

A5 IMPROVEMENTS - HOLYHEAD  
ARCHAEOLOGICAL ASSESSMENT

*SMK*

REPORT NO. 64

*GAT 1141*

Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust

# A5 IMPROVEMENTS - HOLYHEAD

## ARCHAEOLOGICAL ASSESSMENT

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for Welsh Office Highways

**Gwynedd Archaeological Trust Report No. 64**

# **A5 IMPROVEMENTS - HOLYHEAD.**

## **1. INTRODUCTION**

The Welsh Office is proposing to upgrade the A5 trunk road across Anglesey. The whole route is about 32 km in length, cutting right across Anglesey; but it has been split into four sections, each of which has been awarded as a separate road-building contract.

The Holyhead section is scheduled to begin first, and the initial report on this section follows. The agreed project design (Appendix I) covers the whole route, and work on the Holyhead section has been carried out in accordance with the relevant parts of the project design.

Details of ancillary areas to be affected (storage areas, vehicle parking and turning areas, temporary access etc.) are not so far available. In an urban environment suitable places for these are limited, and all non-built-up areas within the corridor have been covered for this report, but there is a possibility of further work being needed in such areas, for instance if places at some distance from the actual route have to be used, or new open areas are created by demolition of buildings, etc.

## **2. THE ARCHAEOLOGICAL BACKGROUND**

The town of Holyhead was a small place until relatively recently; expansion followed after the development of the port consequent on its use as point of departure by the packet boats to Ireland. Being now, however, a fair-sized town, no settlement or burial sites remain from early periods. It is nevertheless clear that the area was well settled in prehistory as there are numerous sites surrounding the town, for example the Neolithic burial chamber at Trefignath and the standing stone near Ty Mawr to the south, and the very extensive hut group (also known as Ty Mawr after a different farm of that name) on Holyhead Mountain. Prehistoric finds were made on two occasions near Penllech Nest: two Neolithic polished stone axes from the Graig Lwyd factory at Penmaenmawr were found during excavations for the railway turntable in 1926, and a collection of finds including another stone axe, a sling stone, a scraper and a spindle whorl may indicate a settlement site nearby.

Holyhead has the only Roman fort on Anglesey, an indication of its strategic importance in the later Roman period. The walls of the fort now surround the graveyard of St Cybi's Church. There are three walls, with two surviving round towers at the corners; the fourth side remained open, being bounded by the low cliff giving to the beach (now the lower churchyard), where boats would have been drawn up. To some commentators, the existence of the fort has suggested a road crossing Anglesey to reach it, but the route of this has never been satisfactorily established and it is possible that the fort was only accessible from the sea. The possibility of the presence of a Roman road, perhaps following in part a line similar to that of the present A5, cannot however be ruled out.

After the Roman withdrawal at the end of the 4th century AD, little is known of life in the area until the Middle Ages. It may be supposed that the development of a prosperous and settled community was prevented by periodic raiding from the sea, both by the Irish and, later, by Vikings from their bases in Ireland. The foundation of the monastic community by St Cybi is traditionally placed in the middle of the 6th century AD, but nothing remains above ground of the earliest ecclesiastical buildings (the oldest stonework in the present church complex dates from the 13th century). Other possible monastic sites from this period include Capel Ulo, which survives as a place name although the chapel site has never been located, and two wells, Ffynnon Gybi and Ffynnon Ulo. The former is still unlocated - the most likely site seems to be near the

corner of Cybi Place and St Cybi Street - and the latter may be identified with a well near the Capel Ulo place-name, at SH24788131. A final, enigmatic, find from the Dark Ages is a single Anglo-Saxon coin of about 790 AD from within the Roman fort.

By the 14th century Holyhead's potential as a port had been recognised, and Edward III at one time planned to embark there for Ireland, although in the end the expedition did not sail. By the time of Elizabeth I the situation was much the same, with the port's potential understood but not realised. This was probably due more to the difficulty of the overland journey to reach the port than any other cause; other ports, including Beaumaris, were more easily accessible.

It was during Elizabeth's reign, however, that the system of official posts to carry the Royal Mail was set up, and Holyhead became the departure point for Ireland. Under James I the system was further refined, subsequently undergoing changes for better and worse until the time of the Commonwealth, when Holyhead was garrisoned and regular packet boats made the trip to Ireland and back. Through the next two and a half centuries the system generally improved, the number of travellers increased and the town of Holyhead grew slowly; by early in the 19th century it was established as the principal port for communication with Ireland, although the postal system was poor and drew many complaints. The packet boats were eventually transferred from the control of the Post Office to that of the Admiralty, and major improvements to the harbour, the construction of Telford's road and the coming of the railway encouraged a major 19th-century expansion.

The church is the only Medieval building which survives in Holyhead, but there are several fine buildings from later centuries, some of which are listed. More recent buildings connected with the port and the railway terminus are numerous, and several of these are important. Some may be affected by the formation of the new road and roundabouts, and there is also the possibility that where buildings are demolished, evidence for earlier structures may lie beneath.

There is clearly much of archaeological interest in Holyhead, and even relatively recent buildings may be significant. Although the later development of the town is well documented, there is still much to be learned about its history, and opportunities for this should not be missed.

### **3. METHODS AND TECHNIQUES**

#### **Desk-top Study**

Consultation of maps, computer records, written records and reference works, which make up the Sites and Monuments Record, was undertaken at Gwynedd Archaeological Trust. Records (including early Ordnance Survey maps, tithe maps and schedules, estate maps and reference works - see bibliography) were also consulted in the library and the archives of the University College of North Wales, Bangor, and the local archives at Llangefni. Aerial photographs were inspected at the offices of Gwynedd County Council and the Countryside Commission for Wales. Aerial photographs held at the Royal Commission on Ancient and Historical Monuments in Wales, at Aberystwyth, remain to be consulted for the whole route; the time taken up in studying the large volume of documents in local archives meant that there was insufficient time left to make a separate journey to Aberystwyth to see those covering the Holyhead section.

#### **Field Search**

This was undertaken on Friday 3rd September 1993 by two members of Trust staff. The whole area to be affected by the preferred route of the road, slip roads and roundabouts was walked where possible; standing buildings occupied part of the route. The areas currently occupied by the railway (track, sidings, buildings and derelict land) were inspected, but it is recommended that a detailed survey by persons with expertise in industrial buildings be undertaken here.

The northern end of the corridor of interest includes most of the town of Holyhead. The assumption was made that important buildings within this corridor but not bordering the preferred route (e.g. St Cybi's Church, Market Hall etc.) are not in fact threatened. Such buildings have not, therefore, been included in the Gazetteer of sites for the purposes of this report, but a separate list of them is included for reference. Not all of the streets in the town within this large area of interest were walked, but those bordering on the preferred route were, and all listed buildings within the corridor of interest were visited. In the rural area to the south of the town, fields through which the preferred route passes were walked, and neighbouring fields within the corridor of interest were visually inspected without being walked over. Conditions were generally good for fieldwork, the weather being dry but overcast.

Sites identified were marked on 1:2,500 maps. Forms were filled in assessing each site, and detailed notes made of the more important. Photographs were taken of most of the sites identified and some other items of interest.

## Report

Prior to writing the report, all available information was sifted and collated. The sites were then assessed and allocated to the categories listed below; further investigation may result in sites being moved into different categories. The criteria used for allocating sites to categories are based on those used by the Secretary of State when considering ancient monuments for scheduling; these are set out in Annex 3 to Planning Policy Guidance 16: Archaeology and Planning.

## Categories

*Category A - Preservation in situ.*

Sites of such importance that it is recommended that they remain preserved and protected *in situ*.

*Category B - Detailed recording.*

Sites for which preservation *in situ* is the preferred option, but appropriate detailed recording might be an acceptable alternative if damage or destruction cannot be avoided.

*Category C - Recording by photograph and description.*

Sites capable of being adequately recorded quickly, by written description and photograph, and in some cases survey by Electronic Distance Measuring equipment. These include most landscape features such as walls and tracks, and in most cases the majority of sites fall in this category. Where an EDM survey is thought to be necessary or desirable, this is noted in the Gazetteer.

*Category D - Watching brief sites.*

Sites are allocated to Category D where finds or features may be expected (e.g. significant place-names, geophysical anomalies which have not been satisfactorily identified, or areas near existing sites) but no work is thought to be necessary in advance of the work. The whole route will need to be the subject of a watching brief as some sites will not even be suspected until topsoil stripping reveals them, and sites which have already been recorded in advance of the work will require further recording during it.

*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 - C 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.



## 4. RESULTS

### Desk-top Study

Archive material for the desk-top study was plentiful. Listed buildings were identified at this stage, together with other buildings likely to be of interest. Good information about field and farm names was available, but as very little of the area covered for this report remains rural this was of limited value. It is interesting to note that several famous people are commemorated in street and square names (Stanley, Swift etc.), and that names of farms and hamlets which have long since disappeared remain (Llanfawr Road, Ffordd Jasper). Kingsland is so called because a large piece of land in the area once belonged to the Crown. The only place name likely to be of archaeological significance, however, is Capel Ulo (see above). Nothing of interest has so far been noted from aerial photographs.

Sites identified at this stage which do not appear either in the Gazetteer or the list of other important buildings are as follows:

PRN 1547 Findspot of Anglo-Saxon coin SH247-826-A  
PRN 1765 Site of Capel Ulo SH24918132A  
PRN 1766 Ffynnon Ulo, possible, SH24808131  
PRN 1767 Site of Ffynnon Gybi SH24758280A  
PRN 2506 Findspot of stone tools etc. SH251-816-A  
PRN 2507 Findspot of stone axes SH27058139

### Field Search

Sites already noted from documentary sources were identified in the field and marked on the map if necessary; it was noted that some listed buildings had already been demolished. Other buildings which appeared to be of interest were added to the notes. There were no open areas which appeared likely to contain sites or remains of archaeological interest.

The total of sites allocated numbers in the Gazetteer was 10, all buildings except No 7. This total is likely to be significantly increased following proper survey of railway areas.

Other (mostly listed) buildings within the corridor but which seem unlikely to be damaged by the road as proposed were not included in the Gazetteer, but a list of them, with grid references, is added for reference.

### Gazetteer of Archaeological Sites numbered from north-west to south-east

1. *Nos 2-6, Victoria Terrace SH24698230 Category A*  
A well-preserved terrace of houses, the ground floors now used as offices, listed Grade II. Built in 1770, originally the Eagle and Child inn.
2. *Arches beneath ramp leading off London Road bridge to Holyhead Station SH24798210 Category C*  
The drive leading down to the station is supported by a row of stone arches, presumably dating to the time of building the original Station Hotel (now demolished), and now used for storage. A similar arch remains under the west end of the London Road bridge, at the southern end of the car park between the railway and the London Road.
3. *Clock tower, Holyhead Station SH24798219 Category A*  
The original station clock, recently repainted, and presumably not threatened, but very close to some of the proposed alterations.

4. *Station building, Holyhead Station SH24808222 Category B*  
A long brick building sheltering a platform and presumably housing trains overnight. Included here because it is part of the station, rather than being in the derelict area to the south, and is close to the proposed improvements at the corner of Turkey Shore Road; it is probably not threatened, but should be included in the detailed survey of the railway areas.
5. *Plas Alltran and cottages, corner of Llanfawr and Turkey Shore Roads SH24928218 Category A*  
This cluster of Grade II listed buildings consists of a doctor's surgery and house, four cottages and a stable building, all built at the end of the 19th century in 16th- and 17th-century styles. The house and one of the cottages are currently empty but all appear to be still in good condition. The house in particular is most unusual with a striking Gothic appearance.
6. *Railway bridge, Penllech Nest, Kingsland SH25048165 Category B*  
Three-arched stone bridge, formerly a road bridge but now carrying a foot/cycle path only, over the railway south of Holyhead.
7. *Area near prehistoric findspots, Kingsland Centred on SH25108155 Category E*  
Area which may contain evidence of prehistoric settlement, at present partly covered by standing buildings.
8. *Pont Cytir, Kingsland SH25158150 Category B*  
Road bridge across the railway south of Holyhead. Single stone arch.
9. *Railway bridge, Ty Mawr SH25318133 Category B*  
Single-arched stone footbridge over the railway at Ty Mawr farm.
10. *Ty Mawr (house) SH25238121 Category B*  
Farmhouse which appears on maps going back to the mid 18th century; it is not certain that these early maps show the same building but it is certainly in the same position. The house appears to be at least 200 years old. Among the many outbuildings are some old stone ones, but these have been much altered and it is difficult to assess their exact age.

*Sites of interest within the road corridor but unlikely to be affected by present plans*

King's Arms, Marine Square SH24908286 (formerly listed Grade III)  
Workshops, stores etc. at Marine Yard SH24898275 (listed Grade II)  
Magistrates' Clerk's office, Old Market Square SH24678272 (Grade II)  
Market Hall, Summer Hill SH24638277 (Grade II)  
Roman Fort/Churchyard Walls SH24748275 (Grade I)  
St Cybi's Church SH24718272 (Grade A)  
Eglwys y Bedd SH24708269 (Grade II)  
The Skerries public house, Stanley Street SH24688260 (formerly Grade III)  
Nos 15 & 17 Market Street SH24678252 (formerly Grade III)  
The Skinner Monument, Turkey Shore Road SH25098227 (Grade II)  
Warehouse with timber loading gable, off Kingsland Road SH24848166

**Sites by Category**

*Category A - Preservation in situ*

1. Nos 2-6 Victoria Terrace
3. Clock tower, Holyhead Station
5. Plas Alltran and Cottages

*Category B - Detailed recording*

4. Station building, Holyhead Station
6. Penllech Nest Bridge
8. Pont Cytir
9. Ty Mawr bridge
10. Ty Mawr farmhouse

*Category C - Recording by photograph and description*

2. Stone arches, Holyhead Station

*Category D - Watching brief sites*

None identified in advance.

*Category E - Sites needing further investigation*

7. Area near prehistoric findspots, Kingsland

## 5. PROPOSALS FOR FURTHER WORK

Most of the sites in the Gazetteer are standing buildings, and no further work is required on them to complete the assessment, with the possible exception of Ty Mawr farmhouse (No 10). The precise importance of this building can only be ascertained by internal inspection by an archaeologist with standing buildings experience, following which reallocation to Category A might be recommended. Recording as appropriate will need to be carried out on any threatened buildings in the later stages of the archaeological programme (see Mitigatory Measures, below).

Further assessment work will, however, need to be carried out on the following:

1. Railway land.

The whole area of disused railway land which is to be developed requires detailed survey by an archaeologist competent in the field of industrial remains. Apart from the railway itself, there are many buildings in various states of repair (including engine sheds, storage buildings, water towers etc.) which require assessment.

2. Ancillary areas (parking, turning, storage) identified later which do not fall within the area already covered.

3. Site 7, the area near the prehistoric findspots at Penllech Nest, Kingsland (at present Category E). As part of this site is covered by standing buildings, further assessment will be needed if they are demolished in order to assign the site to another category. Any other areas opened up by the demolition of buildings may also require further assessment.

## 6. MITIGATORY MEASURES

*Category A sites*

It seems unlikely that any of the sites in Category A will be directly threatened by the proposals as they now stand. The building most at risk is probably Plas Alltran (No 5), which will be very close to road works and care will need to be exercised to avoid possible damage by large machinery.

In all cases, even if the buildings and their immediate surroundings are not damaged, consideration should be given to the effects of possible increased or closer traffic vibration on the structures.



### *Category B sites*

These sites should be preserved *in situ* if possible. If damage or demolition is inevitable, full archaeological recording will be required before and during any work.

### *Category C sites*

The single Category C site can probably be adequately recorded by photograph and description, with possibly a measured drawing of one of the arches. As with all sites, a watching brief will be necessary during damage/destruction.

### **Watching brief**

It is imperative that a watching brief be maintained during construction to identify new information emerging at this stage and that provision be made for adequate recording of this information.

## **7. BIBLIOGRAPHY**

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## NON-TECHNICAL SUMMARY

Although the town of Holyhead does not have a long and complex history, the area has been settled from the earliest times and archaeological remains from the Neolithic onwards might reasonably be expected. Being well built-up now, however, the sites of interest identified and listed in the Gazetteer are almost all relatively recent buildings. While not constituting a representative sample of the history of the area, they are some of the most interesting buildings in the present-day town.

Apart from a few fields at the southern end of the section, which appeared to be featureless, almost all the currently open land within the area of interest is derelict railway property. Further work recommended includes a survey of this land and the buildings it contains by an industrial archaeologist, following which it is likely that several more sites will be identified, once again probably mostly buildings.

Other work still needed to complete the assessment relates to Site 7, the area in which prehistoric finds have been made in the past, and other areas currently occupied by standing buildings. The sites of any buildings which are demolished subsequently require reassessment for underground remains. The foundations of earlier buildings are an obvious possibility, but on sites where no previous building existed there is still a chance that some other type of site may be found. This should be borne in mind, and allowances made for possible further work following demolition of buildings.

The three Category A (1, Nos 2-6 Victoria Terrace; 3, Clock tower and 5, Plas Alltran and cottages) and five Category B (4, Building, Holyhead Station; 6, Penllech Nest bridge; 8, Pont Cytir; 9, Ty Mawr bridge and 10, Ty Mawr farmhouse) buildings listed in the Gazetteer should all be protected and preserved *in situ* if possible, in preference to any other course of action. In cases where damage or demolition cannot be avoided, at the appropriate stage in the programme of archaeological work, full recording of the threatened building before and careful monitoring during work will be required. This will involve detailed photography and description, measured drawings, and possibly controlled demolition. Archaeological input will also be required in any reconstruction following work to the buildings.

The Holyhead section of the route presents archaeological problems rather different from those which are likely to be encountered in the mainly rural areas crossed by the rest of the route. The potential for new discoveries is perhaps somewhat limited, and as preservation *in situ* is by far the best option for most of the sites, it may be that only a minimum of archaeological work is required once the assessment is completed. If any of the buildings are threatened, however, it is imperative that a full programme of archaeological recording is carried out.

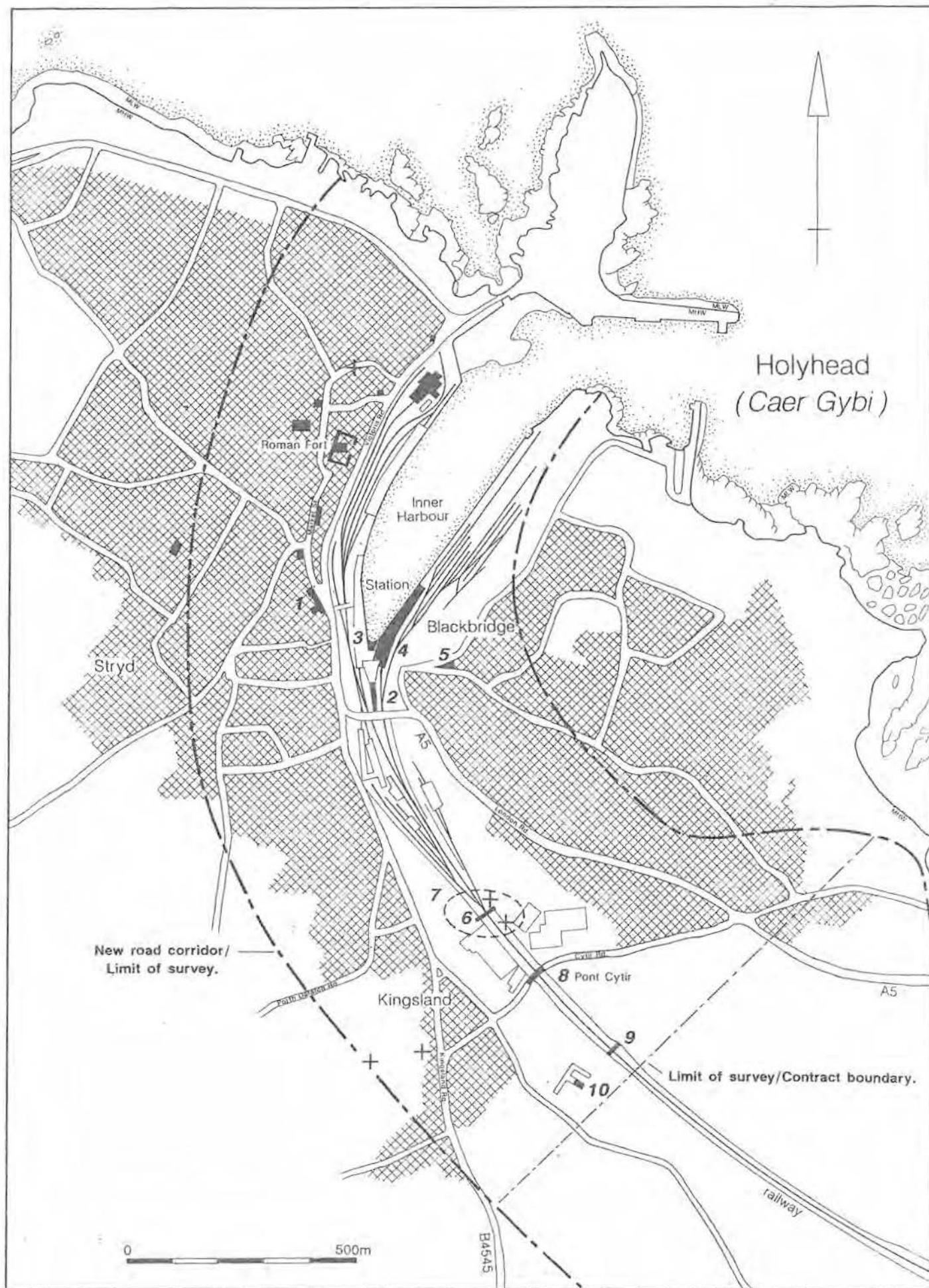


Fig. 1. Holyhead town and harbour. Numbers correspond with sites in the Gazetteer; other buildings of interest within or near the A5 corridor are shaded solid black, and other archaeological sites are represented by crosses.

## APPENDIX I

### AGREED PROJECT DESIGN

# GWYNEDD ARCHAEOLOGICAL TRUST

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Suggested Project Design for Archaeological Assessment of

## A5 ANGLESEY IMPROVEMENTS

Stage 1 Desk-based assessment

Stage 2 Field Search

Prepared for Welsh Office Highways Directorate

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### 1. INTRODUCTION.

The Welsh Office is proposing to upgrade the A5 trunk road across Anglesey. The corridor that will be affected starts at the end of the current dual carriageway north of Llanfair PG (SH519718) and ends in the town of Holyhead. The road corridor under investigation extends some 32 kilometres end to end, cutting right across the island. The land it passes through is largely gently undulating grazing land laid down to pasture, with outcrops of rock forming mainly south-west to north-east ridges, until the town of Holyhead is reached.

The route has been split into four sections for four separate road-building contracts, and from south-east to north-west these are : Llanfair PG to Nant Turnpike; Nant Turnpike to west of Bryngwran; west of Bryngwran to Ty Mawr; and the Holyhead Improvements.

However, GAT has suggested that it would be more cost-effective, and make more sense from an archaeological point of view, for the initial archaeological assessment to consider the entire route. This would include both stage 1 desk-top study, and stage 2 field search, with a report being made available by November 1993 (see page 7 below) so that it can be incorporated into the draft Environmental Statement. This will contain recommendations for stages 3 and 4 (geophysical survey and trial trenching) which should be undertaken in time for the results to be incorporated into the full E.S. to be published June 1994. The report on the Holyhead section would be available by mid-September.

N.B. In addition to the actual route, it is essential that details of borrow pits, temporary work compounds, dumping areas, temporary access and any other earth-moving operations carried out in connection with the road scheme are made known as early as possible and subjected to the same level of archaeological assessment. Any changes to these areas, or new areas as they are identified, should be notified, and again be subject to full archaeological assessment. Experience has shown that these associated workings are often more destructive to the archaeology than the actual road construction. In order to try to cover these eventualities, it is proposed that the actual width of the corridor to be examined is doubled to 100m.

### 2. THE ROUTE AND ITS ARCHAEOLOGICAL BACKGROUND.

The A5 was constructed by Telford during the years 1818-1822 to link London with Holyhead. The road crossed the Menai Strait via Menai Bridge (opened 1826) and followed its present route, crossing to Holy Island via the Stanley Embankment (fully opened after 1824) and ending in Holyhead. Most of the villages and houses that now line the route (Valley, Caergeiliog, Bryngwran, Pentre Berw) date from after this period. The road corridor therefore represents a 19th-century imposition on a landscape that had evolved (and still retains evidence of its evolution) since the immediate post-glacial period. Anglesey has always been a favoured location for habitation, and has been extensively and intensively occupied and farmed for thousands of years.



This has resulted in the loss of visible remains from the landscape of much of the evidence for earlier periods: a situation similar to that in certain areas of Britain, but atypical of Gwynedd as a whole. Most of the evidence for human occupation from earlier periods survives only as buried sub-surface features and artefacts.

The building of the original A5 by Telford resulted in the attraction to the new road of a population which had previously lived elsewhere. Archaeologically, the importance of this is that earlier nucleated settlements became uninhabited and "lost", surviving perhaps only as placenames, and it is precisely these sites which may be under particular threat from the present A5 improvements which bypass the existing (i.e. 19th-century) settlements.

### 3. THE ASSESSMENT BRIEF.

For Environmental Assessment it is necessary to identify "significant adverse effects" on the cultural heritage. The aims of this assessment, therefore, are

- a) to identify and record the cultural heritage of the area to be affected by the proposals;
- b) to evaluate the importance of what has been identified (both as a cultural landscape and as the individual items which make up that landscape); and
- c) to propose ways in which damage to the cultural heritage can be avoided or minimised.

The Agreed Procedures Governing the Archaeological Response to the Trunk Road Programme in Wales (paragraph 3.3) states:

*All archaeological assessments will involve a detailed evaluation of the relevant information within the Sites and Monuments record, a study of relevant aerial photographic collections, and easily available documentary sources, walking the whole route, plotting or surveying all cropmark or earthwork sites affected by the route, undertaking field pick-ups on located sites and commissioning geophysical survey where relevant.*

This staged approach is the one which is now being advocated.

### 4. STAGE 1 DESK-BASED ASSESSMENT.

The scope of the first stage of assessment, the desk-based study, should include consideration of the following:

**General published works** - Royal Commission Inventory, histories of the island in the 18th and 19th centuries, published records of Extents and litigation from the 13th and later centuries..

**National Monuments Record** - contains information on sites which was not published in the Inventory, and information that has come to light since.

**Aerial photographs** - good collections covering Anglesey are held by the Countryside Council for Wales, Gwynedd County Council, the Royal Commission, the Welsh Office Aerial Photographs library, Ynys Mon Borough Council, ADAS (Cambridge), Cambridge University and possibly others.

**Listed buildings** - the full list of Listed Buildings is held by Cadw.

**Tithe maps** - tithe map coverage of Anglesey is very poor, but nevertheless needs to be consulted.

**Estate surveys** - are very useful for Anglesey, covering large parts of the island and containing a much detailed information on holdings, field names etc.

**Ordnance Survey maps** - 1st edition and unpublished 2" manuscript maps show much topographical detail missing from later editions.

**Local society records** - Anglesey Antiquarian Society is a well-established and active Society.

**Geotechnical data** - any boreholes, trial pits etc. already carried out in connection with the scheme should be examined for archaeological data.

**Oral evidence** - as appropriate and available will be used.

**Llangefni Archives** - full search of listed documents is needed.

**UCNW Archives** - the college hold a considerable number of estate plans, papers and surveys as well as other maps and documents.

The above list is not intended to be exhaustive, but indicates the wide range of sources available.

This section should include a full study of the available place-name evidence, looking at field names and farm names in attempt to define the position and extent of medieval and post-medieval settlement (see above). Some form of landscape analysis will also be required (looking at variations in field patterns etc.), so that the sites can be put into their proper landscape context.

## **5. STAGE 2 FIELD SEARCH.**

This part of the assessment will involve a team of two persons (the minimum number allowed under Health and Safety Regulations) walking the entire length of the route in both directions and recording (short description, photograph, map position) all sites encountered. This would not involve walking through any field while it had a crop on it, and would not involve any ground disturbance.

A report on the findings of these two stages will be completed after the programme of fieldwork, which will include recommendations for the avoidance or recording of certain sites (see below, categories A - D) as well as for what further work is required (i.e. geophysical survey and/or trial trenching) to elucidate the nature of category E sites.

## **6. REPORT.**

Following the completion of work on stages 1 and 2 as outlined above, a report will be produced for submission to the Welsh Office Highways Directorate and Cadw. A copy will also be made available to Richards, Moorehead & Laing for inclusion in the Draft Environmental Statement. The final format of the report will be subject to discussion between GAT and RML, but at present is suggested that it will present a full list of all field data, incorporating this where appropriate with previously available information about the archaeology of the area, referring where necessary to the fuller site archive. A summary analysis will also be produced, outlining the information, sites and areas of principal interest and concern and recommendations.

A computerised database will be established, cross-referenced to the maps, descriptions, photographs and report recommendations. To assess the importance of sites and to allow the appropriate mitigatory action to be carried out for each, it is proposed that a framework of basic categories be established, and that each site is allocated to a particular category, graded according to its relative importance. The following five categories are suggested.

### **Category A - Preservation *in situ*.**

This would include sites of such importance that it is recommended that they remain preserved and protected *in situ*.

### **Category B - Detailed recording.**

This would include sites for which preservation *in situ* is the preferred option, but detailed recording (either by full excavation or standing building analysis and controlled dismantling) might be an acceptable alternative if damage or destruction cannot be avoided.

### **Category C - Recording by photograph and description.**

Sites in this category will probably form the majority. They will include most landscape features such as walls, tracks etc, many of which will be recent in origin. An adequate record of these can be achieved by written description and photograph, and possible survey by Electronic Distance Measuring equipment.

### **Category D - Watching brief sites.**

This category is meant to deal with possible sites whose presence is suspected (e.g. from place-name evidence) or whose nature is still unclear following detailed assessment (e.g. minor geophysical anomalies). The whole route will need to be the subject of a watching brief following top-soil stripping as some sites will inevitably only become apparent at this stage.

### **Category E - Sites needing further investigation.**

Sites whose importance or nature are as yet undetermined (e.g. slight earthwork features), and which will require further work before they can be allocated to categories A - C, should temporarily be placed in this category, with recommendations as to what further action is considered necessary. By the end of the assessment it is intended that there will be no sites remaining in this category.

The report will specifically include the following:

- 1) A copy of the agreed Project Brief.
- 2) The results of the assessment to date in the form of one or more route plans, showing positions of all sites, sensitive landscape areas and other information if appropriate.
- 3) A full list of all sites in route or number order with brief description.
- 4) A full list of categories and sites included in each.
- 5) A methodology explaining the allocation of sites to particular categories.
- 7) An interpretation of the results, placing all sites in their historical and economic context.
- 8) A representative sample of the photographic survey, showing views of the sites considered to be of particular interest.
- 9) A full bibliography of sources consulted.
- 10) Other archaeological information which has been recorded during the course of the work.

- 11) Recommendations for what further assessment work (i.e. geophysical survey and trial trenching) is required to complete the assessment.

An agreed number of copies of the report will be submitted to the Welsh Office Highways Directorate and Cadw within a mutually agreed time-scale (see below). In addition, copies will be lodged with the county Sites and Monuments Record at the same time on the understanding that this will become a public document after an appropriate period of time (generally not exceeding six months).

## **7. ARCHIVE.**

A full archive including plans, photographs, written material and any other material resulting from the project will be prepared. All plans, photographs and descriptions will be labelled and cross-referenced, and lodged in an appropriate place (to be decided in consultation with the Sites and Monuments Record and Cadw) within six months of the completion of the project.

## **8. MONITORING.**

The project will be monitored by Cadw. It is suggested that monitoring meetings are arranged as follows:

- 1) A preliminary meeting at the start of the work.
- 2) A progress meeting during the fieldwork stage.
- 3) A meeting to discuss the draft report before final submission.

In addition, it is intended that regular liaison be maintained between GAT and RML as mentioned above.

Finally, it is suggested that a meeting between the Welsh Office Highways Directorate, Cadw and Gwynedd Archaeological Trust be held mid-November to discuss the findings of this initial assessment and the recommendations for further work.





