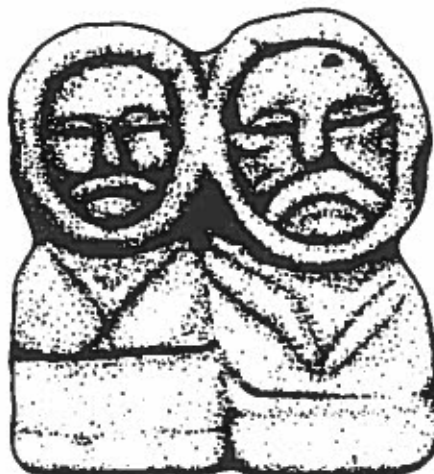


Cambrian Archaeaeological Projects

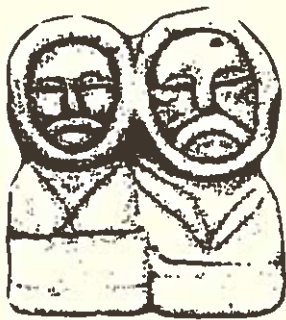
LLANDYSUL BYPASS

Desk-Top Assessment and Field Search

By Richard S Jones MA



CAP Report No: 122



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8th June 2001

Dear Ms. Rowley-Williams,

Llandysul Bypass - Archaeological Desk-based Assessment and Field search.

Please find enclosed a copy of the above report, undertaken by CAP Ltd. in Feb. 2000.

If you have any queries or require further information, please do not hesitate to contact me.

Yours sincerely,

Ian Halfpenney
(Senior Project Officer)

2 New sites identified. -

DESK-TOP ASSESSMENT AND FIELD SEARCH

Llandysul Bypass

By Richard S Jones MA

**Prepared for:
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**On behalf of:
Ceredigion County Council**

Project No: 122

Date: 22nd Febuary 2000

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1 Introduction and Methodology

- 1.1 Excal Limited have been appointed by Ceredigion County Council to undertake an environmental assessment for a proposed bypass around the town of Llandysul. For this bypass two possible routes have been proposed, both beginning near the Rhyd-y-Galfe, situated along the southern end of the A486, immediately west of Llandysul. From here this route then heads north-east toward the northern end of the same A486 road passing between Gilfach-wen Uchaf and Gilfach-Wen Isaf. From here two optional routes have been proposed, either, to head north through the place known as Castell Gwillim or to carry on in a north westerly direction passing by the place known as Llyn Fran until eventually linking up with the north western course of the A486(Fig 1)
- 1.2 Cambrian Archaeological Projects were requested on 9th February 2000, by C. T Morgan of Excal Limited to undertake a 4-day Archaeological Desk-Top Assessment and Field Search for the two proposed routes.
- 1.3 The proposed routes curve west of the present A486 alignment that runs straight through the centre of Llandysul. Excal Limited provided a base map to a scale of approx. 1:10000 showing the two proposed routes (Fig 1).
- 1.4 The study area comprised a corridor of 100m either side of the centre line of the proposed bypass options. The results presented here run from the south to north along the proposed routes.
- 1.5 The Desk-Top Assessment comprised the study of all material listed as follows: the Regional Sites and Monuments Record; the National Monuments Record; the National Library of Wales; aerial photographs, maps and historical documents.
- 1.6 Following the Desk-Top Assessment the study area was field walked to identify, and confirm the existence of, any archaeological sites, study the nature of field boundaries crossed by the route, and look at the topography of the proposed routes. Historical maps were also consulted in an attempt to date the field boundaries.
- 1.7 The assessment methods used followed that detailed in the DMRB, Volume 11, Section 3, part 2. All sites identified have been categorised following guidelines set out in the DMRB. The allocation of a site to a category defines the archaeological significance of that site. The categories are described as follows:
 - Category A – Sites of National Importance. Scheduled Ancient Monuments, Listed Building and sites which meet the criteria for scheduling or listing. Recommended sites will be preserved *in situ*.
 - Category B – Sites of regional or county importance. Sites which do not quite meet the criteria for scheduling or listing, but which are of particular importance to the region. Preservation *in situ* shall be preferred, but where damage or destruction is unavoidable, appropriate action will be undertaken.
 - Category C – Sites of district or local importance. Sites which are not of sufficient importance to justify preservation if threatened, but merit adequate recording prior to damage or destruction.
 - Category D – Minor or damaged sites. Sites of minor importance or so badly damaged that too little remains to justify inclusion within a higher category. Rapid recording, either in advance of or during construction, should be sufficient.
 - Category E – Sites needing further investigation. Sites whose importance cannot be determined without further investigation in order to assign them to categories A-D. These sites will be subject to field evaluation.

1.10 The significance of the impact on the cultural heritage has been assessed with regard to the category of the individual site or landscape, based on the following criteria:

- No impact: No impact to sites or landscapes
- Minor impact: Slight damage to sites or landscapes.
- Moderate impact: Small loss due to damage of sites or landscape.
- Major impact: Significant damage or destruction of sites or landscapes.
- Severe impact: Total destruction of sites or landscapes.

1.11 The documentary search for the Desk-Top Assessment, the Field Study and the Report were undertaken by Richard S Jones of Cambrian Archaeological Projects.

1.12 Thanks to all the landowners over the proposed routes who permitted access during the Field Study.

2 Existing Conditions

Geology

2.1 The natural rock in the area is predominantly Carboniferous Limestone. Only one area of rock along the line of the proposed route was noted during the Field Study, in the area known as Castell Gwillim (the north west boundary between the fields 4742 and 4747).

Topography

2.2 The route of the proposed bypass initially runs north for 100m across the Teifi valley until it reaches the River Teifi itself. Having crossed the river the route then follows a slight incline up toward the area known as Gilfach-wen. In this area only 50m to the west of the proposed route is an area of water marked on the modern OS map as a pond. From here the route continues uphill through fields for 500m or so and then the landscape levels out at the top of the rise. From here the route meets the two proposed bypass options, northwards toward Castell Gwillim (option 1) or north-westerly toward the area known as Llyn Fran (option 2). With regard the option 1 route, the landscape is reasonably flat until it meets a small area of Carboniferous limestone at the site of Castell Gwillim. This area is a small gorge or narrow valley that leads down to the settlement known as Cwm-meudwy, 600m to the west. The proposed line of the bypass however will only just clip this rocky valley. Only 20m or so on from here the route passes directly through another water site, Castell Gwillim well or spring. From here the bypass only has 20m or so until it meets its A486 destination.

2.3 As to the option 2 route. From the top of the hill the bypass follows a flat course in a north easterly direction through a series of fields with no geographic features, across the minor road, through a series of fields until eventually meeting up with the north west run of the A486.

2.4 The land in the path of the proposed bypass is predominantly pasture and rough grazing punctuated by walled banks and hedgerow.

Settlements

2.5 No settlements are located within the study area, and no buildings lie within the proposed bypass corridor, apart from a small barn in the small enclosure at the site of Castell Gwillim.

Field Boundaries (see Table 1)

2.6 Most of the present field boundaries can be traced on the 1st and 2nd edition Ordnance Survey map of 1891 and 1905. Some of these boundaries can also be traced on the Llandysul tithe map of 1841.

Option 1 route *From Rhyd-y-galfe side of A486 to Castell Gwillim*

72	Hedge and bank	N/A		
464/465	Hedge and bank	No	Yes	Yes
465/433	Hedge and bank	No	Yes	Yes
433/435	Hedge and bank	Yes	Yes	Yes
433/435/401	Wall and hedge	Yes	Yes	Yes
434/401	Wall and hedge	Yes	Yes	Yes
401/430	Hedge bank	Yes	Yes	Yes
401/495	Hedge and bank	No	Yes	Yes
495/501	Hedge and bank	No	Yes	Yes
501/4772/500	Hedge and bank	No	Yes	Yes
4772/4773	Hedge and bank and track	No	Yes	Yes
4773/4748	Hedge and bank	No	Yes	Yes
4748/4747	Wall, hedge and bank	Yes	Yes	Yes
4747/4742/4749	Wall, hedge and bank	Yes	Yes	Yes
4749/4744	Wall, hedge and bank	No	Yes	Yes
4744/4698	Hedge and bank	No	Yes	Yes

Option 2 route *As above however from field no 401/495 onwards*

401/495	Hedge and bank	No	Yes	Yes
495/501	Hedge and bank	No	Yes	Yes
501/4749	Wall, hedge and bank	Yes	Yes	Yes
4749/502	Hedge and bank	Yes	Yes	Yes
502/4767	Hedge and bank	No	Yes	Yes
4767/4766	Hedge and bank	No	Yes	Yes
4766/4764	Hedge and bank	No	Yes	Yes
4764/4755	Hedge and bank	Yes	Yes	Yes

Table 1: Details of field boundaries

However with regard the field boundaries south of the Teifi river, these are within the parish of Llangellar, and the tithe map is extremely damaged, making interpretation very difficult if not impossible.

- 2.7 The field boundaries vary in form from small low banks with hawthorn hedgerow, to fairly large hedge banks with walling. A list of all of the field boundaries in the study area is given in Table 1. This table provides the location (by field number as marked on 1st & 2nd edition OS maps), the material used in construction, and the first map on which the boundary is recorded.

Railway

- 2.8 The railway line that runs east-west linking Llandysul runs between Llandysul and the present A486 road. Today this section of railway is abandoned and is a ditch and embankment. This section does not appear on the 1st edition OS map, but is present on the 2nd edition 1905 OS map, so sometime between these two editions it was completed.

The Archaeological Resource

- 2.9 In total four significant archaeological sites have been recorded from the Desk-Top Assessment and Field Study. The most significant of these sites appears in the Regional Sites and Monuments Record, and lies directly in the path of the proposed option 1 bypass, that of Castell Gwillim (Site 3). The other sites (Sites 1 and 2) are situated north of the Teifi river and between Gilfach-wen uchaf and Gilfach-wen isaf. These are earthwork features recorded from the study of aerial photographs and through the results of field walking. These features are likely associated with the early Gilfach-wen mansion estate. The last site (Site 4) is a spring or well and pond immediately north of Castell Gwillim and likely associated with it.

- 1.13 The archaeological resource, beginning from the southern end of the proposed bypass is as follows:

Site 1. Two positive crop mark features in field (Field no: 464) immediately on the north bank of the Teifi. Likely an old field system with early field boundaries. Also evidence of ridge and furrow. Category C.

42784.

Site 2. Series of linear features within field (Field no: 433/435). Two low banks running in a north east to south west direction. Possible remains of early field system however could be evidence for an early settlement, especially with regard the close proximity of the pond as a water source. Category E.

42785.

Site 3. Castell Gwillim (SN408418). Within the SMR this site is recorded as being a defended enclosure, whose period is uncertain, possibly either Iron Age or Roman, and marked as an earthwork observed in the field in 1977. According to the Cardiganshire County History, Castell Gwillim is recorded at the time as having '....a slight bank, with no visible ditch, (*which*) apparently formed the corner of a rectangular enclosure. The site is heavily overgrown and largely obliterated.' (CCH, Vol 1, 1994).

Castell Gwillim is marked on all documentary sources studied. On the 1841 tithe map of Llandysul, Castell Gwillim is only marked as a place name next to a roofed structure in the position of the present house (no rectangular enclosure is marked). According to the tithe this land used to be owned by a Reverend Thomas Lloyd who rented it out to one Mary Jones. Also of interest on the tithe map is mention of two fields further north of Castell Gwillim marked also as Castle Gwillim, presumably land owned by the aforementioned Reverend Thomas Lloyd.

On the 1891 OS 1st edition map Castell-Gwylm, as it was then called, is shown as a house site and a small rectangular enclosure (field no: 4747). The same is true of the OS 2nd edition map.

The aerial photographs of 1955 for this site show evidence of surviving earthwork remains however their true shape and form is uncertain from this source alone. Field walking this area revealed very little, the earthworks that appear in the 1955 AP's not being clearly present on the surface at all. Any earthwork remains would seem to have either been filled in or obliterated. At present the site is being heavily trampled by cattle. Having said this however, immediately outside of the rectangular enclosure, on the south-west side there would appear to be a very low and shallow *ditch* running in a south west to north easterly direction, only about 6m in length until its presence appears to fade away into the field (field no:4741)

With regard its topographic position within the landscape Castell Gwillim is most certainly in a favourable location positioned on a rocky outcrop overlooking the landscape to the south west. Category A.

Site 4. Spring/well and pond immediately north of Castell Gwillim. This site is entered via a wrought iron 19th century 'kissing gate' (Field no: 4744). Marked on 1st & 2nd edition OS maps. Spring is still active. As a site on its own it is a Category C, however because of its close proximity to Castell Gwillim and likely association with it, Category A.

2 Assessment of effects

- 3.1 The proposed route (option 1) of the Llandysul Bypass will cut through 16 of the existing field boundaries recorded in Table 1 and shown in Fig 2. None of these are considered features of great archaeological significance therefore there would be no or very minor impact. However the route would cause moderate impact to Site 1 as the major features do appear to be within 50m of the proposed route. With regard Site 2 the route would cause a major impact. As to Site 3 (Castell Gwillim) and Site 4 the option 1 route would have a severe impact.
- 3.2 With the severe impact on Sites 3 and 4 in mind the option 2 route would obviously be favourable. The proposed route (option 2) would cut through 15 existing field boundaries recorded in Table 1 however because of the positions of Sites 1 and 2 this route would be unfavourable without further archaeological evaluation in the form of survey plotting and trial trenching so as to establish the sites extent, date and nature.
- 3.3 Other than the sites aforementioned the proposed routes would destroy any undiscovered archaeological sites, however the likelihood of further sites is considered to be low.

4 Mitigation

- 4.1 Because the proposed route (option 1 and option 2) of the Llandysul Bypass would run directly through significant archaeology (Sites 1-4), especially the site of Castell Gwillim and its associated site, mitigation strategies would inevitably be required.

5 Summary of the effects

- 5.1 The proposed Llandysul Bypass scheme would destroy a number of 19th century field boundaries, however they are not themselves of great archaeological significance. Of greater significance however the proposed routes would inevitably destroy the archaeological sites within the area of Gilfachwen(both options 1 and 2) as well the destruction of the Castell Gwillim site (option 1). The discovery of any further sites other than those mentioned is considered low.

6 References

- 6.1 Unpublished maps consulted are as follows:

- i) 1841 Tithe map for Llandysul parish
- ii) 1841 Tithe map for Llangellar parish

- iii) 1st edition Ordnance Survey map 1891. 1:10560
- iv) 2nd edition Ordnance Survey map 1905. 1:10560
- v) Old series Ordnance Maps of England and Wales 1830
- vi) Surveyors Map of Llandysul parish 1811.
- vii) Modern Ordnance Survey map. 1:10000

6.2 Unpublished aerial photographic collections searched are as follows:

- i) Vertical aerial photographs in the Royal Commission on Ancient and Historic Monuments. Aberystwyth.
- ii) Aerial photographic collection at Dyfed Archaeological Trust. Llandeilo

6.3 Other collections searched:

- i) Archaeology in Wales. Vol 31, 1991
- ii) Cardiganshire County History, SN44. Vol 1, ed. J.L. Davies + D.P. Kirkby, 1994.
- iii) Dyfed Archaeological Trust, for listing of sites and monuments.

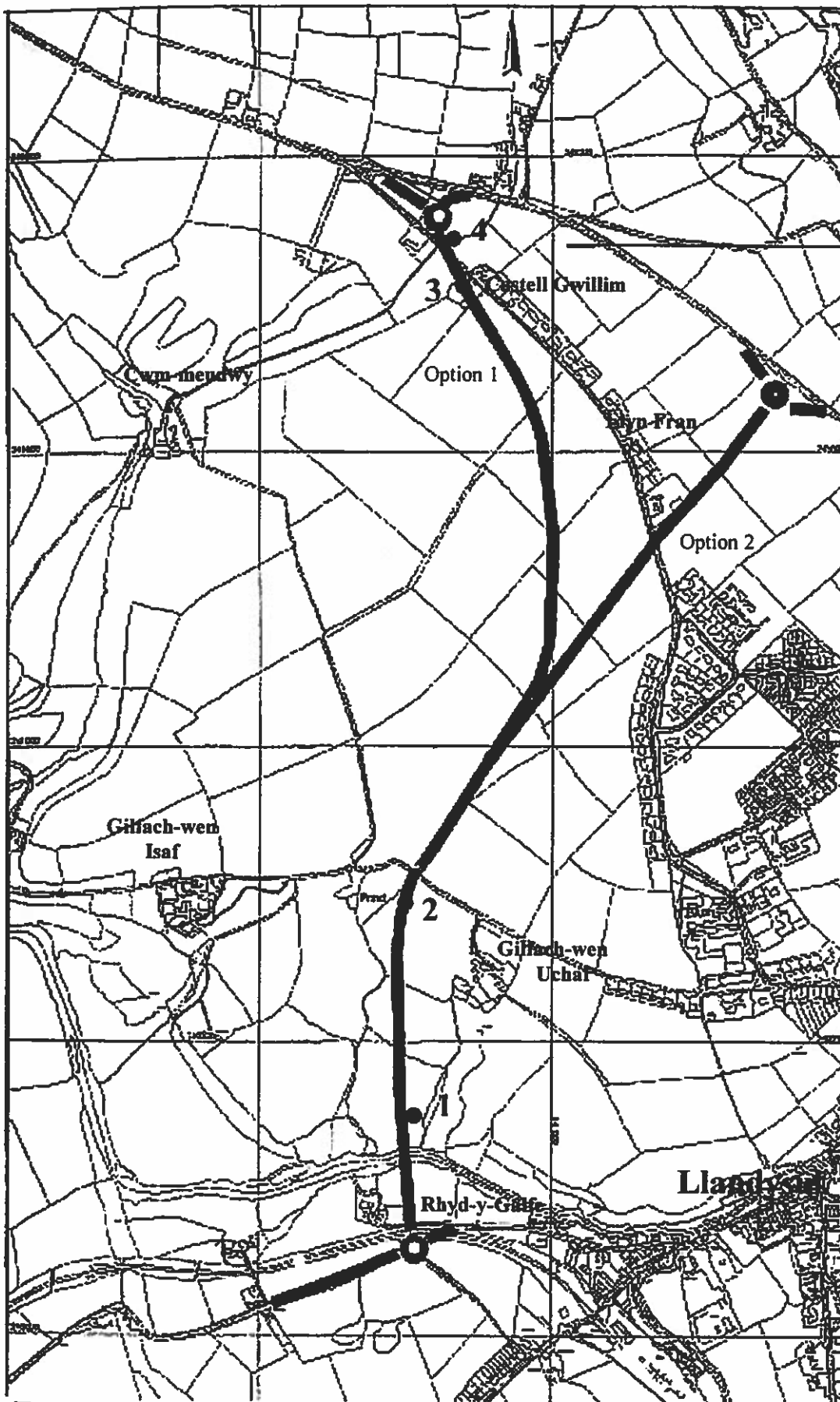


Fig 1. Course of proposed Llandysul Bypass showing Archaeological features

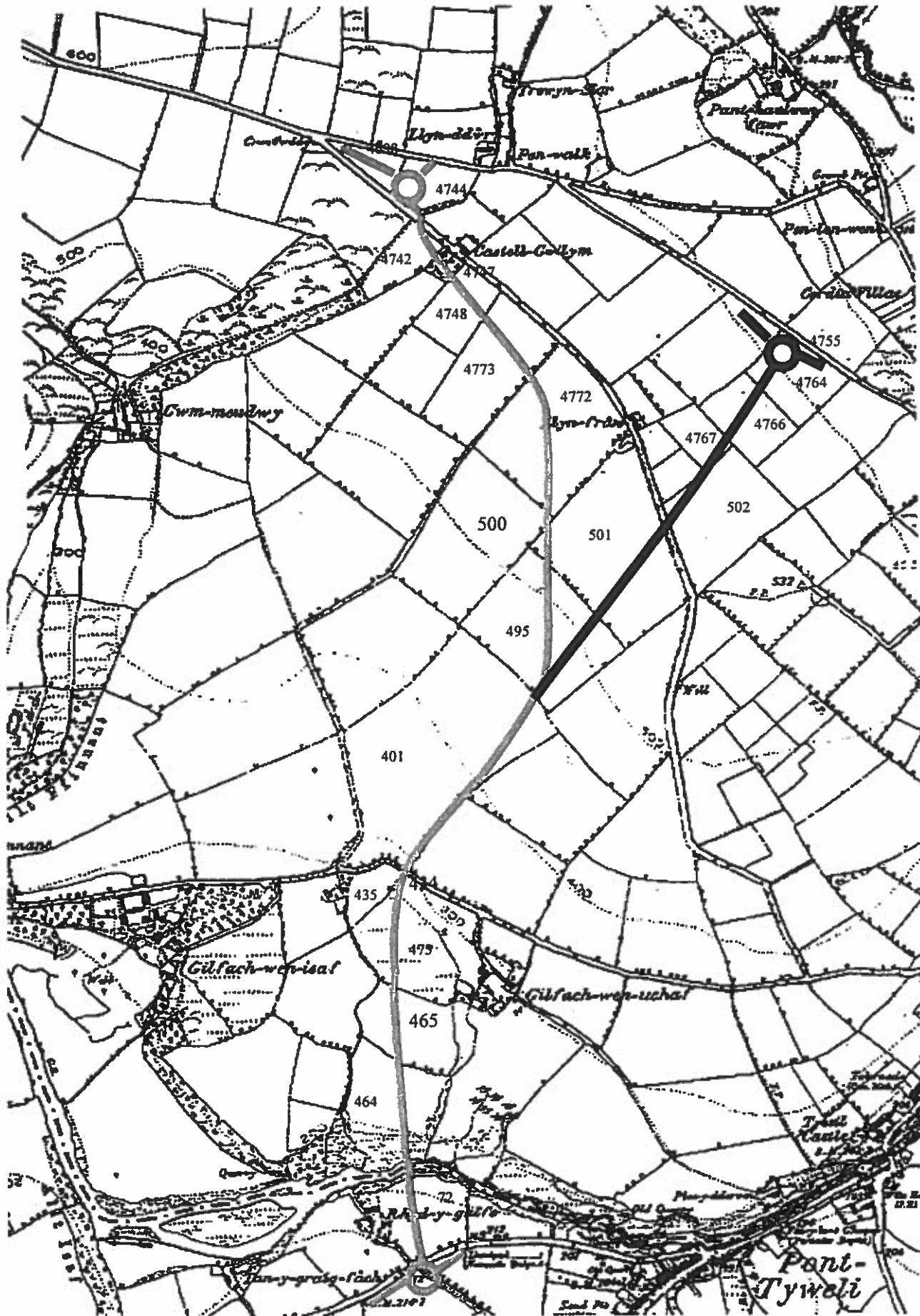


Fig 2 OS 2nd edition 1905 map showing course options for proposed Llandysul By-pass.

