
A470 Trunk Road Llanrwst to Hafod Improvement



Archaeological Assessment

GAT Project No. 1802

Report No. 608

October 2005

**A470 TRUNK ROAD LLANRWST TO HAFOD
IMPROVEMENT**

ARCHAEOLOGICAL ASSESSMENT

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Prepared for
TACP,
Cardiff

By

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**Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust**

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ARCHAEOLOGICAL ASSESSMENT

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ARCHAEOLOGICAL ASSESSMENT

SUMMARY

An archaeological assessment was carried out in advance of road widening and improvement south of Llanrwst, Conwy. The development area lies in a part of the Conwy Valley occupied by a number of farms of historic interest representing a farming landscape with a field pattern little changed from the 18th century but with the actual settlements and some fragments of the fields and tracks being relicts from at least the 16th century.

The assessment involved consultation of existing records, maps, documents and aerial photographs and a field search. Existing records identified only three relevant archaeological or historic features within the Gwynedd Historic Environment Record (HER) that were relevant to the assessment. The field search identified four archaeological or historic features that actually lay within the construction area. Three were categorised as of district or local importance and one of minor importance. The features are all of relatively low value although a watching brief and possible detailed recording was recommended for two features and four areas were identified as requiring watching briefs.

Five hedges were identified of possible early (pre-1750) origin. Two of these fall within the criteria of importance set down in the Hedgerow Regulations 1997 and these also form part of one of the recorded archaeological features. One other hedge could be of importance but requires further investigation.

Four areas were identified with above average potential for the presence of undiscovered archaeological remains. It is recommended that a comprehensive watching brief be maintained during soil stripping operations.

1 INTRODUCTION

Gwynedd Archaeological Trust was asked by TACP (Cardiff) to carry out an archaeological assessment in advance of road construction and improvement south of Llanrwst in the Conwy Valley for approximately 1.9km between approximately SH 80756040 and SH 80755855. It comprises widening of the road and incorporation of a new cycle and footpath. The extension will be confined to a narrow strip alongside the west side of the present carriageway except in its central part where it cuts across a bend in the old road, taking in a substantial area of new land. It is estimated that the whole new intake of land for the road will be between 1.9 to 3.0ha (5 to 7.5 acres).

The southern part of the road adjoins the Snowdonia National Park.

The road crosses the upper part of the main Conwy Valley, an area of sparse settlement but a rich pasture and former arable landscape with a scatter of farms of sub-medieval or possibly medieval origin. There are few traces of landscape features predating the 18th century because of wholesale reorganisation of the field pattern about that time, to that of the present generally rectangular fields.

2 SPECIFICATION AND PROJECT DESIGN

The basic requirement was for a desk-top survey and field search of the proposed area, in order to assess the impact of the proposals on the archaeological features within the area concerned. The importance and condition of known archaeological remains were to be assessed, areas of archaeological potential and new sites to be identified. Hedgerows of archaeological or historic importance were to be identified. Measures to mitigate the effects of the construction work on the archaeological resource were to be suggested.

Gwynedd Archaeological Trust's proposals for filling these requirements were as follows:

- Desktop study
- Field walkover
- Initial report

3 METHODS AND TECHNIQUES

3.1 Desk top study

This comprised the consultation of maps, documents, computer records, written records and reference works, which form part of the Historic Environment Record (HER), located at GAT, Bangor. The archives held by the Conwy Record Office, Llandudno and of the University of Wales, Bangor, were also consulted. Information about listed buildings was consulted by means of Cadw records held in the Gwynedd HER and by consultation of CARN (Core Archaeological Index), which is the online index of the Royal Commission on Ancient and Historic Monuments, Wales.

Sites, buildings and find spots listed in the GAT HER were identified (Fig. 1) within two zones: those within about 500m of the route were identified to give background information relevant to understanding the area, and finally those directly on the easement route, which might be physically affected by construction.

3.2 Field Search

This was undertaken on the 26th of September 2005. The whole route was walked over and notes and photographs taken. A large part of the route consists of a widening of the present road along a strip some 10m wide. Part of the route, however, west of Plas Tirion cuts through a wide strip of new land, where the new road bypasses a bend. The route passes mainly through well-grazed pasture, but in one place arable fodder crops although all are fields that are easily visible.

The archive is stored with GAT as Project No. G1802.

The route was been divided into convenient topographic units of *c.* 400m length, L1 to L5, to assess the general environmental impact of the construction and for reference to the observed archaeological potential of areas of the route. Features of archaeological or historic interest were numbered F1 to F4 and hedgerows of historic or archaeological interest were numbered H1 to H3.

3.3 Report

The available information was synthesised to give a summary of the archaeological and historic background and of the assessment and recommendations, as set out below. The separate features, their evaluation and recommendations are listed separately, and a summary of the overall assessment of the area is given at the end.

The criteria used to assess the importance of hedgerows affected by the scheme were those set out in The Hedgerow Regulations 1997. Consideration was also given a discussion of proposed revisions to these criteria set out in a subsequent paper (DEFRA 1999).

The criteria used for assessing the value of any features found is based upon those used by the Secretary of State for Wales when considering sites for protection as scheduled ancient monuments, as set out in the Welsh Office circular 60/96. The definitions of categories used for impact, field evaluation and mitigation are set out below.

3.3.1 Categories of importance

The following categories were used to define the importance of the archaeological resource.

Category A - Sites of National Importance.

Scheduled Ancient Monuments, Listed Buildings of grade II* and above, as well as those that would meet the requirements for scheduling (ancient monuments) or listing (buildings) or both.

Sites that are scheduled or listed have legal protection, and it is recommended that all Category A sites remain preserved and protected *in situ*.

Category B - Sites of regional or county importance.

Grade II listed buildings and sites which would not fulfil the criteria for scheduling or listing, but which are nevertheless of particular importance within the region.

Preservation *in situ* is the preferred option for Category B sites, but if damage or destruction cannot be avoided, appropriate detailed recording might be an acceptable alternative.

Category C - Sites of district or local importance.

Sites which are not of sufficient importance to justify a recommendation for preservation if threatened.

Category C sites nevertheless merit adequate recording in advance of damage or destruction.

Category D - Minor and damaged sites.

Sites that are of minor importance or are so badly damaged that too little remains to justify their inclusion in a higher category.

For Category D sites, rapid recording, either in advance of or during destruction, should be sufficient.

Category E - Sites needing further investigation.

Sites, the importance of which is as yet undetermined and which will require further work before they can be allocated to categories A - D are temporarily placed in this category, with specific recommendations for further evaluation. By the end of the assessment there should be no sites remaining in this category.

3.3.2 Definition of Impact

The impact of the road development on each site was estimated. The impact is defined as *none, slight, unlikely, likely, significant, considerable or unknown* as follows:

None:

There is no construction impact on this particular site.

Slight:

This has generally been used where the impact is marginal and would not by the nature of the site cause irreversible damage to the remainder of the feature, *e.g.* part of a trackway or field bank.

Unlikely:

This category indicates sites that fall within the band of interest but are unlikely to be directly affected. This includes sites such as standing and occupied buildings at the margins of the band of interest.

Likely:

Sites towards the edges of the study area, which may not be directly affected, but are likely to be damaged in some way by the construction activity.

Significant:

The partial removal of a site affecting its overall integrity. Sites falling into this category may be linear features such as roads or tramways where the removal of part of the feature could make overall interpretation problematic.

Considerable:

The total removal of a feature or its partial removal which would effectively destroy the remainder of the site.

Unknown:

This is used when the location of the site is unknown, but thought to be in the vicinity of the proposed road.

3.3.3 Definition of field evaluation techniques

Field evaluation is necessary to fully understand and assess class E sites and to allow the evaluation of areas of land where there are no visible features but for which there is potential for sites to exist. Two principal techniques can be used for carrying out the evaluation: geophysical survey and trial trenching.

Geophysical survey most often involves the use of a magnetometer, which allows detection of some underground features, depending on their composition and the nature of the subsoil. The fairly level land in the floor of the Conwy valley probably has a subsoil of even composition, such as silt or gravel and this would be suitable for geophysical survey.

Trial trenching allows a representative sample of the development area to be investigated at depth. Trenches of appropriate size can also be excavated to evaluate category E sites. Trenching is typically carried out with trenches of between 20 to 30m length and 2m width. The topsoil is removed by machine and the resulting surface is cleaned by hand, recording features. Depending on the stratigraphy encountered the machine may be used to remove stratigraphy to deeper levels.

3.3.4 Definition of Mitigatory Recommendations

None:

No impact and therefore no requirement for mitigation measures.

Avoidance

Where possible, features that may be affected should be avoided. Sometimes this could mean a change in layout, design or route. More usually it refers to the need for care during construction to avoid accidental damage to a feature. This may be achieved by marking features or areas, for example with warning tape, before work starts, or in sensitive cases carrying out a watching brief.

Detailed recording:

Detailed recording requires a photographic record, surveying and the production of a measured drawing prior to the commencement of the works on site.

Archaeological excavation may also be required depending upon the particular feature and the extent and effect of the impact.

Basic Recording:

A photographic record and full description, and limited measured survey where applicable.

Watching brief:

Requiring observation of particular identified features or areas during works in their vicinity. This may be supplemented by detailed or basic recording of exposed layers or structures.

4 ARCHAEOLOGICAL RESULTS

4.1 Topographic description

The Conwy Valley is a steep-sided, U-shaped, glacially-scoured valley following a natural geological feature, the junction between Ordovician beds of slate on the west side and Silurian shales on the east side (Smith and

George 1961). The road line cuts across a slight protrusion of the shales in its central part but the remainder cuts across valley-bottom deposits of alluvium.

The Conwy Valley can be regarded as having three zones in terms of past land-use, first the valley floor, second the high mountainous uplands, which rise abruptly on the west side of the valley and third the lower plateau to the east. There are some areas of raised lowland within the valley towards its mouth, north of Tal-y-bont but the remainder, including most of the area of the present road improvement scheme is flood plain.

The land crossed by the road is all classified as of Grade 3, Good to Moderate Agricultural Potential (MAFF 1977) and as such would be likely to have attracted early farming and possibly settlement.

4.2 Archaeological and historical background

As a whole there are relatively few recorded prehistoric sites or finds in the Conwy valley itself, these being mainly confined to the uplands and those mainly on the uplands to the west. The exceptions are two Neolithic chambered tombs, both in slightly raised valley lowland, one at Hendre Waelod south-west of Llansanffraid Glan Conwy, the other, Porth Llwyd, now destroyed, at Dolgarrog. Two other possible chambered tombs in the valley, recorded in the 18th and 19th century at Tal-y-cafn and Ty'n y groes no longer exist and may have been natural groups of stones.

Burial monuments of the second millennium BC are quite frequent in the uplands to the west of the Conwy Valley and a number are also known on the plateau to the east. None are known within the valley itself apart from the tumulus at Bryn yr Odyn, close to the present scheme (shown on fig. 1), though this is an uncertain site that could be a natural feature. However, aerial photographic study of other similar valleys, such as the Tanat Valley north of Welshpool, has shown quite numerous features of the 2nd millennium and earlier, now surviving as subsoil features such as ditches (Gibson 1998). The same could be true in the Conwy Valley, an area that has not yet been the subject of similar survey.

Settlement activity in the 1st millennium BC in this area is known mainly in the higher land around the valley with only two examples known from the lower ground of the valley. These are not on the valley floor but on ground raised slightly at about 75m OD near Rowen. The absence of settlement remains on the plateau to the east is notable, where it might be expected. However, the presence of three defended enclosures of that period there suggest that evidence of accompanying open settlements may be masked by the result of prolonged cultivation. One of the defended enclosures, a major hillfort at Cefn Coch, Maenan, has been totally levelled, and other sites may well exist as below ground archaeology, with no upstanding features remaining. Use of the better land in the valley bottom for arable cultivation would have similarly masked any archaeological remains.

The valley floor was occupied in the Roman period with a major auxiliary fort at Caerhun (*Canovium*), occupied in the 1st and 2nd centuries AD, close to the River Conwy. The site seems to have been chosen to take advantage of the river for transport. Recent geophysical survey (see Hopewell 2003) has demonstrated the presence of a considerable attendant civilian settlement outside the fort and it can be presumed that the valley was well used in that period. It is clear that there must have been a Roman road down the west side of the valley providing a link to the fort at Bryn y Gyfeiliau, Capel Curig. It has also been suggested that there was a road down the east side of the valley via Capel Garmon and Pentrefoelas leading to Wroxeter. This may be indicated by the discovery of an important Roman period find from Capel Garmon. The find of a Bronze Age palstave (axe, Fig. 1) along this route may indicate that it had even earlier origins. This route lay within the study area, following approximately the northern half of the improvement scheme (fig. 8 – blue road), but any traces of activity of this early period are almost certainly lost due to subsequent road building.

Llanrwst lies at a distance of 1.5km and is the major historic settlement of the area with medieval origins and records from the first half of the 14th century although earlier settlement is assumed as the town lay at the head of navigation and perhaps the first fording point of the river. However, it was partially destroyed by Owain Glyndwr about 1400 and did not recover fully for two centuries (Soulsby 1983, 172-3). From the 17th century it became an important and prosperous market town as a centre for the local wool trade.

The town lies at a crucial crossing point, at the head of the navigable section of the Conwy. The existing bridge, built in 1633, replaced an earlier one that was recorded as being in a precarious state. The town's

fortunes were tied up closely with the Gwydir Estate and the Wynne family from the end of the 16th century. The estate of Plas Tirion, close to the present development, is a fine gentry house of the late 16th century. Hafod also has evidence of origins of a similar period, and both houses belonged to members of the Wynne family at the time of the Tithe survey in 1842, though the main estate had passed by marriage into the Willoughby D'Eresby family in 1678. The Mostyn Estate was the largest landowner here, including the farms of Bryn yr Odyn, Siambar Wen and Berdd Ddu. At the time of the Tithe survey much of the land was arable, though most is now pasture. There were also some attempts at lead mining on the slopes adjoining the valley here (fig. 1) (Bennett and Vernon 1989-1995)

Although well settled, the southern part of the development area was not served by a main road before the early 19th century, when the present A470 was constructed. Prior to the turnpike road improvements the area would have been crossed by a network of winding tracks suitable for travel on horseback or foot, but little else. One of these tracks survives as a discontinuous abandoned lane adjoining the west side of the A470, north of Hendre Wen (fig. 8 – green road). Its course to the east survives as a minor road, still in use. This track continued to the north along the river bank and can be traced as far as Llanrwst. It is shown on the 1838 Ordnance Survey map (fig. 6). This track was partially destroyed by the construction of the railway (opened 1868) and attendant flood banks, perhaps built at a similar time. The former importance of this track is perhaps indicated by its use as the parish boundary.

The other early route across the area was along the line of the existing A470 as far as Siambar Wen, where it continued up the slope past Plas Tirion and Cilcennus. This section of the road is now indicated only by tracks and footpaths since it was abandoned in favour of a shorter connection to the valley floor after construction of the line of the A470 (fig. 8 – blue broken line).

The early road through Capel Garmon (possibly Roman in origin) became a secondary route when the formation of the Caernarfonshire Turnpike Trust in 1765 led to the improvement of the road between Llanrwst and Pentrefoelas, a little to the east (fig. 8 – orange road), between 1770 and 1790 (Dodd 1925, 132).

The road forming the southern part of the development area following the present A470 to Bettws y Coed, was not constructed until after Telford had built his new Shrewsbury to Holyhead road and the Waterloo Bridge at Bettws y Coed was in place. The road is not shown on Moll's map of 1724 (fig. 2), nor on John Evan's map of 1797 (fig. 3) or Telford's map of 1811 (fig. 4). Telford began his road in 1818 and it was completed in 1821. The Llanrwst to Bettws link over the Waterloo Bridge is likely to have been completed about this time, and is shown on a map of 1830 by J and A Walker (UWB Misc. 7/139).

By the time of the 1838 map the road certainly existed (fig. 6) although its line was much more winding than that shown on the 1880 Ordnance Survey map (fig. 7). The generally late period of this road is shown by the way that it crosses the 18th century field pattern for most of its route. This means it was crossing new land, providing greater potential for survival of earlier archaeological remains than would have been the case if it was a route of much earlier origins and continued in use.

4.3 General archaeological assessment (Fig. 8)

L1. Bryn yr Odyn to Bryn Derwen

The present road consists of a realignment of a formerly double bend to a straight line. The bends of the former road (of 19th century origin) remain as areas of dense scrub. The new road is built on a slight terrace above the flat pasture (fig. 9), which reaches a maximum height of approximately 2.5m close to a stream east of Cae'r Berllan. The road is also slightly terraced into the slope at the east side. The pasture level is low and fairly level but not flood plain, being on a very gentle slope (fig. 10). There are no discernible earthwork features. The area has no specific potential in terms of topography although such good quality, fairly level land would have always been attractive to settlement and centuries of ploughing could have hidden earlier features. Evidence from aerial photographs in other valleys such as the Clwyd, Tanat and Upper Severn has revealed the presence of prehistoric features in similar locations to this. The present garage just north of Berth Ddu was formerly a smithy, marked on the OS maps as 'Hen Efail'.

L2. Bryn Derwen

Bryn Derwen is built on a slight promontory, which extends slightly into the valley, and here the road runs across a gentle slope, north of Bryn Derwen on a slight terrace, and south of Bryn Derwen in a slight cutting. The land adjoining is all permanent pasture and there are no discernible features. A stream crosses under the

road by a culvert at the north side of Bryn Derwen and this has some potential for Bronze Age burnt mound activity (fig. 11). Just to the south, on slightly higher ground, is the platform or terrace of a barn or shed, probably of post-medieval date put potentially earlier (Feature F2). The higher part of the promontory, directly west of Bryn Derwen, being raised ground that overlooks the valley floor, has some potential for burial or settlement activity (fig. 12).

L3. Bryn Derwen to Plas Tirion

The road runs through a slight cutting south of Bryn Derwen for about 200m (fig's 13-14). A curving hedge line approaches the west side of the road here, which seems to be a remnant of a boundary predating the rectilinear 18th century pattern. At the point where this boundary meets the road there is a hollow with exposed shale bedrock on the uphill side which is used as an animal pound (fig. 15). The proposed improvements will cut across the slight bend here, taking in an area of new ground, principally arable land that has been regularly ploughed (fig. 16). There are no discernible features but the good soils and negligible slope make it attractive land for early activity.

L4. Plas Tirion to Hendre Wen

From the minor road by Plas Tirion the land drops to fairly level valley-bottom land (fig. 17). An early road, pre-dating the turnpike roads of the late 18th century, crosses the A470 on this stretch (feature F3 below). It is visible as a double hedged sinuous green trackway that forms the community boundary (fig. 18). The track has been removed to the north by flood protection works but on the mid-19th century OS map continues almost to Llanrwst (fig. 6). There are no discernible archaeological features in the remainder of the route here.

L5. Hendre Wen to Cilcennus

Throughout this section the land is fairly level, running along the valley bottom, and consists of pasture fields that have been ploughed in the past (fig. 20). There are no discernible features, although it has good potential for prehistoric activity, particularly in the vicinity of the stream Afon Gallt y Gwysg. Close to Hendre Wen is a 19th century milestone (feature F4) without its plaque (fig. 19).

4.4 The Archaeological Survey (Fig 8)

Feature F1 Mile post

SH 80706037

Period: Post-medieval

Category: D. Impact: Possible

A mile post marked on the modern Ordnance Survey 1:10000 map, belonging with the abandoned line of the pre-modern line of the A470 road (Fig. 8). Not seen. If it still exists, it is hidden in dense scrub that has grown over the abandoned earlier road line.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Avoidance or re-instatement if the feature is located.

Feature F2 Building platform

SH 80855970

Period: Post-medieval/Medieval

Category: C/D. Impact: Considerable

A rectangular platform is cut into the top of a slight knoll about 4m west of the A470 road, west of Bryn Derwen. It is about 8m by 4m and nothing remains of any structure, showing that it had been a timber building, probably a hay-barn or cattle-shed. A blocked-in gateway in the road-side wall close to the terrace indicates that it was certainly still in use while the road was as it exists today and so probably within the 20th century. However, it could have been constructed at a somewhat earlier date and a medieval or early post-medieval date is not impossible.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Watching brief and detailed recording.

Feature F3 Track

SH 80855904

Period: Medieval-Post-medieval

Category: C. Impact: Slight

This double-hedged track (Fig. 18), already discussed, is of interest as a relict part of the historic landscape. As an extensive linear feature and one that may have been in use until at least the mid 19th century the track itself requires no response but the adjoining field banks, which will be truncated during road construction could overlie fragments of early landscape so should be subject to a watching brief with detailed recording and possibly environmental sampling.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Watching brief and detailed recording

Feature F4 Mile stone

SH 80845882

Period: Post-medieval

Category: C. Impact: Likely

A slate mile stone on the east side of the A470 road east of Hendre Wen. It is marked on the modern Ordnance Survey map and its inscription was shown on the 1880 Ordnance Survey map (Fig. 7). However, the inscription was on a plaque fixed to the upright and the plaque is now missing (Fig. 19). Possibly it has been removed by the Council for safekeeping prior to the road improvements and if so should be replaced in a safe position, by the side of the proposed footpath and cycle way. If it has been stolen a replica should be made and replaced.

It is a relict part of the historic landscape and of particular relevance to the road scheme as a piece of historic road furniture. If its plaque can be found it would merit listing as a historic feature.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Re-instatement

4.5 The Hedgerow Survey (Fig. 8)

A difference must be discerned between the historical or archaeological value of hedges. The criteria for importance as defined by the regulations (1997) mean that a hedgerow must be a historic boundary or be a direct part of an important archaeological monument, building or field system. However, there can be lesser degrees of importance and so the categories of importance as defined for archaeological features (3.3.1 above) has been used. Field boundaries themselves can also be of value even though they may not be hedges but just as banks or walls. In the area being assessed, as described above, the majority of the fields are large and laid out on a sub-rectangular pattern, deriving from an 18th century or possibly early post-Medieval layout. However, there are a few boundaries that do not fit this pattern because they are curvilinear in plan. Most of these can be explained simply because the field pattern has been laid out to fit the shape of streams crossing the area, such as that on the west side of the road, south-west of Bryn Derwen, or that on the west side of the road, south of Hendre Wen. They could well then just be an irregular part of the rectilinear field system.

Three other curving boundaries are determined by the shape of curving tracks, alongside which they lie. These curving tracks themselves are all likely to have their origins before the layout of the rectilinear field system and one of them continues today as a minor road.

The locations of each of the hedges, although linear features, are given as a single grid reference at the point where the hedges meet the existing A470 road.

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Hedge H1

SH 60245975

Period: Pre-1750

Category: E. Impact: Unlikely

One other hedge can also probably be regarded as part of an earlier field pattern. This is a sinuous curvilinear boundary south of Bryn-yr-Odyn. This boundary can be traced upslope to the east alongside several fields to curve around to the north. It probably forms a property boundary around Bryn-yr-Odyn and the cohesive, nuclear nature of the area of land it contains suggests that it dates from a period before all the land around was enclosed. It could therefore be an important hedgerow on one of the accepted criteria, although the antiquity of Bryn-yr-Odyn would need to be confirmed as pre-1600 by further research. As the hedge terminates a little way east of the present road it is unlikely to be affected and so no mitigation has been recommended.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Hedge H2

SH 60885975

Period: Pre-1750

Category: C. Impact: Slight

This lies along the north side of the road to Melin y Coed, north of Bryn Derwen.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Hedge H3

SH 60945939

Period: Pre-1750

Category: C. Impact: Nil

This lies alongside the north side of the farm access track to Siambar-wen.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Both the routes alongside hedges 1 and 2 were probably part of pre-Turnpike tracks (see 4.2 above). The hedges that lie alongside them could therefore also have an early origin. However, there is nothing in their appearance to suggest there is anything ancient about them although they are of the form of hedge-banks, but modified in parts with the addition of drystone walls.

Hedges H4 and H5

SH 60875905 and SH 60865903

Period: Pre-1750

Category: C. Impact: Likely

The third boundary consists of two parallel hedges on banks along either side of a long sinuous trackway identified above (Feature F3) as an early landscape feature. This joins the modern road west of Plas-Tirion and originally continued up the slope to the east. This feature is also an administrative boundary and so the hedges alongside it can be accepted as important in terms of the criteria.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Watching brief and detailed recording

These hedges may also have been recorded as possibly of ancient origin in terms of their species content so the archaeological assessment needs to be compared to the natural history environmental assessment. On immediate inspection only hedge H1 seems to be of interest for its species content. The others seem likely to have been replanted with quickthorn, even if lying on more ancient banks.

5 SUMMARY AND RECOMMENDATIONS

Although the affected area is narrow there are four features requiring mitigation, and four areas with good potential for the presence of archaeological features where a watching brief should be directed. These areas are as follows (Fig. 8):

- A** At the north end of the route, crossing fairly level ground, where early prehistoric features may have been obscured by cultivation.
- B** Where the route cuts across two small streams. Such streams have potential for earlier prehistoric activity, particularly the presence of burnt mounds.
- C** Where the route cuts across a slight raised promontory, west of Bryn Derwen, where the situation may have been favourable for Bronze Age burial.
- D** Where the road crosses level valley-floor fields at the south end of the route where early prehistoric features may have been obscured by cultivation.

Summary of recommendations

- Watching brief and possibly detailed recording - Features 2, 3 and hedgerows H3 and H4.
- Watching brief - Areas A, B, C and D
- Re-instatement- Feature 4.
- Avoidance/re-instatement Feature 1.

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Maps

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APPENDIX 1 List of sites within the vicinity of the road improvement scheme recorded in the Gwynedd Historic Environment Record, with their record numbers (See also Fig. 1a)

1. Archaeology and buildings (A – approximate location only, C – centre of extensive site)

a. Within the construction area

Nil

b. Within 500m of the construction area

PRN 2468. Tumulus, south of Bryn yr Odyn.

PRN 4667. Bronze palstave findspot. Mines, near to Cilcennus.

2. Industry and minerals

a. Within the construction area

Nil

b. Within 500m of the construction area

PRN 21116. Lead shaft, Coed Cilcennus.

APPENDIX 2 List of buildings within 500m of the road improvement scheme of special architectural or historic interest sites recorded by Cadw (1998)

1. Llanrwst

Cae'r Berllan. Grade II, 17th century house.

Cae'r Berllan barn and cowhouse. Grade II, probably 18th century.

2. Bro Garmon

Cilcennus. Grade II*. Sub-medieval house, 16th century house, but probably on an earlier site.

Cilcennus agricultural range. Grade II. Late 16th-17th century.

Hafod. Grade II. Early 18th century farmhouse.

Hafod carthouse and granary. Grade II. Early 19th century.

Hafod agricultural range. Grade II. Probably early 18th century barn retaining remains of a c. 1600 precursor.

Hendre Wen. Grade II*. Early 17th century house.

Hendre Wen stable block. Grade II. Probably 17th century.

Plas Tirion. Grade II*. Large late 16th century gentry house.

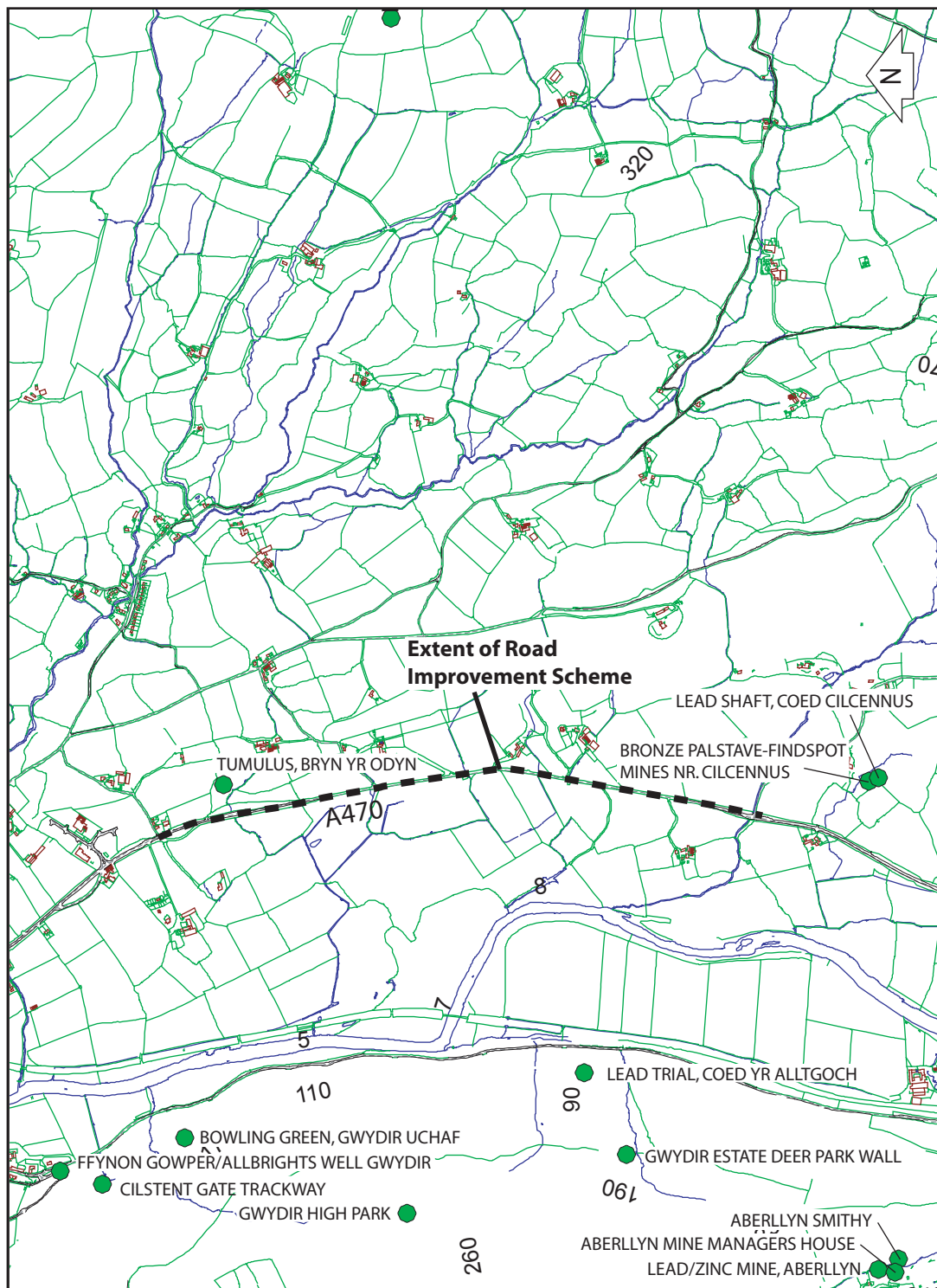


Fig. 1 Location plan. Archaeological and historic features in the vicinity of the development scheme recorded in the Gwynedd Historic Environment Record.
Scale 1: 20,000

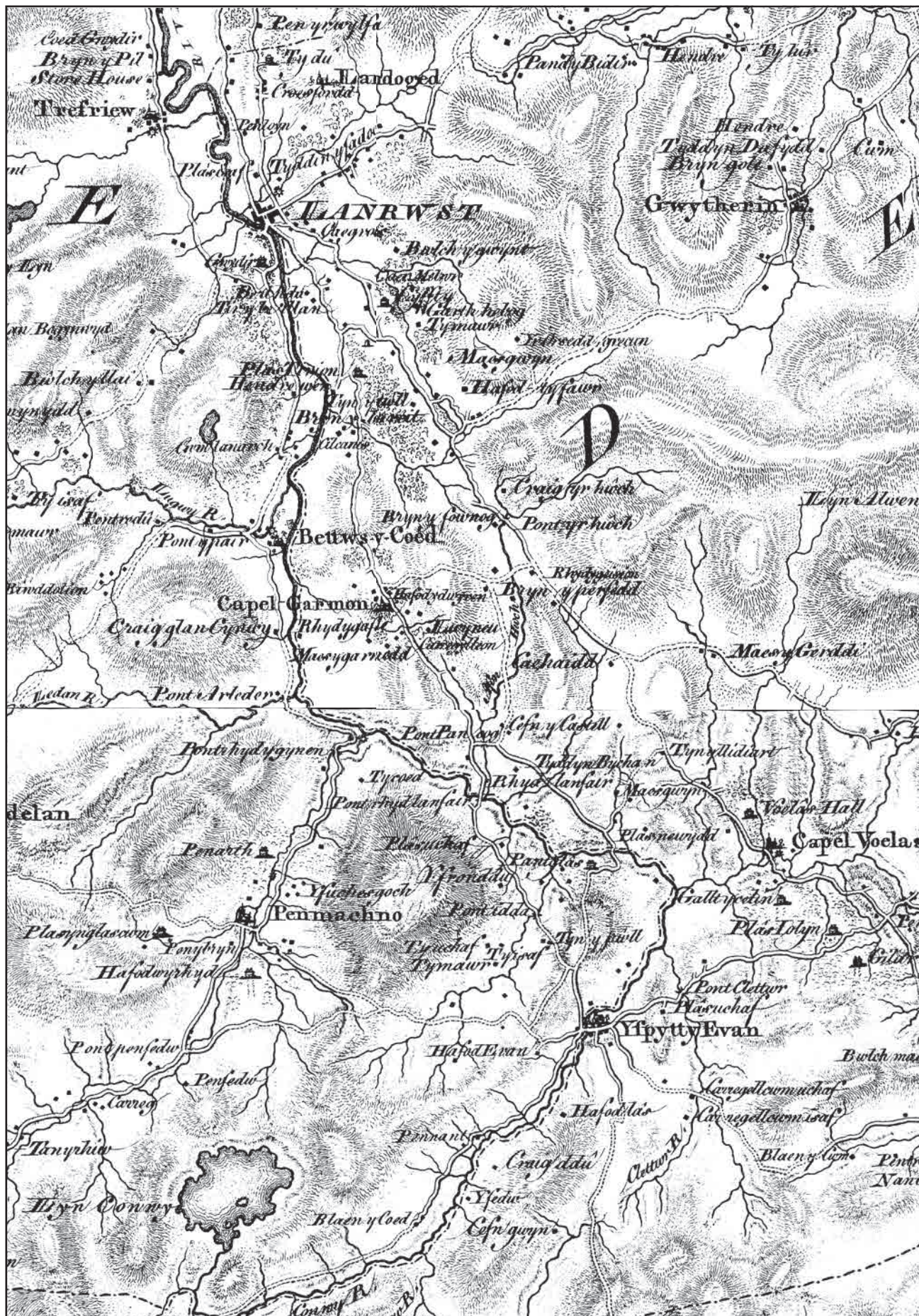


Fig. 3 John Evans' Map of Wales, 1797. 5 inch to 7 miles.

After improvement of Llanrwst to Pentrefoelas turnpike, but before construction of Telford's new road road

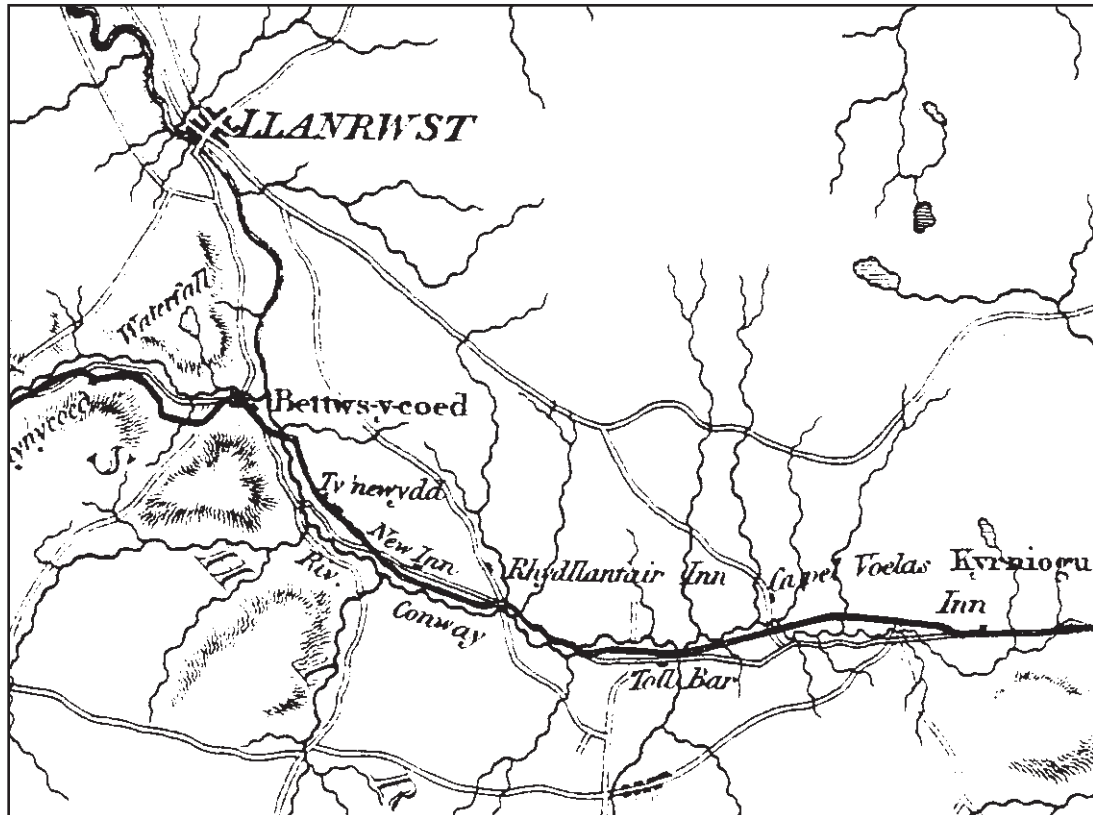


Fig. 4 Telford's Map of the proposed Mail Road from Shrewsbury to Holyhead, 1811.



Fig. 5 Furnival's map of North Wales for Edward, Viscount Clive and Sir W.W. Wynn, 1814.



Fig. 6 Ordnance Survey First Edition 1 inch to 1 mile, 1838 (Illustrated at 1.5 inches to 1 mile).
After construction of the eastern Llanryst to Bettws road (A470).



Fig. 7 Ordnance Survey First edition 25 inches to 1 mile map, 1880 (Not to scale).
Showing milestone and inscription at Hendre Wen.

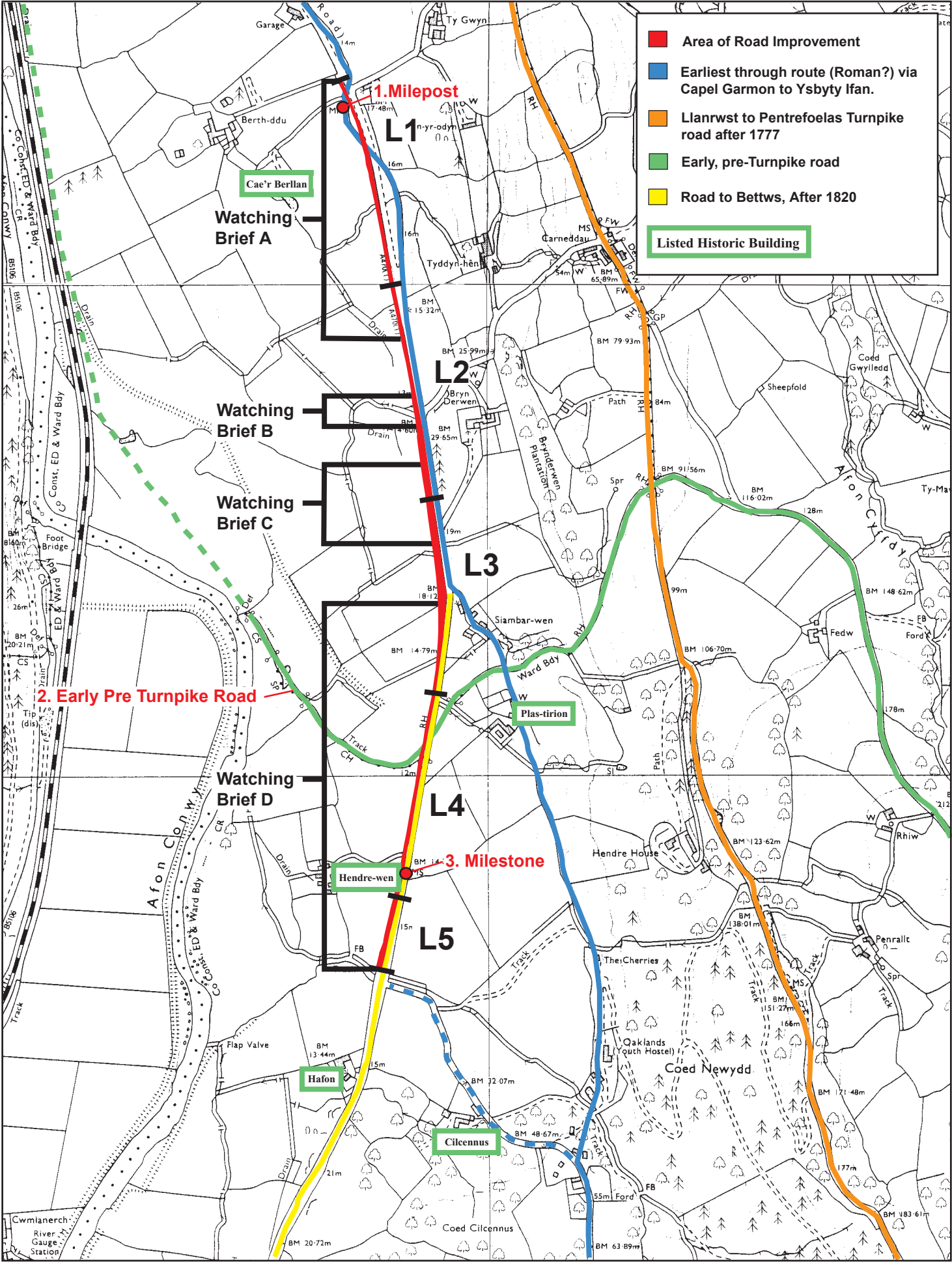


Fig. 8 Interpretative study of the development area.
Based on OS 1:10,000 scale maps. © Crown copyright. All rights reserved. Licence number AL 100020895.



Fig. 9 Road terraced above fields, east of Cae'r Berllan from the north.
Scale with 20cm divisions



Fig. 10 Sloping ground west of Bryn Derwen from the north.
Scale with 20cm divisions



Fig. 11 Stream channels west of Bryn Derwen from the north.
Scale with 20cm divisions



Fig. 12 Road terraced above fields, west of Bryn Derwen from the north.



Fig. 13 Sloping ground beside road from the south, west of Bryn Derwen.



Fig. 14 Road cutting through promontory west of Bryn Derwen from the north.
Scale with 20cm divisions



Fig. 15 Animal pound eroded into subsoil south-west of Bryn Derwen from the south.
Scale with 20cm divisions



Fig. 16 Arable field south-west of Bryn Derwen from the north.



Fig. 17 Level valley-floor fields east of Hendre-Wen from the north.



Fig. 18 Disused early track north of Hendre Wen from the north-east.



Fig. 19 Early 19th century turnpike milestone east of Hendre Wen from the west.
Scale with 20cm divisions



Fig. 20 Level, valley-floor fields south-east of Hendre Wen from the south.
Scale with 20cm divisions



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