

# **A4075 ROAD IMPROVEMENTS, CAREW, PEMBROKESHIRE: ARCHAEOLOGICAL WATCHING BRIEF**

**(NGR SN 04683 03621 to SN 04606 03268)**



Prepared by DAT Archaeological Services  
For: G D Harries and Sons Ltd



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Gan / By

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## **A4075 ROAD IMPROVEMENTS, CAREW, PEMBROKESHIRE: ARCHAEOLOGICAL WATCHING BRIEF**

### **SUMMARY**

*DAT Archaeological Services were commissioned by G D Harries and Sons Ltd. To undertake an archaeological watching brief during the groundworks associated with the road improvement schemes on a stretch of the A4075 immediately to the south of Carew, Pembrokeshire.*

*The road improvement scheme is located along the eastern limit of the scheduled area of the castle (SAM PE001) and through the site of a possible Civil War skirmish. The condition for the archaeological watching brief had been placed on the associated groundworks because it was believed they had the potential to encounter further medieval and post-medieval activity, particularly at its northern end, and possible artefacts such as cannon balls or musket balls.*

*A number of site visits were made by a DAT archaeologist during widening of the A4075 to the south of Carew castle and excavation of drainage trenches. On each instance the attending archaeologist observed sufficient evidence that the road scheme has not significantly impacted upon any identifiable archaeological deposits or remains.*

*Minimal disturbance to the area on the eastern side of the road disturbed no identified archaeological deposits. A grade II listed milestone was temporarily removed from the adjacent hedgebank (for replacement on completion of the works). The back of the milestone was embedded in the hedgebank indicating the hedgebank must be of pre 1844 date.*

*Excavations on the western side of the road included partial removal of the upper surface of the western edge of the existing road and part of the topsoil and hedgebank on its verge. Where road make-up levels were exposed it provided evidence that the road had in the past been totally re-laid or at least widened once before involving some 0.50m depth of below ground disturbance which would have damaged or destroyed any archaeological remains which may have been present.*

*A drainage trench was also excavated along the western side of the road, with inspection chambers. This followed the line of a former metal water pipe indicating that the area of the new trench had mostly been previously disturbed.*

*The very western edge of the verge that was removed for the road widening displayed an undisturbed ground level (not all of the topsoil was removed) and thus archaeological remains could still survive within this area, to the west of the former water pipe trench and extending into the fields lying to the west of the road and around Carew Castle.*

*The drainage trench was also excavated to the north of the road widening scheme to link with existing drains. This stretch of the route demonstrated that the road surface was laid directly upon bedrock, the same rocky outcrop on which the castle is built to the west. No archaeological features were recorded in this area.*

*The archaeological watching brief has demonstrated that the road improvement scheme has not impacted upon any significant archaeological deposits. Although no evidence of surviving archaeological remains associated with medieval or Civil War activity were observed in the constraints of this watching brief, the area is still one with high archaeological potential and importance. It seems unlikely that any such deposits survive within the existing road line, but the potential remains along its verges and into the fields to east and west.*

## **1. INTRODUCTION**

### **Project Proposals and Commission**

- 1.1.1 DAT Archaeological Services were commissioned by G D Harries and Sons Ltd. to undertake an archaeological watching brief during road improvement works on a stretch of the A4075 immediately to the south of Carew, Pembrokeshire (NGR SN 04683 03621 to SN 04606 03268; Figure 1 shows the location of the proposed works and Figure 2 shows the proposed realignment plan). The works were being undertaken to create a shared use path along the sides of the existing roadway.
- 1.1.3 The requirement for an archaeological watching brief was placed on the works following preliminary advice from the archaeological advisors<sup>1</sup> to Pembrokeshire County Council / Pembrokeshire Coast National Park as the proposed works had the potential to expose, damage or destroy archaeological remains.
- 1.1.4 The purpose of a watching brief, as laid down in the Chartered Institute for Archaeologists is:
- To allow, within the resources available, the preservation by record of archaeological deposits, the presence and nature of which could not be established (or established with sufficient accuracy) in advance of development or other potentially disruptive works.
  - To provide an opportunity, if needed, for the watching archaeologist to signal to all interested parties, before the destruction of the material in question, that an archaeological find has been made for which the resources allocated to the watching brief itself are not sufficient to support treatment.

### **1.2 Scope of the Project**

- 1.2.1 A written scheme of investigation (WSI) for a watching brief was prepared by DAT Archaeological Services prior to the commencement of the works, which was approved by the planning authority and their archaeological advisors prior to the commencement of the works. The project objectives were:
- Provision of a written scheme of investigation to outline the methodology by which DAT Archaeological Services will undertake the watching brief.
  - 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.
  - To produce an archive and report of any results.
- 1.2.2 The overall work was summarised as: *"Archaeological attendance and recording during groundworks associated with the road realignment of the A4075 through Carew. The proposed works may expose, damage or destroy any underlying archaeological remains, if present within the area. A report shall be prepared on the results of the watching brief and any further mitigation which is required to be implemented at the site, and an archive created of all finds, records, photographs and plans created by this mitigation strategy."*

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<sup>1</sup> **Dyfed Archaeological Trust Planning Services – Heritage Management.**



### 1.3 Report Outline

- 1.3.1 This report describes the location of the development works 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 Record (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). Sites recorded on the National Monument Record (NMR) held by the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) are identified by their National Primary Record Number (NPRN). Scheduled Ancient Monument (SAM). Altitude is expressed to Ordnance Datum (OD). References to cartographic and documentary evidence and published sources will be given in brackets throughout the text, with full details listed in the sources section at the rear of the report.

### 1.5 Illustrations

- 1.5.1 Photographic images are to be found within the report. Printed map extracts are not necessarily reproduced to their original scale.

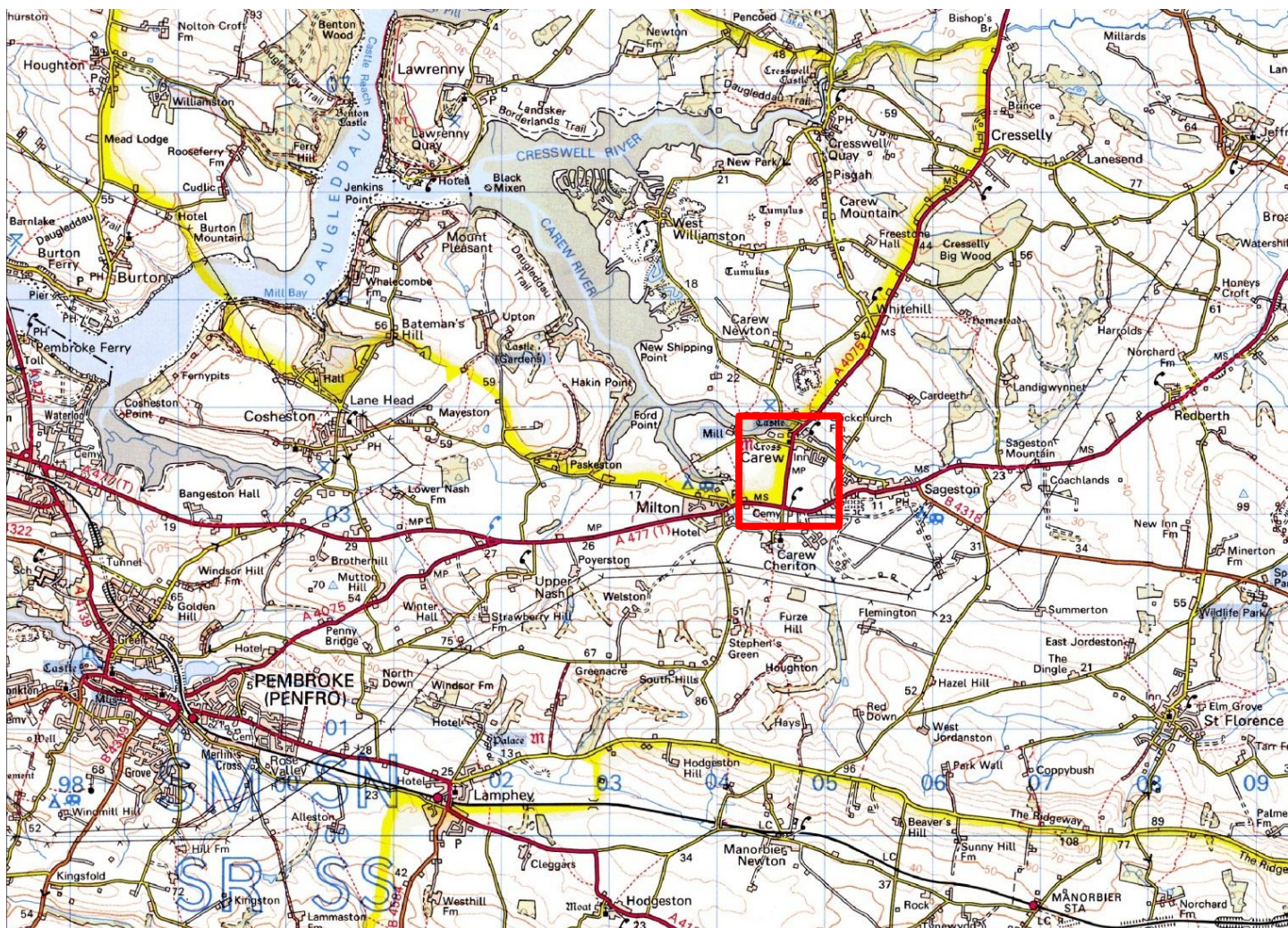
### 1.6 Timeline

- 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.

Period	Approximate date	
Palaeolithic –	c.450,000 – 10,000 BC	Prehistoric
Mesolithic –	c. 10,000 – 4000 BC	
Neolithic –	c.4000 – 2300 BC	
Bronze Age –	c.2300 – 700 BC	
Iron Age –	c.700 BC – AD 43	
Roman (Romano-British) Period –	AD 43 – c. AD 410	Historic
Post-Roman / Early Medieval Period –	c. AD 410 – AD 1086	
medieval Period –	1086 – 1536	
post-medieval Period <sup>2</sup> –	1536 – 1750	
Industrial Period –	1750 – 1899	
modern –	20 <sup>th</sup> century onwards	

**Table 1:** Archaeological and historical timeline for Wales.

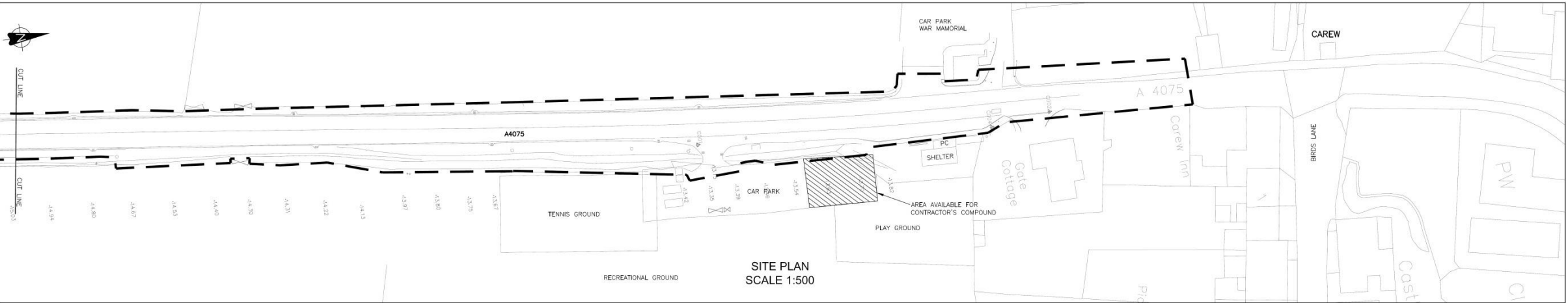
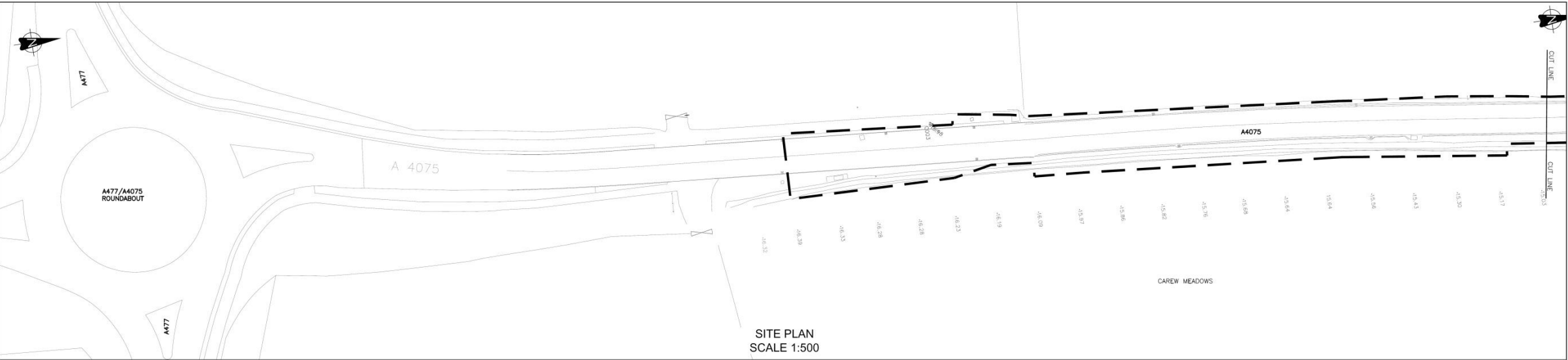
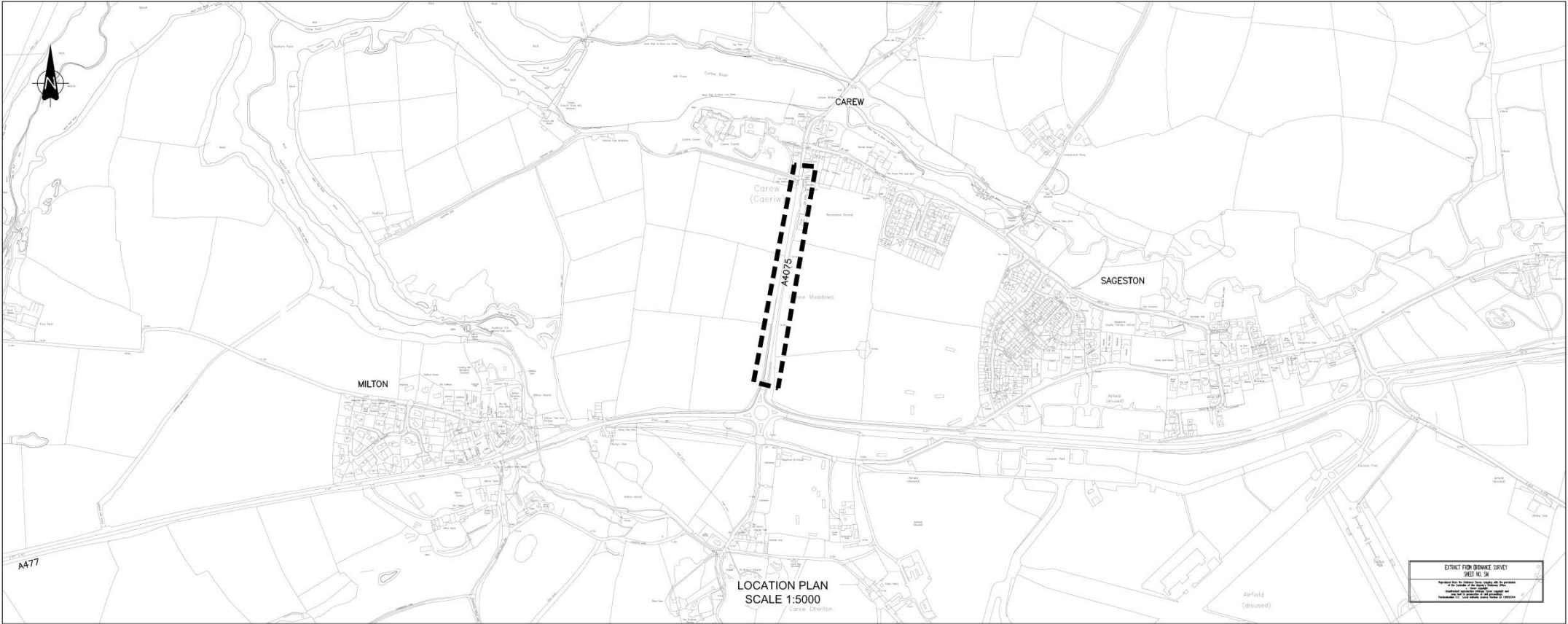
<sup>2</sup> *The post-medieval and industrial periods are combined as the post-medieval period on the Regional Historic Environment Record as held by Dyfed Archaeological Trust*



**Figure 1:** Map of the Carew area, with the development site location indicated by the red square.

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**Figure 2:** Proposed road improvement layout (provided by G D Harries)

## **2. SITE LOCATION AND TOPOGRAPHY**

- 2.1 The development site is a stretch of the A4075 immediately to the south of the village of Carew, Pembrokeshire, and north of the A477 Pembroke to St Clears road (between NGR SN 04683 03621 and SN 04606 03268; Figures 1 and 2).
- 2.2 The site lies on level ground overlooking an impounded tidal creek situated to the north of Carew. This creek is the tidal part of the Carew River which once was far more extensive and was navigable further inland some miles to the east. However, since its impoundment by the tidal mill approximately 0.6km to the west of Carew it has become silted up.
- 2.3 The geology underlying the works is sedimentary rock, specifically limestone from the Carboniferous Period formed approximately 326 to 359 million years ago in a shallow carbonate sea.
- 2.4 The site is at approximately 16m above OD.

## **3. ARCHAEOLOGICAL BACKGROUND**

- 3.4.1 The information described below is taken from the Regional Historic Environment Record (HER) held by the Dyfed Archaeological Trust and includes a summary of known archaeological and historical sites of importance within a 250m radius of the road improvement scheme (Figure 3 and Table 2).
- 3.4.2 The road improvement scheme runs along the eastern limit of the scheduled area of the castle (SAM PE001), which encompasses the castle structure, its grounds and defences of the castle. The castle and a number of associated defences and a findspots are recorded on the HER (PRNs 3493, 4306, 20110, 29568, 37469 & 38317). Although it is anticipated that the extent of the main castle and defences are known, there was considered a potential for associated medieval archaeological activity to extend into the northern part of the road improvement area. The medieval settlement of Carew (PRN 27071) is believed to have been focussed on the castle, although the modern layout of regularly spaced buildings is more likely to be of later date.
- 3.4.3 In addition the road scheme also runs directly east of the scheduled early medieval stone cross (PE009; PRNs 3485 & 60014). The cross is pre-Norman and its presence could indicate earlier activity pre-dating the medieval castle. It has also been suggested that the location of the castle on a promontory of land and the outer defensive ditches to the south and east of the castle could be associated with an Iron Age defended enclosure.
- 3.4.4 It is noteworthy to mention that the road works runs through the site of a Civil War skirmish which took place in 1644 when the Parliamentary forces of Colonel Laugharne took the Royalist held castle (PRN 7974). It is believed that the skirmish took place within Carew meadows, the fields which lie to the south of the castle. Groundworks carried out in 2013 within the castle car park revealed musket balls in the topsoil and it is also recorded that cannon balls have been found within the fields of Carew meadows in the 19<sup>th</sup> century.
- 3.4.5 Carew develops more fully as a village during the late post-industrial period. During the post-medieval period the extents of Carew village lay along Picton Terrace and around the church, with Gate Cottage (PRN 25219) being the most southerly structure and closest to the proposed road realignment scheme. The majority of known sites in the area as

recorded on the HER are of post-medieval date (mostly 18<sup>th</sup> and 19<sup>th</sup> century) including numerous listed buildings (PRNs 25963, 26523, 38276, 59532, 59533, 59534, 59535, 60015, 60016 & 60441). These all lie to the northeast, north and northwest of the road scheme. Further to the north lies Carew Bridge, a grade II\* listed bridge also designated as a scheduled ancient monument (PE083, PRN 4409). The 1<sup>st</sup> and 2<sup>nd</sup> edition OS maps (Figures 3 and 4 retrospectively) demonstrate that the village had taken on much of the form that can be seen today by the end of the 19<sup>th</sup> century.

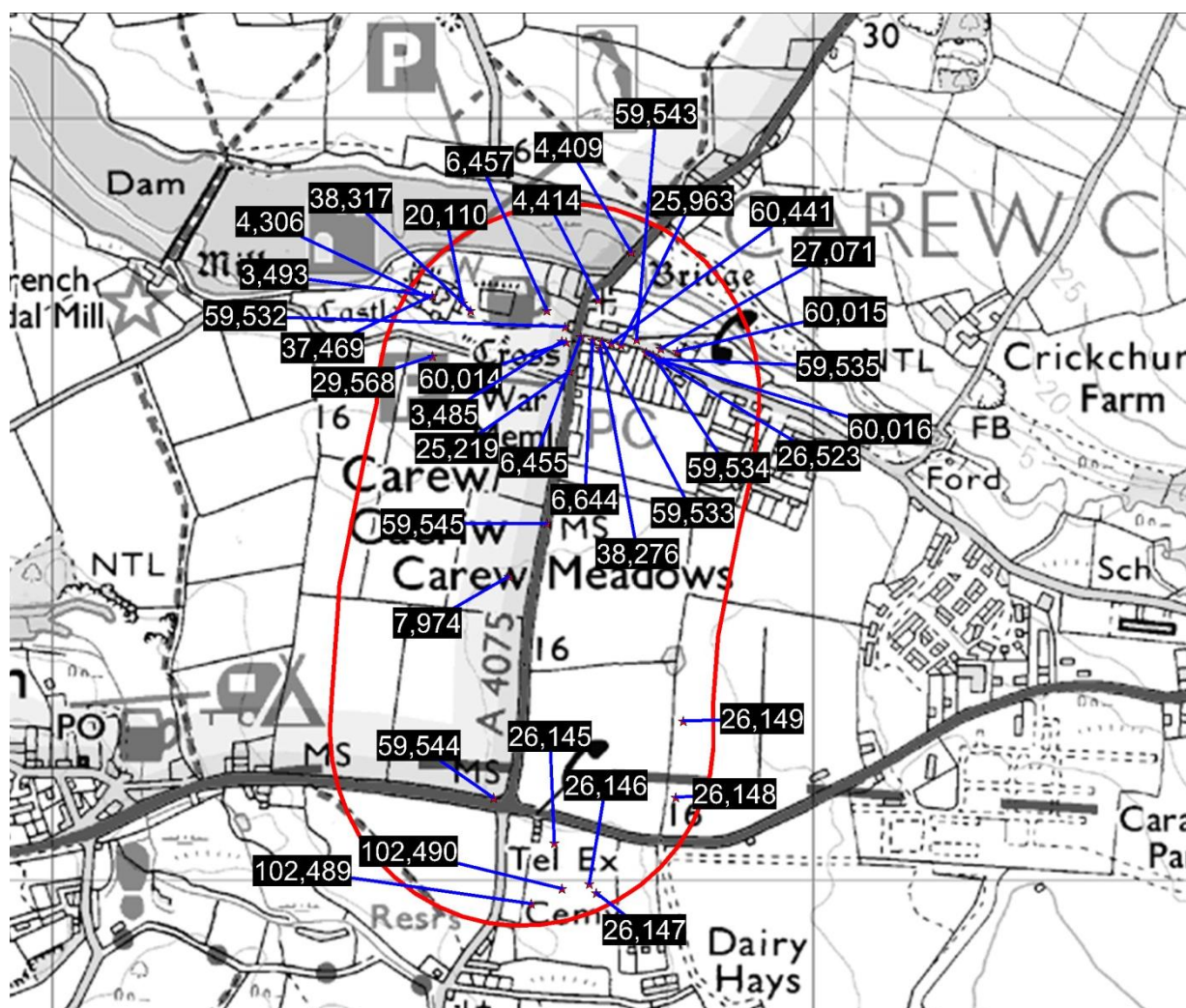
- 3.4.6 Roughly in the middle of the road scheme lies the site of a grade II listed milepost on the eastern side of the road (PRN 59545). The listing description states that 'It was erected under the Tavernspite Turnpike Trust, before 1844. Pair of flat castings recording the distances to Haverfordwest and Pembroke, and marked Marychurch Foundry, mounted on an angled stone or concrete block'. A further listed milepost lies at the road junction to the south of the scheme (PRN 59544).
- 3.4.7 A modern telephone box, also a grade II listed building lies within the village (PRN 59543). Other modern sites in the search area relate to two air raid shelters associated with RAF Carew Cheriton to the south (PRNs 26145 & 26149), both Stanton shelters, pre-cast concrete with steel reinforced arched structures made at the Stanton Ironworks in Derbyshire.

HER No	Site name	Summary	Period	NGR
<b>3485</b>	Carew High Cross	SAM PE009 and grade I listed building. A composite wheel-headed cross of sandstone on an igneous shaft decorated with panels of different interlace, curvilinear and geometric patterns. The small panel containing a short three-line horizontal inscription was once thought to commemorate Maredud	Early Medieval	SN04670371
<b>3493</b>	Carew Castle	SAM PE001 and Grade I Listed building. Excavations undertaken at Carew castle in the 1980s and 1990s show quite convincingly that it had its origins in pre-Norman times, see PRN's 37469 and 38317.	Post Medieval Medieval	SN0450003769
<b>4306</b>	Carew Castle	SAM PE001 - The documentary evidence indicates an early castle of circa 1100 on the site of Carew Castle PRN 3493. This early castle was built by Gerald of Windsor and it is assumed that it was constructed of earth and timber.	Medieval	SN04490377
<b>4409</b>	Carew Bridge	SAM PE083 and grade II* listed building A stone-built, three arched bridge with elongated causeway approaches at either end. The bridge carries the main Carew to Cresswell trunk road across the Carew River, and is situated upstream from the castle and tidal mill.	Post Medieval	SN0476103827
<b>4414</b>	Carew Wesleyan Chapel	Grade II listed building. The present Wesleyan chapel at Carew was built in 1852, but meetings were being held in a building somewhere nearby as early as 1816.	Post Medieval	SN0471803764
<b>6455</b>	Carew Inn	Grade II Listed building. The building is marked on the 1st edition 6" OS map but is only named as "The Carew Inn" on the 2nd edition of 1908 complete with an extension to its west end.	Post Medieval	SN0469503715
<b>6457</b>	Carew	Grade II Listed building. A dwelling that later was used as a communal bakehouse up until 1927.	Post Medieval	SN04650375
<b>6644</b>	Picton Terrace Nos 1-2	Grade II listed building. 1 & 2, Picton Terrace are two 18th century cottages, the original nucleus of Picton Terrace in Carew village, shown on a 1750 estate map.	Post Medieval	SN0471003711

<b>7974</b>	Carew Meadows	A skirmish between Colonel Laugharne with seven men and an opposing force of twenty Royalists where the Royalists were taken prisoner. The site of the skirmish was between Carew Castle and the Old Rectory.	Post Medieval	SN046034
<b>20110</b>	Carew Castle	Bastion Outwork	Post Medieval	SN04540376
<b>25219</b>	Gate Cottage	The settlement of Carew lay on an important through route which the Tavernspite Turnpike Trust exacted tolls upon for road improvement. There are references in 1755 to a tollgate and in 1789 to a turnpike house. Two sketches from 1825 and 1840 show a h	Post Medieval	SN04680367
<b>25963</b>	Nos 4 And 5 Picton Terrace	Grade II listed building. Earlier 19th century with later alterations. Included for group value with the other listed buildings of Picton Terrace, DRN 26523. CADW 1994.	Post Medieval	SN0474803705
<b>26145</b>	RAF Carew Cheriton	An Air Raid Shelter, semi sunken within the former Airmen's quarters at Carew Airfield. A Stanton parabolic, precast concrete design with a brick entrance, damaged, and a concrete 'chimney' or escape hatch at the other end.	Modern	SN04660305
<b>26149</b>	RAF Carew Cheriton	Stanton Air Raid Shelter, a precast concrete structure, semi sunken, with a stepped entrance which when visited in January 2012 was overgrown with brambles and scrub. Turf covering survives over the shelter.	Modern	SN04830321
<b>26523</b>	Nos 6 7 And 8 Picton Terrace	Grade II listed building. No's. 6-9, Picton Terrace are an early 19th century terrace of 2-storey 2-window stone-built cottages with slate roofs.	Post Medieval	SN0478103695
<b>27071</b>	Carew	The mediaeval settlement of Carew, centre of the Lordship of Carew focussed on the castle, PRN 3493. The regular row settlement of the village of Carew is probably of more modern origins.	Post Medieval	SN04800370
<b>29568</b>	Carew Castle	A ditch enclosing rectangular area Moated Site 50m by 20m. At the western end of the site is park boundary attached to the castle.	Medieval	SN04500369
<b>37469</b>	Carew Castle	An inland promontory fort, near the tidal limits of the Carew river, on a site later occupied by the medieval Carew Castle, PRN 3493. Defended by six curvilinear rock-cut ditches and presumed on morphological grounds to be of Iron Age origin.	Iron Age?; Roman?; Early Medieval?	SN04500377
<b>38276</b>	No 3 Picton Terrace	Grade II listed building. An 18th century cottage believed to have been built later than Nos 1 & 2, Picton Terrace.	Post Medieval	SN04720370
<b>38317</b>	Carew Castle	Findspot, full Detail of provenance awaited from forthcoming excavation report but the sherds were identified as E-ware, a 6th/7th century imported Mediterranean ware used as containers for imports.	Early-medieval	SN04550375
<b>59532</b>	Castle Entrance	Grade II listed gate piers and old cobbler's hop	Post Medieval	SN0467403729
<b>59533</b>	Old Stable Cottage	Grade II listed cottage (house) No. 3 Picton Terrace	Post Medieval	SN0472303709
<b>59534</b>	No. 7 Picton Terrace	Grade II listed house	Post Medieval	SN0479003691
<b>59535</b>	No. 8 Picton Terrace	Grade II listed house	Post Medieval	SN0479803686
<b>59543</b>	Telephone Call Box	Grade II listed telephone call-box	Post Medieval	SN0476803712
<b>59544</b>	Milepost	Grade II listed milepost at junction of A477 with A4075	Post Medieval	SN0458003109
<b>59545</b>	Milepost	Grade II listed milepost near Carew cricket ground	Post Medieval	SN0465003470
<b>60014</b>	The Carew Cross	Grade I listed cross. PRN 3485 is a duplicate record. See that record for a description of the monument.	Post Medieval	SN0467603708

<b>60015</b>	Old Cottage Chimney	Grade II listed house	Post Medieval	SN0482203696
<b>60016</b>	No. 9 Picton Terrace	Grade II listed house	Post Medieval	SN0480403683
<b>60441</b>	Castle Lodge	Grade II listed lodge ( house) No. 4 Picton Terrace	Post Medieval	SN0473503707

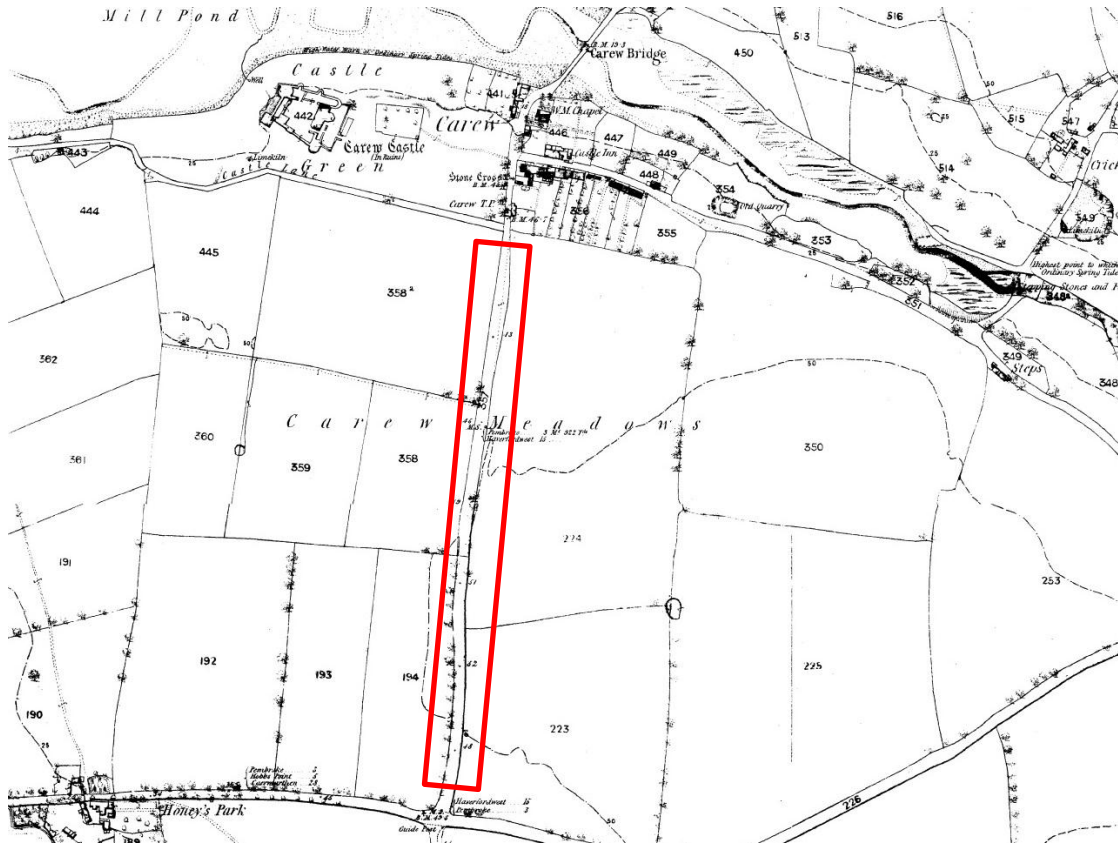
Table 2: HER information within 250m buffer zone around the proposed road realignment scheme.



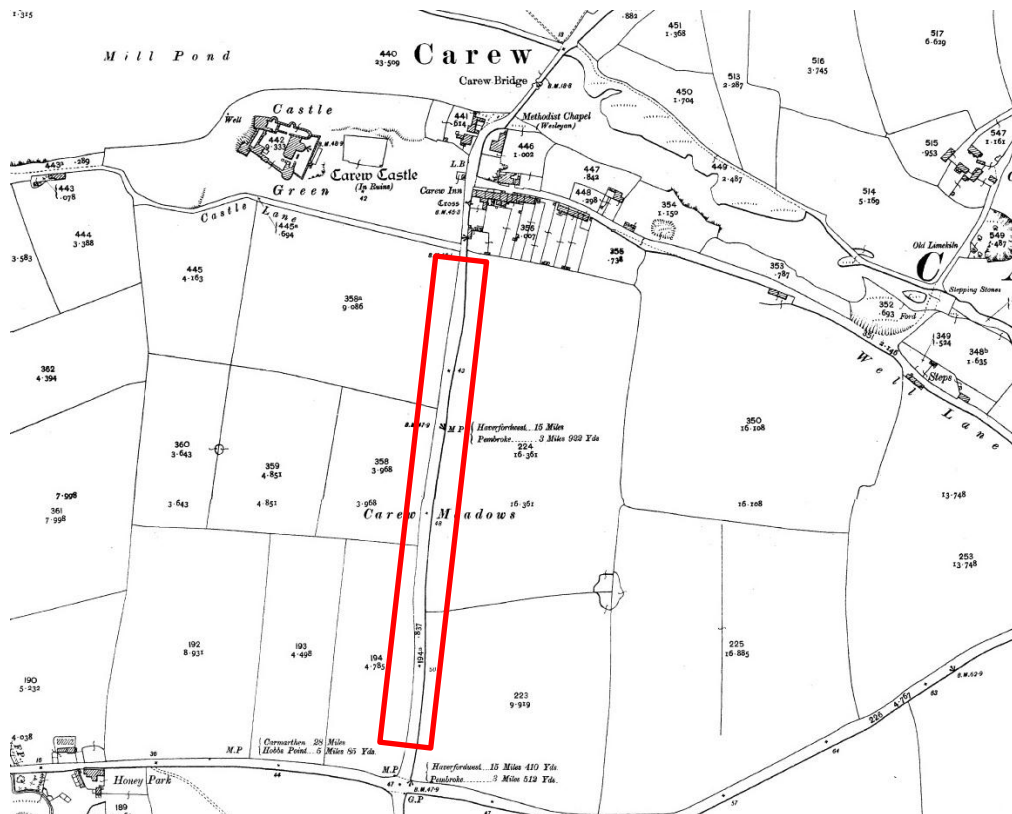
**Figure 3:** Map of the Carew area showing known HER sites located within 250m of the road improvement scheme (Table 2).

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**Figure 4:** 1865 Ordnance Survey map of Carew. Road improvement scheme highlighted in red.



**Figure 5:** 1907 Ordnance Survey map of Carew. Road improvement scheme highlighted in red.



- 3.4.7 Overall the main archaeological potential for the groundworks associated with the road improvement scheme will be for medieval and post – medieval activity at its northern end near the castle. Such archaeology could take the form of cut features associated with the defences, postholes or pits associated with settlement or even remains of stone walls associated with former later medieval/post-medieval buildings. The main route of the scheme runs through the site of the possible Civil War skirmish, here the archaeological potential could be highest artefacts such as cannon balls or musket balls.

## **4. WATCHING BRIEF METHODOLOGY**

### **4.1 Fieldwork**

- 4.1.2 A watching brief was undertaken during road improvement works at the site which had the potential to expose, damage or destroy underlying archaeological remains.
- 4.1.2 Excavation work was undertaken using various machines by the site contractor. In general the machines used included one fitted with a pneumatic tool to break up the old tarmac, one fitted with a toothed bucket to excavate the drainage trench, and a mini-digger to excavate the kerbing slot. All archaeological deposits revealed during the groundworks were examined and recorded to an appropriate level.
- 4.1.3 Recording of all archaeological features or deposits conformed to best current professional practice and was carried out in accordance with the Recording Manual<sup>3</sup> used by DAT Archaeological Services.

### **4.2 Timetabling of Fieldwork**

- 4.2.1 The watching brief took place at the A4075 south of Carew on various dates between 21<sup>st</sup> November 2014 and 26<sup>th</sup> March 2015. A total of 7 site visits were made (21/11/14, 27/02/15, 04/03/15, 12/03/15, 19/03/15, 20/03/15 & 26/03/15). The majority of the site visits were short observations to monitor progress of works.

### **4.3 Post-Fieldwork Reporting and Archiving**

- 4.3.1 All data recovered during the fieldwork will be collated into a site archive structured in accordance with 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.
- 4.3.2 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.
- 4.3.3 A report fully representative of the results of the fieldwork has been prepared.

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<sup>3</sup> DAT Archaeological Services have adopted the Recording Manual developed by English Heritage Centre for Archaeology. A copy will be available on-site for inspection if required.

## 5. RESULTS AND DISCUSSION

5.1 During the course of the watching brief the attending archaeologist observed groundwork in three areas that had the potential to expose, damage or even destroy archaeological remains:

- ***Widening of the Eastern side of the road;***
- ***Western side of the road, removal of hedgerow and excavation of drain;***
- ***Drainage trench excavated to the north of Carew Castle Car Park and the Carew Inn.***

### ***Widening of the Eastern Side of the Road***

5.2 Initial works on the eastern side of the road were to locate existing services through the excavation of a number of small test pits directly onto the tops of the service runs. These works were not observed.

5.3 Following this the methodology for the road widening involved a simple method of cutting the road facing edge of the existing hedgebank and moving the spoil behind (Photos 1 & 2).



Photo 1: View south along eastern side of A4075,  
showing cut edge of existing hedgebank

5.3 At the southern end of the widened stretch of road lies the grade II listed milestone (Photos 3, 4 & 5). This was carefully removed during the road widening works for replacement following completion of the road scheme.





Photo 2: View north along eastern side of A4075  
showing cut edge of existing hedgebank



Photo 3: View north along eastern side of A4075  
showing cut edge of existing hedgebank and location of milestone





Photo 4: Northern façade of  
milestone  
'5 miles 922 yards to Pembroke'



Photo 5: Southern façade of  
milestone  
'15 miles to Haverfordwest'

***Western side of the road, removal of hedgerow and excavation of drain;***

- 5.4 The area located along the western edge of the A4075 included removal of a verge bank so that the road could be widened and excavation of an overflow drain (which continued to the pub to the north). Running parallel to the western edge of the road is a low stone wall which has been said to have possible medieval origins. For this reason the wall was carefully avoided by the works and remained and has not been affected by the groundworks (Photo 6).



Photo 6: Stone wall along western edge of A4075 at junction with  
Carew Castle car park

- 5.5 The wall was roughly 0.8m in height and made of rubble stone. The wall had either been repointed or possibly rebuilt in modern times. The size of the wall and its location is not typical of a stone boundary wall or field boundary that one would expect to date from the medieval period and it may actually be a post-medieval or modern construction.
- 5.6 The majority of the works undertaken involved the removal of the western edge of the existing tarmac surface of the road and the removal of the face of the low earth bank which had formed on the front of the stone wall at the northern end of the route and the front of a hedgebank further to the south (Photo 7). The exposed surface contained road make up deposits to the east and remnants of topsoil to the west of a depth of between 0.25 – 0.35m deep, which overlay an undisturbed, mid-brown clay silt natural for the most part. The east side of the trench consisted of a stone hard core material forming the road makeup.



Photo 7: View south along western side of road showing removal of eastern edge of hedgebank and tarmac road surface

- 5.7 A drain was then excavated through the western half of the stripped area. It was on average excavated to a depth of 1.20m and was 0.60m wide (Photos 8 & 9). Along its route a number of inspection chambers were inserted which were around 1.5m square (Photo 10).





Photo 8: View north along excavated drainage trench on western side of A4075



Photo 9: View south of excavated drainage trench along western side of A4075





Photo 10: Excavated area for inspection chamber

- 5.8 It was noted that the new drainage trench approximately followed the line of a disused metal water pipe that was still present below (a piece of pipe is visible on the left hand side of Photo 9 which had been removed from the trench). This drainage trench had been backfilled with a mix of crushed stone and spoil excavated from the original trench (Photo 11). It was on average 0.8m in depth and around 0.6m in width.



Photo 11: East facing section through drainage trench showing depth of stone backfill for former water pipe



- 5.9 On the eastern side of the drainage trench the depth of make-up layers for the existing road were visible, on average lying to a depth of 0.6m below top of the trench. The layers appeared to be of modern date and suggest the road has been totally re-laid in the latter part of the 20<sup>th</sup> century (removing any earlier surfaces) or widened on its western side. Below the road layers was the undisturbed natural geology comprising a mid-brown silt clay with occasional areas of bedrock (a weathered and crushed brown stone rab).



Photo 12: West facing section of drainage trench showing road make-up layers above natural ground

- 5.10 The road works on the western side were carried out in short sections, with the road line stripped, the drain excavated and then the trench backfilled before moving on to the next section. Once the drainage trench and inspection chambers had been dug out a geotextile layer was placed in the trench and a thin layer of crushed stone was laid in the bottom (Photo 13). The drainage pipe was then laid on this and connected to the concrete lined inspection chambers. The drainage trench was then backfilled to the top with crushed stone and sand and the area levelled off prior to the final road surface being re-laid over the top (Photo 14).





Photo 13: Backfilling of the drainage trench, viewing south



Photo 14: backfilling of drainage trench and inspection chamber cover, viewing south



***Drainage trench excavated to the north of Carew Castle Car Park and the Carew Inn***

- 5.11 The drainage trench was also excavated to the north of Carew Castle Car Park running directly through the existing road line. A road closure order was in place during excavation of the drain (Photo 15).



Photo 15: View south along A4075 showing white lines marking line of drainage trench through existing road surface



Photo 16: Drainage trench between Carew Castle and Carew Inn at the northern end of the road improvements showing road surface directly upon bedrock

- 5.12 It was evident that the existing road surface and make-up layers were relatively shallow sitting directly upon an outcrop of the underlying natural bedrock (Photos 16 & 17).
- 5.13 The attending archaeologists did not observe any significant archaeological deposits or remains within any of the excavated trenches.



Photo 17: Drainage trench between Carew Castle and Carew Inn at the northern end of the road improvements showing road surface directly upon bedrock



## **6. CONCLUSIONS**

- 6.1 The results of the archaeological watching brief have demonstrated that the road improvement scheme did not impact upon any significant archaeological remains or deposits.
- 6.2 Minimal ground disturbance on the eastern side of the road meant it was unlikely that any archaeological deposits would be encountered or disturbed. No artefacts were identified during the cutting of the hedge bank. The grade II listed milestone set in to the hedge, which was removed and replaced as part of the road scheme, was set into the hedgebank which would suggest the hedgebank is pre-1844 as the milepost was erected under the Tavernspite Turnpike Trust at some point before this date.
- 6.3 The area located along the western edge of the A4075 included the removal of a verge bank so that the road could be widened and excavation of an overflow drain. These intrusive works carefully avoided the low stone wall which is suggested to have medieval origins at the northern end of the scheme adjacent to Carew castle Car Park. However, the medieval origin of this wall is questionable, the size and location of the wall is not typical of a stone boundary wall or field boundary that one would expect to date from the medieval period and it is more likely to be of post-medieval or modern construction. It has certainly been repointed or possibly even rebuilt in modern times.
- 6.4 The majority of works on the western side of the road involved the removal of the western edge of the existing tarmac road surface and partial removal of the low earth bank flanking the road. It became apparent during excavation that the new drainage trench approximately followed the same line as a disused metal water pipe that was still in situ, which has obviously resulted in previous ground disturbance. As expected, the eastern section of the drainage trench contained road make up deposits for the existing road, consisting of a stone hard core material. These layers appeared to be of modern date suggesting that any earlier surfaces had been removed and the road totally re-laid in the latter part of the 20<sup>th</sup> century, or at the very least the road has been widened previously once before. To the west of the trench remnants of topsoil overlay an undisturbed, mid-brown clay silt. This would suggest that there is still a potential for archaeological deposits to survive on the western side of the drainage trench.
- 6.5 The excavation of the drainage trench to the north of Carew car park demonstrated that the existing road surface and make up layers were relatively shallow, sitting directly upon an outcrop of underlying natural bedrock.
- 6.6 To summarise, this archaeological watching brief has demonstrated that the road improvement scheme has not impacted upon any significant archaeological deposits. Minimal disturbance to the area on the eastern side of the road exposed no archaeological deposits. However the exposure of the Grade II listed milestone provided some form of relative dating evidence for the hedge (pre 1844). Excavations on the western side of the road showed previous disturbance and evidence that the road had, in the past, been totally re-laid or at least widened. The western section of this trench displayed an undisturbed ground which holds potential for archaeological deposits to exist to the west of the road in the fields surrounding Castle Carew. The questionable medieval wall remains intact.

- 6.7 Within the constraints of this watching brief the attending archaeologists did not observe any significant archaeological deposits or remains within any of the excavated areas. However, it should be noted that the site does lie within an area of potentially high archaeological significance and the possibility of archaeological deposits existing in the wider area still remains, particularly to the west of the road where undisturbed ground was observed.

## **7. SOURCES**

### **Published**

Brown, D.H., 2007. *Archaeological Archives: A guide to best practice in creation, compilation, transfer and curation*. Institute of Field Archaeologists.

### **Database**

Dyfed Archaeological Trust Historic Environment Record, housed with Dyfed Archaeological Trust in The Shire Hall, Llandeilo, Carmarthenshire, SA19 6AF

RCAHMW Coflein Database <http://www.coflein.gov.uk/>

Brithish Listed Buildings Online <http://www.britishlistedbuildings.co.uk/>

### **Cartographic**

Ordnance Survey. 2003. *1:25 000. Pembrokeshire*.

# **A4075 ROAD IMPROVEMENTS, CAREW, PEMBROKESHIRE: ARCHAEOLOGICAL WATCHING BRIEF**

RHIF YR ADRODDIAD / REPORT NO. 2015/44  
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Gorfennaf 2015  
July 2015

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

**Charles Enright**

Swydd / Position: **Archaeologist**

Llofnod / Signature .....  Date: 20/07/15

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

**James Meek**

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

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

Llofnod / Signature .....  Date: 20/07/2015

*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

