reproduced to their original scale.

1.6 Timeline

1.6.1 The following timeline is used within this report to give date ranges for the various archaeological periods that may be mentioned within the text (Table 1).

Period	Approximate date	
Palaeolithic –	c.450,000 – 10,000 BC	Prehistoric
Mesolithic –	c. 10,000 – 4400 BC	
Neolithic –	c.4400 – 2300 BC	
Bronze Age –	c.2300 – 700 BC	
Iron Age –	c.700 BC – AD 43	
Roman (Romano-British) Period –	AD 43 – c. AD 410	Historic
Post-Roman / Early Medieval Period –	c. AD 410 – AD 1066	
Medieval Period –	1066 – 1536	
Post-Medieval Period ² –	1536 – 1750	
Industrial Period –	1750 – 1899	
Modern –	20th century onwards	

Table 1: Archaeological and Historical Timeline for Wales

¹ Held and managed by Dyfed Archaeological Trust, The Shire Hall, Camrathen Street, Llandeilo SA19 6AF.

² The post-medieval and industrial periods are combined as the post-medieval period on the Regional Historic Environment Record as held by Dyfed Archaeological Trust

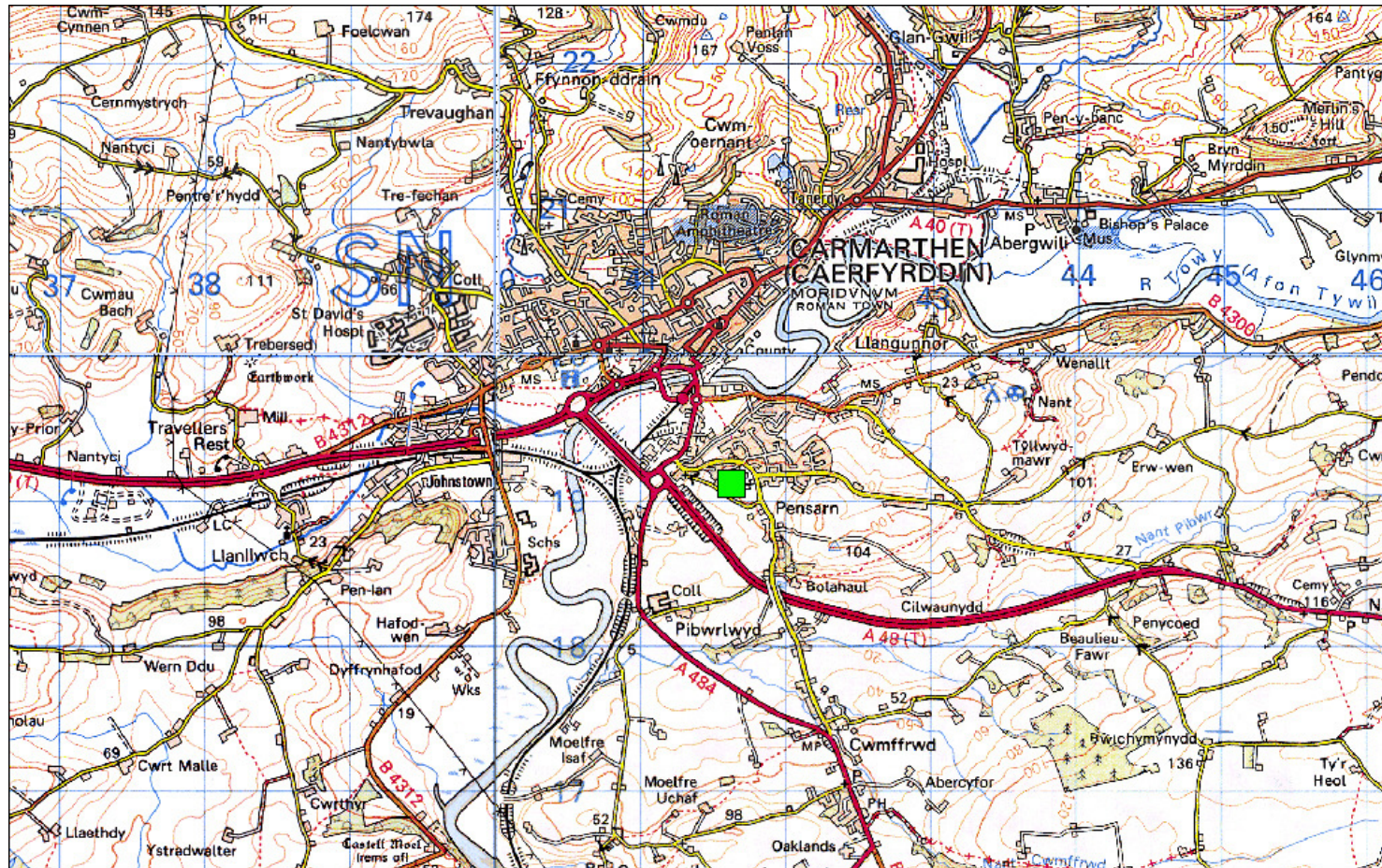


Figure 1: Site Location Map based on the Ordnance Survey.

Reproduced from the 2003 Ordnance Survey 1:50,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust, The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No AL51842A

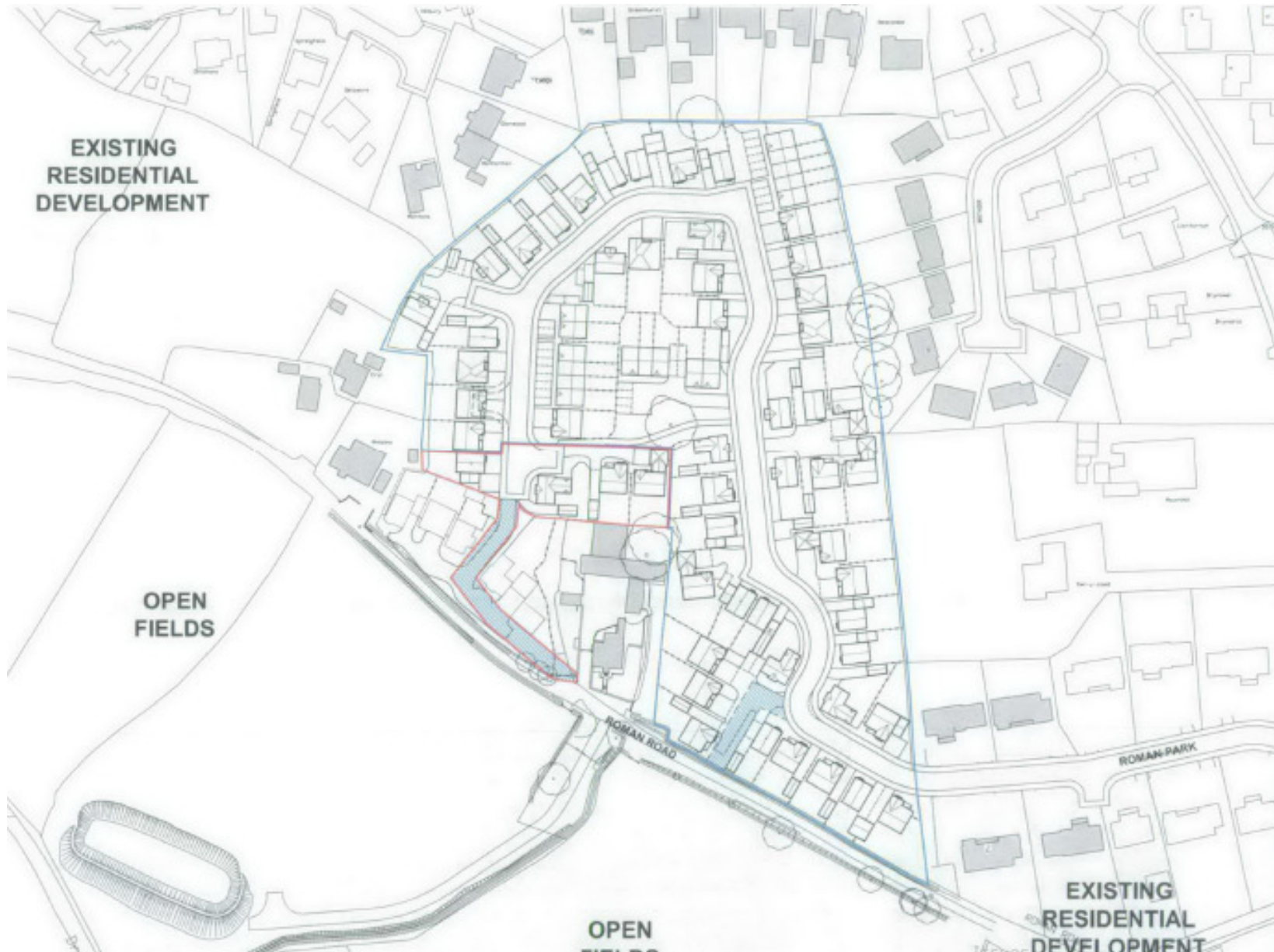


Figure 2: Detailed Location Plan (as supplied for planning application)

2. THE SITE

2.1 Location

2.1.1 The development site is located on former agricultural land forming part of Brynheulog Farm (centred on NGR SN 4160 1912; Figure 2). The development lies on the site of three former fields and a paddock latterly used for pasture. The site occupies a hilltop location that slopes both east and southwards.

2.1.2 Properties fronting Babel Hill form the northern boundary of the site, whilst to the east lie the modern residential developments of Brithidr and Roman Park. The southern boundary is marked by the unclassified road known as Roman Road which is separated from the development site by hedgebanks. Brynheulog Farm and its associated outbuildings also form part of the southern boundary of the site whilst on the west lie the cottages and gardens of Philsima and Eryl.

2.2 Archaeological and Historical Background

2.2.1 Located to the south west of Carmarthen, Llangunnor has been the subject of much urban development since the opening of the railway that arrived in Carmarthen in 1852 (James, 1980, 57). Other developments in the industrial and modern periods include non-conformist chapels, mansions, schools, residential developments and the Dyfed Powys Police Headquarters and Probation Service offices.

2.2.2 Whilst much of the development has occurred in the industrial and modern periods, settlement at Llangunnor has much earlier origins. Finds of Bronze Age material from the vicinity of Elder Grove suggest that the area was settled in the prehistoric period. Antiquarian references from the 18th century suggest the discovery of possible Roman cremation burials from the area, but it is not possible to substantiate this (James, 1980, 17).

2.2.3 More substantial evidence of settlement is present from the early and later medieval periods given the presence of an early medieval Christian monument housed within the 13th century parish church of St Cynnwr. The church would have formed the nucleus of any medieval settlement at Llangunnor. In addition to the church and inscribed early Christian stone, documentary sources suggest the presence of a settlement known as Peynora along with an unnamed mill within the Llangunnor area during the 14th century (Rees, 1932). During the medieval period the Llangunnor area formed part of the Lordship of Kidwelly, which during the later medieval period also formed part of the Duchy of Lancaster.

2.2.4 The development site lies in close proximity to thirteen sites of archaeological interest recorded on the Dyfed Archaeological Trust Regional Historic Environment Record (Table 2).

PRN	NGR	Site Name	Type	Period
196	SN41781940	Parc y Gwn	Trench/Gun Emplacement	Post Medieval
218	SN41301940	Roman Road	Road	Roman?
1671	SN41429140	Pensarn	Find spot	Early Medieval
8920	SN41841885	Penbryn; Mount Pleasant	Mansion	Post Medieval
10980	SN41701910	Peynora; Penymorfa	Settlement	Medieval
11455	SN421194	Elder Grove	Finds	Bronze Age
12758	SN4219	Llangunnor	Watermill	Medieval
16413	SN41301921	Capel y Babell	Chapel	Post Medieval
17462	SN412191		Gallows	Post Medieval
23452	SN41771910	Mounthill	Mansion	Post Medieval
94644	SN41531908	Mason's Cottage	Dwelling	Post Medieval
94645	SN41521909	Old Road Cottages	Dwelling	Post Medieval
94646	SN41591905	Tafarn Trap	Inn/Public House	Post Medieval

Table 2: Known archaeological interests in close proximity to the development site

2.2.5 Of these thirteen recorded sites it is considered that three could be directly affected by the development.

PRN	NGR	Site Name	Type	Period
218	SN 4130 1940	Roman Road	Road	Roman?
10980	SN 4170 1910	Peynora; Penymorfa	Settlement	Medieval
94644	SN 4153 1908	Mason's Cottage	Dwelling	Post Medieval

Table 3: Sites affected by the development.

PRN 218 Roman Road (SN 4130 1940).

2.2.6 The proposed development site is bounded on the southwest by the unclassified road traditionally known as 'Roman Road' (see photo 1). It is thought that this road follows the suggested route of the Roman road between the forts of Carmarthen and Lougher (Schlee, 2004, 13). The road has been marked as 'Roman Road' on maps since the latter part of the 19th century (Ordnance Survey, 1890).

2.2.7 Previous archaeological work ahead of, and during previous drainage works on the road identified substantial areas of fragmented cobbled surfaces, but no dating evidence was uncovered (Border Archaeology, 2002, pp 4-5; Border Archaeology, 2003, 3).

2.2.8 'Roman Road' formed part of the main 18th century route south out of Carmarthen. It was superseded by the construction of the turnpike road, modern day Babell Hill/ Rhiw Babell (see photo 2), sometime between 1779 and 1798 by the Kidwelly Turnpike Trust (Evans, 1988, 59).

2.2.9 There is evidence that indicates that the road was known as *Hen Ffordd* and Old Road as it is named as such on publically accessible census returns for the area produced on a ten yearly basis between 1841 and 1911. In 1917 the Royal Commission on Ancient and Historic Monuments of Wales recorded that the

road was undoubtedly early but makes no reference to it having Roman origins (RCAMW, 1917, 169).

2.2.10 Further research has revealed that the road originally turned SE, a section of which still survives as a farm track (see photo 3), before passing immediately to the E of the site of Penbryn Manor (see photo 4) and (demolished in the late 1990s and replaced by a substantial modern house) from there the road branched towards both the south and east.

2.2.11 The branch heading south followed the same route as that of Bolahaul Road and eventually led to Llanelli. The eastern branch, which led to Swansea and Neath, originally connected with present day Heol Login at a point to the west of the property known as Caeaugwynion. Late 19th and early 20th century mapping of the area show a c.0.5km long trackway which is marked as '*Roman Road Track of*'. Modern aerial photographs and Ordnance Survey mapping of the area do not indicate the presence of any trackway in the area. However, LIDAR digital imaging of the area does show that the former road survives for much of its route as a depression in the ground surface (LIDAR tile SN4218 25th January 2004). A brief site visit revealed that the road survives as a hollow way and is visible from the adjacent Mount Pleasant road (see photo 5)

PRN 10980 Peynora; Penymorfa (NGR SN 4170 1910).

2.2.12 Penymoraf is a medieval settlement site marked on Rees's map of South Wales and the Border in the 14th Century (Rees, 1932). The settlement is marked in close proximity to the proposed development site, although its precise location is unknown. However, c.0.5km to the north east of the proposed development site lies a farm known as Penymorfa (NGR SN 4179 1963). Map evidence has revealed that a property has been in existence at the site since at least 1778 when it is marked, but not named (Estate Map, 1778). The property is named on an estate map of 1786 (Golden Grove Estate Map, 1786). The presence of the place name Penymorfa within this vicinity may suggest that the settlement was located in the area of the farm although it is not possible to substantiate this and there is the possibility that it may lie within the vicinity of the development site.

PRN 94644 Mason's Cottage (NGR SN 4153 1908).

2.2.13 Mason's Cottage is marked and named on both 1st and 2nd edition Ordnance Survey Maps (Ordnance Survey, 1890 and 1906). The cottage does not appear on the Tithe Map of 1841 (Tithe Map and Apportionment, 1841). However, an estate map of 1778 appears to show a structure owned by Hon Richard Vaughan Esq at this location although its nature is unclear (Estate Map, 1778). A c. 2.5m length of the possible gable wall of the cottage survives within the hedge line fronting the road. The surviving remains are constructed of mortared stone and rendered in concrete. Much of the cottage remains were demolished relatively recently and the site subsequently levelled (Ratty, 2009). It is not known if any remains of the cottage survive beneath the ground.

3. WATCHING BRIEF METHODOLOGY

The detailed methodology for the watching brief was laid out within the WSI. The relevant methodology can be summarised as follows.

3.1 Fieldwork

3.1.1 A 'watching brief' was undertaken during topsoil stripping at the site which had the potential to expose, damage or destroy underlying archaeological remains. In addition to this a 'watching brief' was also undertaken during drainage connection works along part of the route of Roman Road.

3.1.2 All archaeological deposits revealed during the groundworks were examined and recorded to an appropriate level.

3.1.3 Recording of all archaeological features or deposits conformed to best current professional practice and was carried out in accordance with the Recording Manual³ used by Dyfed Archaeological Trust Field Services.

3.2 Post-Fieldwork Reporting and Archiving

3.2.1 All data recovered during the fieldwork will be collated into a site archive structured in accordance with the specifications in *Archaeological Archives: a guide to best practice in creation, compilation, transfer and curation* (Brown 2007), and the procedures recommended by the National Monuments Record, Aberystwyth.

3.2.2 The results of the fieldwork have been assessed in local, regional and wider contexts. The report includes a desk-based research element to ensure that the site is placed within its wider archaeological context.

3.2.3 A report fully representative of the results of the fieldwork has been prepared.

3.3 Timetabling of Fieldwork

3.2.7 The watching brief methodology involved monitoring of groundworks during two phases of excavation works. The topsoil stripping of the site was monitored over five days between February 21st and February 25th 2011 inclusive. The second phase consisting of drainage connection works was monitored between May 11th and May 20th 2011.

³ Dyfed Archaeological Trust Field Services have adopted the Recording Manual developed by English Heritage Centre for Archaeology. A copy will be available on-site for inspection if required.

4. RESULTS

4.1 Topsoil Stripping (see photos 6 - 8)

4.1.1 Topsoil stripping of the development site was monitored over five days during February 2011. The programme of topsoil stripping was undertaken by a pair of 360° tracked excavators using toothless grading buckets.

4.1.2 A consistent stratigraphic sequence of dark red brown clay silt ploughsoil (100) overlying mid yellow natural clay (101) was revealed across the development site. At the top of the hill small areas of bedrock were revealed (102). The depth of the ploughsoil varied between 0.2m at the top of the hillslope up to 0.40m at the bottom of the slope along the frontage with Roman Road. The increase of soil depth in this area is probably as a result of colluvial build up (hillwash). Finds from the ploughsoil consisted of 18th - 19th century ceramic material and bottle glass fragments, but these were not retained.

4.1.3 No features of Roman or medieval date were revealed during the topsoil stripping programme. A single rectangular cut feature [104] was revealed towards the southern end of the development site, which on partial excavation was found to be modern, the fill (103) containing plastic fragments and partially decomposed vegetation (photo 8). No topsoil stripping was undertaken in the vicinity of the site of Mason's Cottage as this lay outside the boundaries of the new development.

4.1.3 No further archaeological features or deposits were revealed during the topsoil stripping programme

4.2 Drainage Excavations

4.2.1 The second phase of the development consisted of the installation of new drainage and the construction of three inspection chambers along the route of Roman Road. This phase of work was undertaken in May 2011 and monitored during five site visits between the 11th and 20th of May.

Inspection Chamber 1

4.2.2 Inspection chamber 1 was excavated at NGR SN 4161 1901 and measured 2.4m square. Due to a communication misunderstanding between DAT-FS and the client it was not possible to view if any archaeological features or deposits were revealed within the inspection chamber as it had been lined with brickwork by the time of the arrival of the watching brief archaeologist. However, it was possible to view that underlying the modern tarmacadam surface of the road were earlier layers of tar/bitumen which overlay a sub-base of crushed stone. These deposits are considered to be of low archaeological significance, associated with former modern road surfaces.

4.2.3 No further archaeological features or deposits were identified in Inspection Chamber 1.

Inspection Chamber 2

4.2.4 Inspection chamber 2 measured 1.95m x 1.27m with a depth of 1.5m and was located at NGR SN 4153 1907. A 0.6m wide modern service trench ran through the centre of Inspection Chamber 2, but it was possible to view that the road construction consisted of a 0.12m deep layer of tarmacadam overlying a series of at least two further much thinner layers of tar/bitumen with an average thickness of 0.03m. These in turn overlay a 0.27m thick layer of small angular stone sub-base. No features were visible beneath the road construction layers,

but it was possible to view that the road overlay natural clay. The modern road construction deposits are considered to be of low archaeological significance.

4.2.5 No further archaeological features or deposits were revealed in Inspection Chamber 2.

Inspection Chamber 3

4.2.6 Inspection Chamber 3 was located immediately outside Brynheulog Farm at NGR SN 4159 1902 and measured 2.5m x 1.75m with a depth of 1.8m. During excavation a 1.7m wide cobbled surface (200), set on a bed of crushed shale (201) overlying natural clay (202), was revealed in the NW section of the trench at a depth of 0.18m beneath the present road surface (photos 9 and 10).

4.2.7 Following identification and recording of the cobbled surface within the section it was agreed with the contractor that a section of overlying tarmacadam would be lifted to expose more of the surface. Removal of the tarmacadam revealed that cobbled surface had a width of 1m, but was partially obscured by tar/bitumen. The full extent of the cobbled surface was unclear as it extended beyond the edges of the excavated area.

Pipe Trench Excavations

4.2.8 Also undertaken as part of the drainage excavations on the road line was the excavation of a 40m long, 0.8m wide pipe trench (NGR SN 4161 1901 – SN 4158 1903), with an average depth of 1.9m. This connected Inspection Chambers 1 and 3 before terminating at the entrance to a farm roadway providing access to a former paddock to the rear of Brynheulog Farm.

4.2.9 The connecting pipe section between Inspection Chambers 1 and 3 revealed the construction layers of the present road that consisted of tarmac overlying crushed stone with occasional large cobbles. None of these cobbles were in situ and it presumed they were disturbed with the later road construction and re-deposited as part of the road foundation. A modern concrete drainage pipe was also revealed running along much of the NE side of the trench.

4.2.10 At NGR SN 4160 1902, a single cut feature with 45° sloping sides [204] was revealed within the SW section of the trench and located immediately below the modern road construction layers. The full extent of [204] was unclear as it continued beyond the SW limit of the trench, whilst on the NE side no evidence of it was visible. It was possible to record that [204] measured 1.2m in width with a depth of 0.58m and will filled with a single fill of mid grey brown clay silt and frequent small angular stone and the occasional large sub-angular stone (203).

4.2.11 No further archaeological features were revealed with the connecting pipe trench between Inspection Chambers 1 and 3.

4.2.12 Excavations from Inspection Chamber 3 to the end of the trench revealed further evidence of fragmentary cobbled surface (200) which was visible for a length of 7.1m. The full width of this surface was again uncertain, as it continued beyond the sides of the excavated area. No dating evidence was recovered from the cobbled surface, nor was there any evidence for any wheel ruts or kerbs. It was possible to view that the surface had been partially repaired with infilling of large stone and small stone fragments.

4.2.13 During a break in the excavations for pipe connection works a visit was made to the fields immediately to the SE of 'Roman Road'. Here it was revealed that a broadly flat topped earthwork (205), c.0.5m high, with a width of c.4m, ran for a distance of c.155m (NGR SN 4150 1907 – SN 4169 1894) parallel to the line of 'Roman Road, and is separated from it by hedgebanks (photos 11 & 12).

4.2.14 Also identified to the rear of the construction compound was a small stone built structure with slate roof (NGR SN 4159 1900) (206) that is considered to represent an outside lavatory known colloquially as a '*Ty Bach*'

5. DISCUSSION

5.1 Topsoil Stripping

5.1.1 Topsoil stripping of the site revealed a single archaeological feature [104], which on partial excavation was found to contain plastic fragments and partially decomposed vegetation indicating a modern date. The feature is related to recent agricultural use of the site and is of low archaeological interest.

5.1.2 Quantities of 18th – 19th century ceramic material and glass were recovered from the ploughsoil (100). These are considered to represent manuring of the land and are of low archaeological interest.

5.1.3 No evidence for the medieval settlement of Peynora; Penymorfa (PRN 10980) was revealed during the topsoil stripping. This suggests that it may have been completely destroyed by previous agricultural activity or lies outside the development site boundaries.

5.1.4 Located c.540m to the NE of the development area lies Penymorfa Farm (NGR SN 4179 1963) that has been in existence since at least the latter part of the 18th century and also lies on a pre-turnpike route (Estate Map of Richard Vaughan, 1778; Golden Grove Estate Map, 1786). The pre-turnpike route survives as modern day Penymorfa Lane. The presence of the place name Penymorfa may suggest that the medieval settlement lay in this vicinity, possibly near the present farm. The regional HER records a circular earthwork (PRN 8504) to the E of the present farm that may suggest the site of a possible enclosure of Iron Age date. However, it has not been possible to confirm this and the site has been destroyed by relatively recent residential development.

5.1.5 It is considered that the topsoil stripping programme had a minimal effect on the buried archaeological resource of the area.

5.2 Drainage Excavations

5.2.1 For much of the route of the drainage excavations along the line of 'Roman Road' only modern road construction was revealed, comprising layers of tarmac overlying earlier bitumen/tar that had been laid on a formation of crushed angular stone. These road layers are of modern date and of low archaeological interest.

5.2.2 Four features of archaeological interest were revealed during the course of the excavation programme - cobbled surface (200); pit [204]; earthwork (205); and structure (206).

5.2.3 Cobbled surface (200) was revealed at the frontage of Brynheulog Farm. It lay immediately beneath modern tarmac and bitumen/ tar layers, and was laid on a bed of crushed shale. With the exception of occasional single cobbles included within the formation of the road, this was the only substantially intact cobbled surface revealed along the whole route of the drainage excavations. No dating evidence was recovered from cobbled surface (200) making it difficult to offer a date for its construction, however, given that roads are transitory places for moving through the landscape, the potential for artefact retrieval is considered low with the highest potential for finds being from road side ditches or deposited during initial construction. In the case of 'Roman Road' the potential for dating evidence would be considerably reduced as the road remains in use and given the limited nature of the excavations it is not known if any road side ditches are present along its route.

5.2.4 Cobbling was used for surfacing on roads from the Roman period up until the 19th century when it became more confined to towns. Roman road construction generally involved the construction of an agger or embankment to

provide a well drained platform for the road surface which generally consisted of layers of compacted stone with a pronounced camber (Morriss, 2005, 110). No evidence for a camber was noted on cobbled surface (200) with the only evidence for any form of layering being the underlying crushed shale bedding, laid directly upon the natural clay. Earthwork (205) may suggest a potential agger, but this has not been confirmed. On some minor Roman routes an agger was often not constructed and the road surface consisted of single layers of gravel and stone laid directly onto levelled clay or soil (Morriss, 2005, 111).

5.2.6 Another feature associated with Roman roads are quarry pits, but no confirmed evidence exists for any in this area. The only potential evidence for quarrying in close proximity to the road is to be found towards its NW end near its junction with Babel Hill where the route passes through a deep cutting showing some evidence of exposed shale bedrock faces. However, the date for any possible quarrying is unknown and it may relate to the construction of the adjacent turnpike route, although there is the suggestion of it on late 18th century mapping of the area, but the depiction is unclear (Vaughan Estate Map, 1778).

5.2.7 Publically accessible census returns for the area record 'Roman Road' as *Hen Ffordd* and 'Old Road' up until 1911 and although it is marked on maps from the latter part of the 19th century there is no known suggestion of Roman origins until the publication of the first edition Ordnance Survey Maps in the latter part of the 19th century, although the route is considered to have earlier origins.

5.2.8 It is known that prior to the late 18th century 'Roman Road' formed one of the main routes out of Carmarthen. During the 18th century roads were often poorly maintained, unpaved and deeply rutted, the responsibility for maintenance lying with the local parish. Maintenance to roads was undertaken by statute labour drawn from local people under the auspices of an Act of Parliament passed in 1555 'for the mending of roads' (Cossons, 1975, 316). The general response to road maintenance in the 18th century and which persisted into the 19th century, was to pile the soil in the middle of the road in to a steeply sloping camber which was thought to improve drainage. Wheeled traffic could often not cope with the camber and had to drive along the centre of the top of the camber which would rapidly cause it to deteriorate rendering the road virtually impassable in a relatively short space of time (Morris, 2005, 116-117). This form of road construction is unlikely to survive and no evidence was revealed during the course of the drainage excavation programme.

5.2.9 Following the opening of the turnpike route, the majority of wheeled traffic would have used the new route given its much gentler gradient than that of 'Roman Road' which would have remained under the control of the local parish. It is likely that 'Roman Road' would have remained in use by lighter traffic as it offered a more direct route than that of the turnpike road and also provided access to the properties constructed alongside (as well as being a free route).

5.2.10 The arrival of the railway in Carmarthen in 1852⁴, provided a low cost efficient method of transporting goods and passengers enabling greater distances to be travelled in a much shorter space of time than could have been offered by the road system until the growth of motor vehicles in the latter part of the 20th century.

5.2.11 Increased competition from the railway resulted in a decline in road transportation with long distance coach travel becoming increasingly unable to compete and was eventually abandoned. The turnpike trusts gradually began to go out of business resulting in road maintenance for many of the routes reverting

⁴ Carmarthen Junction Station was opened by the South Wales Railway at nearby Myrtle Hill in 1852. This was followed in 1860 by a second station operated originally by the Carmarthen & Cardigan Railway at what is now Old Station Road. A third, the present station, was opened by the Great Western Railway in 1902

to local parishes which led to a general decline in road conditions across large parts of the country (Cossons, 1975, 376). It would be unlikely that much investment in both time and money would be spent on anything but piecemeal maintenance on what was no longer a main routeway.

5.2.12 In 1965 it is recorded that extensive evidence of a cobbled road was still visible at Tafarn Trap (Jones, 1986,4) indicating that cobbled surface (200) possibly remained in use at this time and therefore may indicate a later date for its construction.

5.2.13 Cartographic evidence shows that the site of Brynheulog Farm was occupied by the former inn known as Tafarn Trap and consisted of two parallel ranges of building aligned broadly N – S. By the early 20th century substantial redevelopment had been undertaken on the site with the construction of the present 'L shaped' range of farm buildings to the rear of a new dwelling. In addition three small structures are marked directly to the S of the newly constructed buildings and on the opposite side of the road. It is possible that cobbled surface (200) was laid around same time as the redevelopment of Tafarn Trap took place. The only further evidence of a cobbled surface to either the NW or SE of Brynheulog Farm was the very occasional cobble incorporated into the present road formation.

5.2.12 Cobbled surface (200) is considered to be of moderate archaeological interest. The presence of tarmac layers lying directly upon the cobbles would indicate that it is of later date, but an interesting survival of road surfacing.

5.2.13 Pit [204] was revealed at NGR SN 4160 1902 and was only visible in the side of the drainage pipe trench, so the full extent of the pit is unknown as it continued beyond the area of excavation. It is considered likely that pit [204] may indicate a repair to the road and given it lay immediately below the present road formation, suggests it may be of relatively recent date and of low archaeological interest.

5.2.14 Earthwork (205) was identified running parallel to 'Roman Road' for a distance of c.155m. It consists of a c.4m wide flat topped feature with a height of c. 0.5m. The earthwork lies outside the development area. At present the nature of earthwork (205) is unclear. Map evidence shows a narrow enclosure in the field immediately to the SW of Brynheulog Farm although nothing is visible in the field to the SE. It is possible that earthwork (205) may indicate that the road was originally much wider at this point or possibly followed a slightly different route. Until further excavation is undertaken, the origin of earthwork (205) remains unknown.

5.2.15 To the rear of the office and canteen area opposite Brynheulog Farm a small stone building with pitched slate roof was identified. This building is considered to date between the latter part of the 19th century and the early 20th century and is considered to be an outside lavatory for the farm and of low archaeological interest.

5.2.16 Overall the groundworks associated with the residential development at Brynheulog Farm have had a minimal impact on the buried archaeological resource of the area. The watching brief has provided an adequate record of the remains revealed by the works.

6 SOURCES

6.1 Map

Map of Newcwmlast, Pensarn, Nant y Glasdwr Etc Situate in the Parish of Llangynnor and County of Carmarthen Belonging to the Hon Rich'd Vaughan Esq 1778 (original held in Carmarthen Record Office, copy held at HER in Llandeilo).

Maps and the Golden Grove Estate in the Parishes of Llanarthney, Llangunnor, Llandyfaelog, Llangendeirne, Llanddarog, Llanelly, Llangennech, Kidwelly, St Ishmaels Cenarth and Penboyr 1782-7: Map of Pen y Morfa 1786 (original held in Carmarthen Record Office, copy held at HER in Llandeilo).

Ordnance Survey 1890 1:2500 Carmarthenshire Sheet XXXIX

Ordnance Survey 1906 1:2500 Carmarthenshire Sheet XXXIX

Rees W 1932 *South Wales and the Border in the XIV Century* SW Sheet. Ordnance Survey

6.2 LIDAR

LIDAR tile SN4218 25th January 2004

6.3 Published

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Evans M C S 1988 'Forgotten Roads of Carmarthenshire 3: Carmarthen to Llanelli and the River Llŵchwr' in W H Morris 1988 *The Carmarthenshire Antiquary* Vol XXIV Carmarthenshire Antiquarian Society

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Morriss R K 2005 *Roads: Archaeology and Architecture*. Stroud Tempus

6.4 Unpublished

Ratty S 2009 Land At Brynheulog, Llangunnor: Archaeological Desk-Based Assessment D.A.T client report 2009/2

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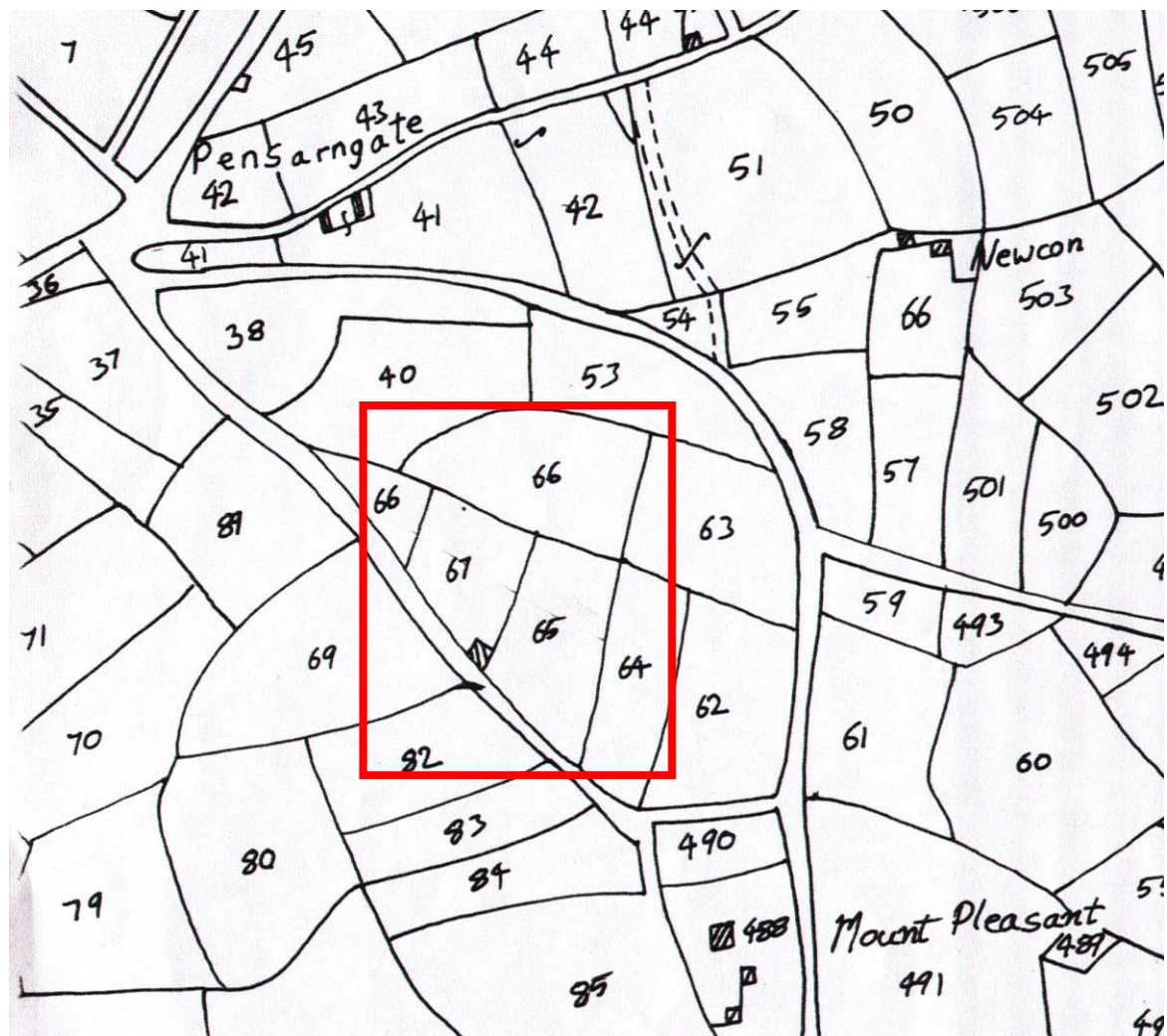


Figure 5: Extract of 1841 Tithe Map for Llangunnor Parish.

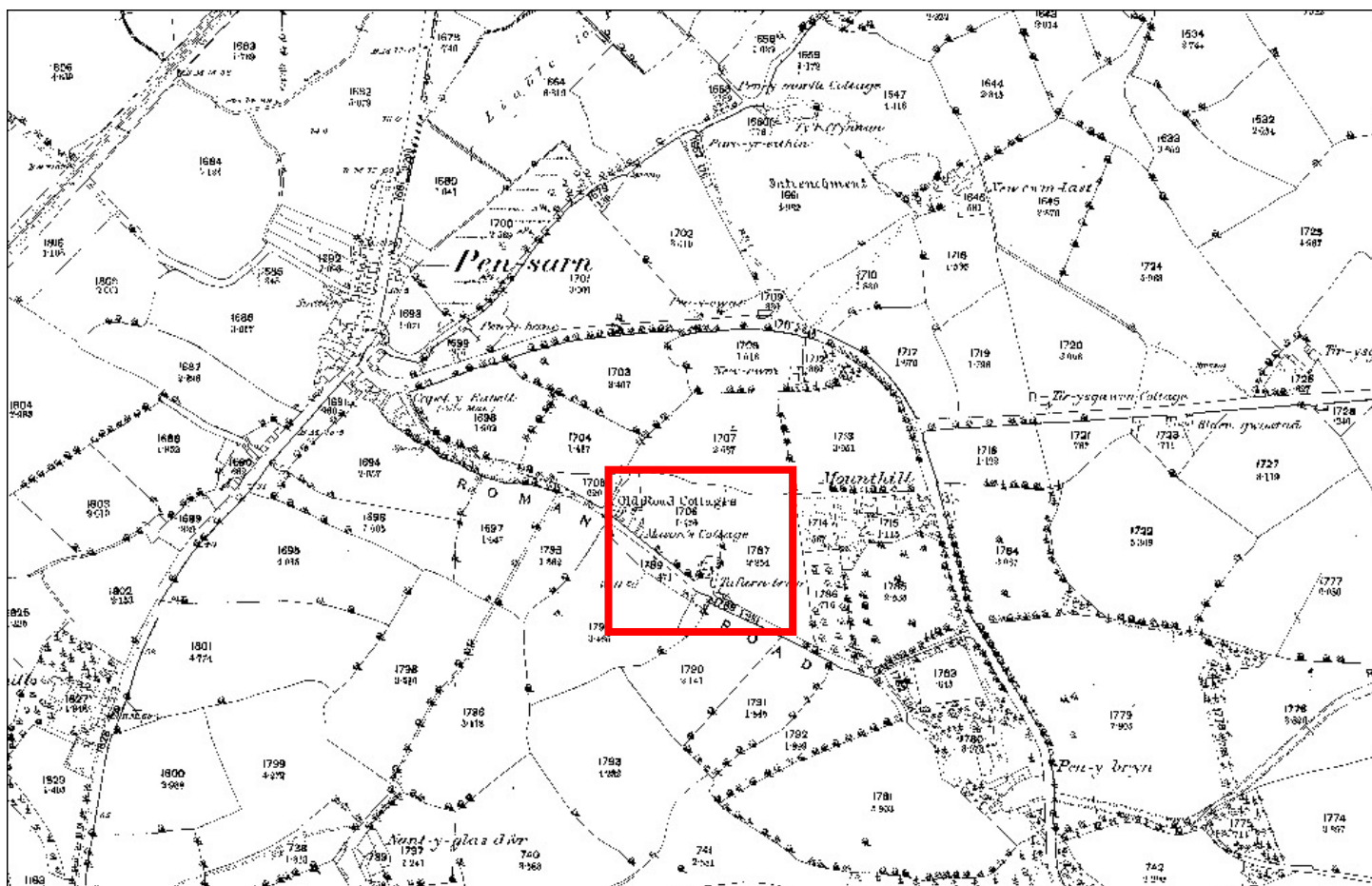
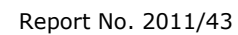


Figure 6: Extract of 1890 1:2500 scale Ordnance Survey Map.



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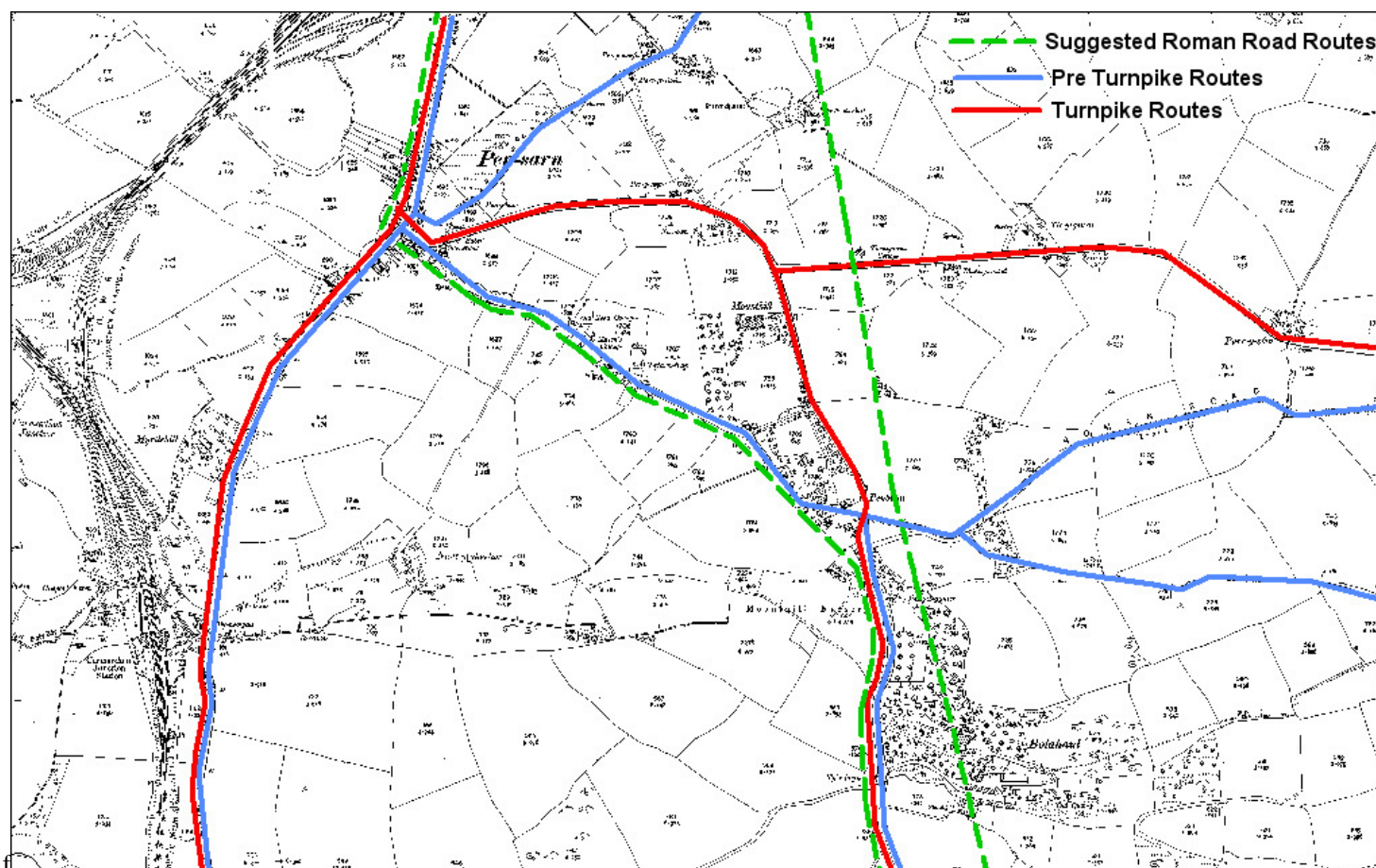


Figure 8: Historic road routes in close proximity to development.
(based on 1906 1:2500 scale OS map)

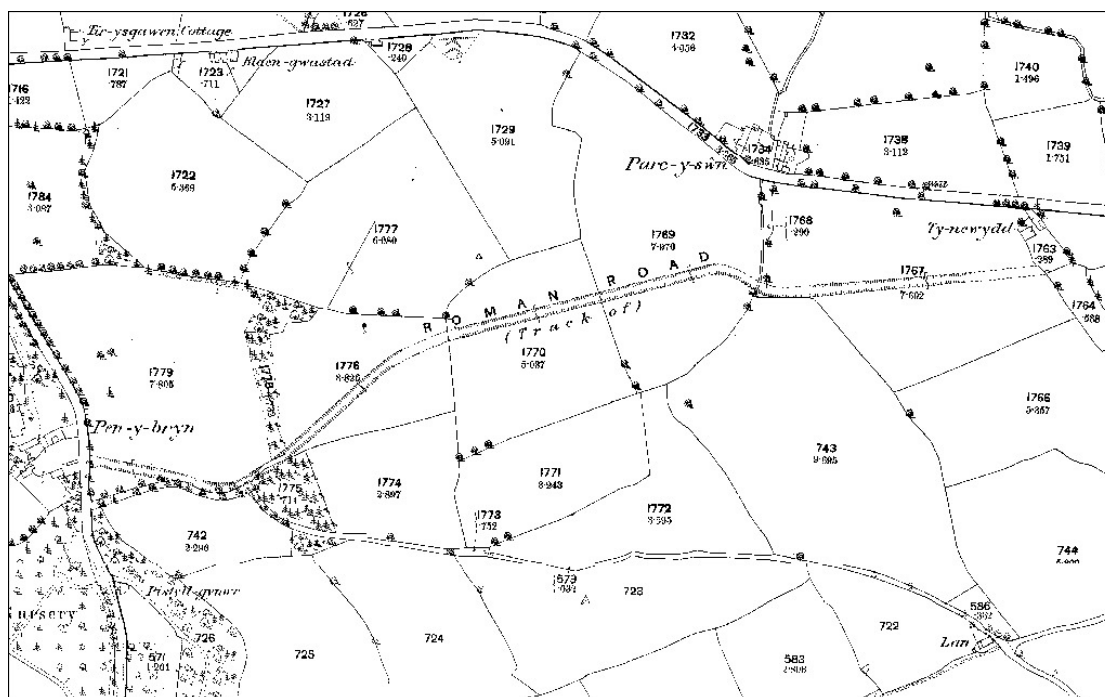


Figure 9: 1890 edition OS map showing pre turnpike route to east of development site marked as Roman Road.

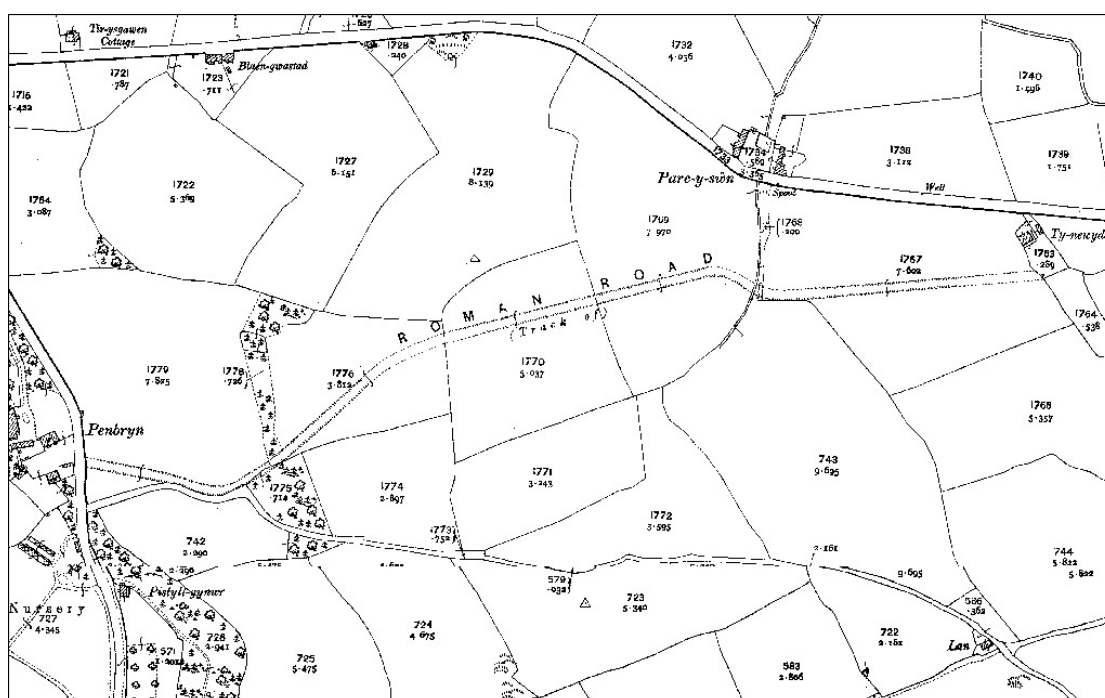


Figure 10: 1906 edition OS map showing pre turnpike route to east of development site marked as Roman Road.

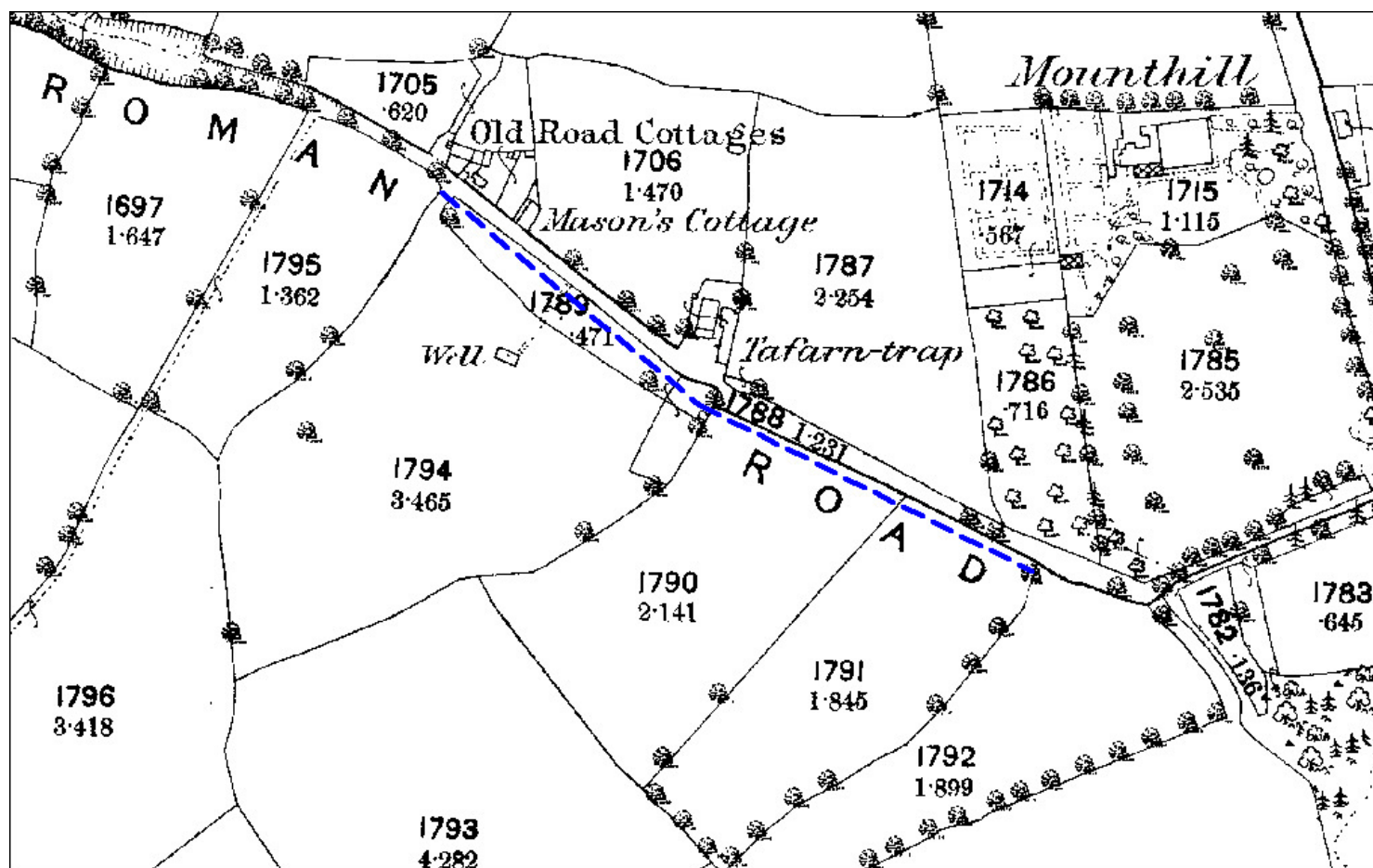


Figure 11: Route of earthwork (205) in blue shown on 1906 Ordnance Survey Map.

Photographs



Photo 1: View along 'Roman Road' facing east.



Photo 2: Former turnpike route now Babel Hill.



Photo 3: Pre turnpike route surviving as track near former Penbryn Manor site.



Photo 4: Modern dwelling occupying site of Penbryn Manor.



Photo 5: Pre turnpike road to east of development site.



Photo 6: Site during topsoil stripping, facing SE.



Photo 7: Site during topsoil stripping facing N.



Photo 8: Modern feature [104]



Photo 9: Cobbled surface (200) facing NW.



Photo 10: Detail of cobbled surface (200)



Photo 11: Earthwork (205) facing SE



Photo 12: Earthwork (205) facing NW

LAND AT BRYNHEULOG, ROMAN ROAD, LLANGUNNOR, CARMARTHEN ARCHAEOLOGICAL WATCHING BRIEF

RHIF YR ADRODDIAD / REPORT NO. 2011/43
RHIF Y PROSIECT / PROJECT RECORD NO. 102249

Hydref 2011
October 2011

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Llofnod / Signature ..pp.  Date 12/10/2011

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

JAMES MEEK

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

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Llofnod / Signature  Date 12/10/2011

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

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

ymddiriedolaeth archaeolegol



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