

A5 ANGLESEY IMPROVEMENTS  
STAGE 2 - A5114 NANT TURNPIKE TO  
WEST OF BRYNGWRAN  
ARCHAEOLOGICAL ASSESSMENT

51141

REPORT NO 71

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Ymddiriedolaeth Archaeolegol Gwynedd  
Gwynedd Archaeological Trust

# **A5 ANGLESEY IMPROVEMENTS STAGE 2 - A5114 NANT TURNPIKE TO WEST OF BRYNGWRAN**

for the Welsh Office Highways Directorate

**Gwynedd Archaeological Trust Report No 71**

# **A5 ANGLESEY IMPROVEMENTS - STAGE 2**

## **INITIAL REPORT**

### **1. INTRODUCTION**

The Welsh Office is proposing to upgrade the A5 trunk road across Anglesey. Stage 2 of this work extends from the proposed roundabout at the junction with the A5114 (Llangefni road) at Nant Turnpike to the junction with the road to Llanfihangel yn Nhowyn, west of Bryngwran.

The proposed route runs broadly parallel with, and south of, the existing A5, bypassing the villages of Gwalchmai and Bryngwran and some smaller settlements. Particularly near the villages, some confidential alternative routes are still under consideration, and we understand that at the eastern end of Stage 2 one of these is very likely to be adopted. This report covers the alternative routes as far as possible, but it has not been possible to field walk all routes (see Section 2, below).

All the possible routes cross mainly agricultural land, laid down to permanent pasture, which is undulating with rocky outcrops for the most part but includes a low-lying area at the western end.

The extent of the area of interest is a strip 200 m wide centred on the proposed route, but expanding to include slip roads, roundabouts, alternative routes and alterations to existing roads.

The proposals are to be accompanied by an Environmental Assessment, which is being prepared by Ash environmental consultants for the Welsh Office. Gwynedd Archaeological Trust has been contracted to undertake the archaeological assessment of the route, to be presented as part of the Environmental Statement.

### **2. ASSESSMENT BRIEF**

Gwynedd Archaeological Trust was commissioned to assess the likely archaeological impact of the proposed scheme, and suggest mitigatory measures. A Suggested Project Design was produced by the Trust and agreed with Cadw: Welsh Historic Monuments, a copy of which appears as Appendix I to this report.

The basic requirement was for a desk-top survey and field search of the corridor of interest in order to assess the impact of the proposals on the archaeological and heritage features within the road corridor and close enough to it to be affected. The importance and condition of known archaeological remains were to be assessed and areas of archaeological potential and new sites to be identified. Measures to mitigate the effects of the road scheme on the archaeological resource were to be suggested.

Gwynedd Archaeological Trust's proposals for fulfilling these requirements were, briefly, as follows:

- a) to identify and record the cultural heritage of the area to be affected by the proposals;

b) to evaluate the importance of what was identified (both as a cultural landscape and as the individual items which make up that landscape); and

c) to recommend ways in which damage to the cultural heritage can be avoided or minimised.

N.B. Full details of ancillary areas likely to be affected by the road works, such as vehicle parking and turning areas, materials storage areas etc., have not yet been supplied. Experience shows that these areas are as likely to suffer damage as the actual landtake for the road. If all such areas fall within the corridor of interest, they will have been covered, but as the corridor is relatively narrow there is a possibility of ancillary areas extending outside it.

At the time that the fieldwork was carried out, no decision had been taken regarding the possible alternative routes, and the Trust was advised that due to the confidentiality of these routes fieldwork along them should only be undertaken in so far as it could be done without alarming landowners. If these alternative routes are adopted further work will be required to ensure that all areas will have been subjected to the same level of survey.

### 3. THE ARCHAEOLOGICAL BACKGROUND

No settlement sites are known from the prehistoric period within or near the corridor of interest, but a stone axe was found (at SH326-780-A) near the earthwork on a hilltop north of Caer Elen farm, and a Bronze Age urn containing a cremation was found at Cymunod (SH339-777-A) in 1868. The earthwork itself near Caer Elen is undated and now almost ploughed out, but it may be prehistoric although its rectangular shape has caused it to be generally considered as Roman.

A little further afield, several sites testify to the fact that the area was inhabited in early times. These include two sites probably of the Bronze Age, the standing stone (SH41647503) and round barrow (SH41527487) near Craig Las (the latter is a Scheduled Ancient Monument, A112); the Iron Age hillfort at Y Werthyr (SH37457820C) (SAM A042); and the Romano-British hut group settlement at Tyddyn Sadler (SH41127373) (SAM A122). Anglesey in general has many prehistoric and Roman period sites, and there is clearly considerable potential for finding more.

Settlement of the area during the Medieval period is fairly well documented, but limited physical evidence exists. The line of the proposed road passes through several known Medieval townships, although appearing to be clear of the actual settlement sites. Those identified, i.e. Lledwigan, Bodhenlli, Trewalchmai, Hafod Llwyd, Tre Feibion Meurig, Bodfeddan and Llechlched, are represented today by farm or village names. Lledwigan is represented by the farm of that name, with possible early settlement concentrated in the area around Llangristiolus church, and the remnants of field systems surviving as ridge-and-furrow, although this latter could be the result of Victorian steam ploughing. Bodhenlli is now a farm a short distance south of the corridor of interest. Any Medieval settlement associated with Gwalchmai would logically lie in the vicinity of the church and Hendref ('old town'; implies site of early or original settlement), north of the proposed road, but the system of small fields south of Gwalchmai is of interest. This appears to perpetuate late medieval field boundaries which have not subsequently been 'improved' by estate owners as so many were in the 19th century. Typical of these latter are the ones around Treban Meurig, the presumed site of Trefeibion Meurig township, amalgamated into the Bodorgan Estate during its rapid growth in the 18th century.

The central part of Anglesey through which the proposed road is expected to pass is purely rural, with no evidence of industrialisation. However, the rivers supported a number of mills

for both grinding corn and processing wool. The leat which served Strydan mill is crossed by the preferred route, which also passes close to three sites on the Crugyll, two woollen mills and a corn mill.

Houses and farms along the route date from at least the 18th century onwards, some of them being buildings of intrinsic merit and some having group value with their associated outbuildings and walls. Others are now reduced to nothing more than earthworks. Some, which retain the names of medieval settlements, may be located on or very close to the centres of those settlements.

Changes in transport and communications are reflected in the construction of new road and railway networks in the 19th century. Official traffic from London to Dublin increased after the Act of Union of 1800, which amalgamated the Irish and British parliaments, and in 1810 Thomas Telford was asked to advise on improving the route between them. The result on Anglesey was the construction of a new road across the island replacing the old post road, and linked to the mainland by the Menai suspension bridge across the straits. The new road was some four miles shorter, and with fewer gradients. The surfaces of Telford's roads were typically water-bound stone, which required continual maintenance, and so recesses were built into the walls lining the road for the storage of new road metal. The original walls with these recesses still flank the road for most of the stretch between Nant Turnpike and Bryngwran. The Anglesey turnpike was the last survivor in North Wales, and continued charging until 1895.

As might be expected, the sites of archaeological and historical interest which have best survived largely date from the later periods, but the area has most probably been settled from the Neolithic period at least and the potential exists for the discovery of further sites relating to all periods.

#### 4. 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 papers and reference works - see bibliography) were also consulted in the library and the archives of the University College of North Wales, Bangor, and the Anglesey archives at Llangefni. Aerial photographs were inspected at the offices of Gwynedd County Council, the County Archives at Caernarfon and the Royal Commission in Aberystwyth.

##### Field Search

This was undertaken during the period 11th - 22nd October 1993 by two members of Trust staff. The whole length of the preferred route was walked where possible (there were a few inaccessible areas, either boggy, overgrown, or temporarily out of bounds for farming reasons), and those parts of the alternative routes which could be walked without alerting landowners or tenants were also examined. Conditions were generally good for fieldwalking, most of the land being under pasture and the weather mainly dry and sunny.



Many farmers were spoken to along the route; all were helpful but none were able to contribute information of material value.

Sites identified were marked on copies of the maps supplied by Sir Alexander Gibb & Partners, as accurately as possible without surveying. Forms were filled in assessing each site, and detailed notes made of the more important. Photographs were taken of all potential sites identified.

## Report

All available information was collated and the points of greatest interest and relevance were transferred onto a single set of maps at a scale of approximately 1:7,000 for ease of reference. The sites were then assessed and allocated to the categories listed below; further investigation may result in some 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

The 'Design Manual for Roads and Bridges' Volume 11 states in paragraph 6.2 '*For archaeological remains which are underground, in situ preservation is preferable to excavation where practicable.*' The categories listed below reflect this approach, although a distinction is made between those sites considered to be of national importance (Category A) and those of lesser importance (Category B) which would require full recording (including excavation) prior to disturbance.

*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, if threatened, by written description and photograph, and in some cases by measured survey.

*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 road works. It is recommended that the whole route be the subject of a watching brief as some sites will not be suspected until topsoil stripping reveals them, and sites identified in advance of the works may require further recording during construction.

*Category E - Sites needing further investigation.*

Sites whose importance 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.

## 5. RESULTS AND RECOMMENDATIONS

Archive material for the desk-top study was plentiful, and results suggest that the area was of some historical importance, especially in the Medieval period. Estate and other old maps provided dating and place-name information, as well as showing features of interest omitted from modern maps; lists supplied by Cadw: Welsh Historic Monuments gave information about listed buildings and scheduled ancient monuments (although none of these falls within the corridor of interest). Aerial photographs both confirmed the positions of known sites and showed up some 'new' sites.

Most of the fields walked in the course of the fieldwork had been repeatedly ploughed over many years, with the result that surface indications were often ambiguous or absent. It is clear that under these circumstances fieldwalking may not be the most efficient way of identifying new features.

Sites already noted from documentary sources were identified in the field where possible and marked on the map if necessary; and a number of previously unrecorded sites was identified, and these are included, with the rest of the sites, in the Gazetteer. The total of sites allocated numbers in the Gazetteer was 17.

### **Gazetteer of Archaeological Sites numbered from west to east**

The sites are described in numerical sequence. Each description is followed by recommendations, for further assessment when the remains require evaluating before full mitigatory recommendations can be made, and for mitigatory measures when the information is sufficient to allow this. A summary at the end of the Gazetteer lists the sites according to their allocated category.

#### **1. Telford's A5 Category C**

The extant A5, still largely following the route laid out by Telford and built in 1818-22, retains most of the original walling, bridges, culverts etc. It is particularly important as the Anglesey stretch is the only remaining long stretch of the A5 which was built new by Telford, and therefore may retain, under later surfaces, an original metallised surface typical of the time. For most of the way, the new route runs well south of Telford's A5, but at the western end the old road falls within the corridor of interest.

*Recommendation for further assessment: None.*

*Recommendation for mitigatory measures: Where the A5 is to be altered or abandoned, it should be recorded, with particular attention paid to the recording of the original metalling.*

#### **2. Possible field system, N.E. of Bryn Farm SH32307830C Category E**

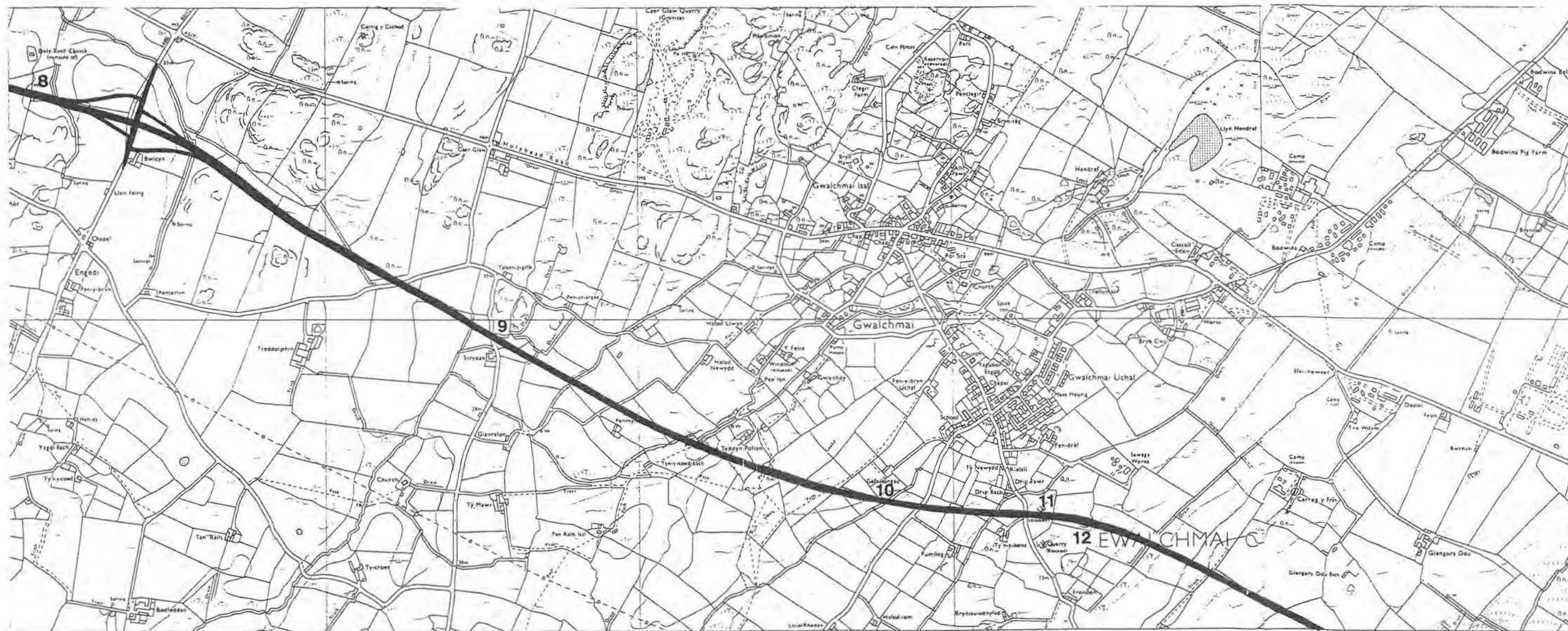
Ridges visible on the ground in this field may be part of a ridge-and-furrow field system, or ploughed-down lynchets.

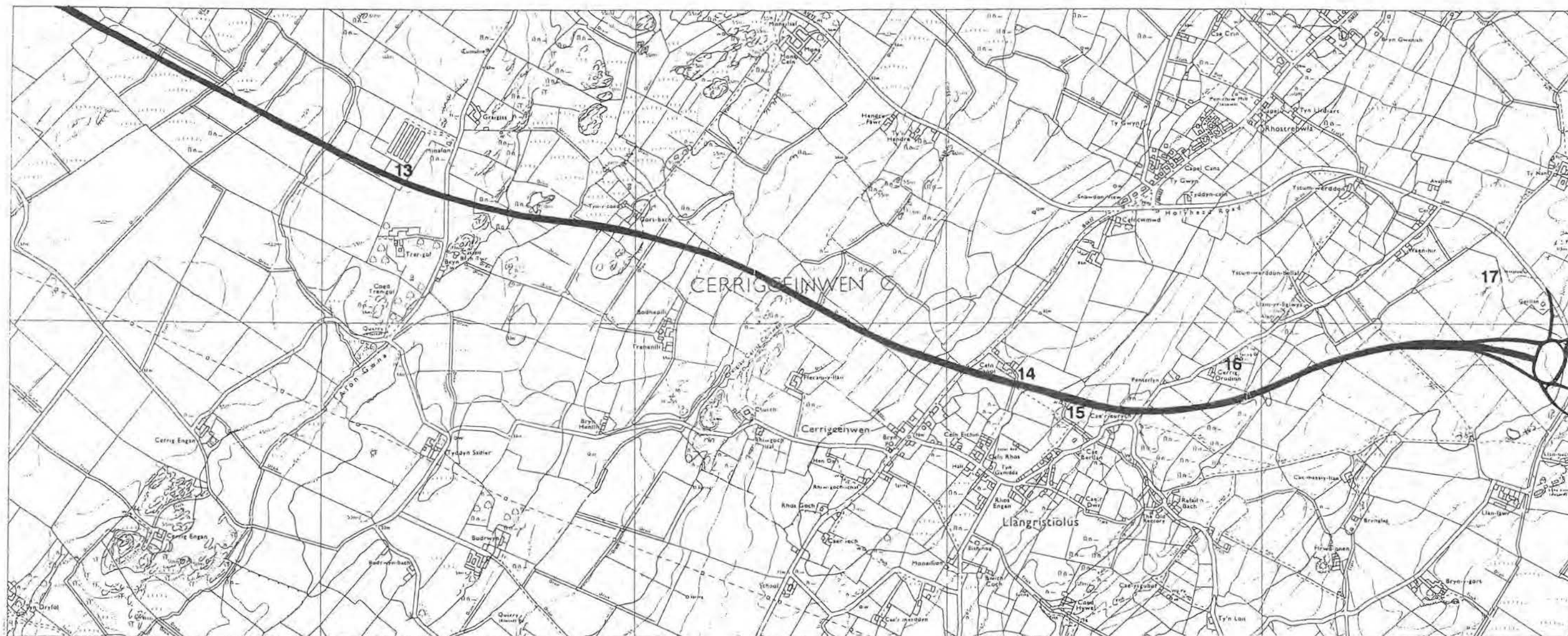
*Recommendation for further assessment: A measured survey would clarify the pattern of ridges, and should differentiate between lynchets and ridge-and-furrow. To attempt to date the field system and understand its formation, one or more trenches across the ridges should be dug.*

*Recommendation for mitigatory measures: The site will be reclassified following evaluation.*











**3. Possible field system, N. of Caer Elen SH32657826C Category E**

Very faint lines visible on the flank of the hill crowned by the radio mast, and the Caer Elen earthwork, may be the ploughed-down remains of lynchets, representing a possibly prehistoric or later field system.

*Recommendation for further assessment:* The evaluation should be aimed at identifying the nature of the ridges, so that their archaeological status can be determined. A series of transects of spot heights at right angles to the line of lynchets would allow breaks in slope to be accurately identified. A trial trench across one of the potential lynchets would then confirm its status as an archaeological feature.

*Recommendation for mitigatory measures:* The site will be reclassified following evaluation.

**4. Old road or track, Cymunod SH33917782 Category D**

A hard-surfaced track can be felt rather than seen in the field, but is marked on old maps leading out to the A5. It could be an access track contemporary with the road, or it could be an older track which was cut off when the road was built.

*Recommendation for further assessment:* None.

*Recommendation for mitigatory measures:* A watching brief when the topsoil is stripped along the route of the new road should reveal the old surface, and a section should be recorded at an appropriate stage of the work.

**5. Pont Melin-y-Plas SH34657716 Category A**

A disused stone bridge beside the modern road, which must have fallen out of use when the course of this road (from Bryngwran to Rhosneigr) was altered. The stream over which the bridge is built is the mill-stream of Melin-y-Plas, hence the name of the bridge.

*Recommendation for further assessment:* None.

*Recommendation for mitigatory measures:* As an unaltered structure of early 19th-century date, the bridge could be considered for listing as a 'building of special architectural or historic interest', and has therefore been made a Category A site. It is recommended that it should be preserved, undamaged, in situ.

**6. Remains of possible sluice, Afon Caradog, S. of Bryngwran SH35157697 Category B**

This very clear feature is not shown on maps, although a similar structure a little way downstream is close to the word 'Sluice' on several maps. The feature consists of a roughly rectangular 'pond' area, now much overgrown, with two raised humps or 'islands' in it; it seems certain that it must be connected with controlling the flow of water in the Afon Caradog.

*Recommendation for further assessment:* None.

*Recommendation for mitigatory measures:* This feature should be fully recorded by measured survey and such excavation as is deemed necessary to understand the nature of the remains.

**7. Potentially interesting area, with sharpening stone, near Afon Caradog, S. of Bryngwran SH35277695C Category C/E**

This field corner is low-lying and overgrown with rushes at present, although the remains of trees suggest it may once have been drier. Several patches of different vegetation show up slightly higher areas, one of which appears to be rectangular. In the nearest part of the dry main field is a small circular depression which may once have been a pond, and running between this and the corner of a field boundary projecting from the next field is a slightly raised linear feature. There is also a stone, lying in the field, which has grooves as if a metal tool had been sharpened on it; but it seems to be in a slightly different location from the 'stone' marked on the O.S. 1:10,560 map.

*Recommendation for further assessment:* A measured survey, combined with an appropriate geophysical survey, would help to identify any features of potential interest. This survey should be followed by trial trenching to identify the nature of the features.

*Recommendation for mitigatory measures:* The sharpening stone should be recorded by photograph and measured drawing. The remainder of the site will be reclassified following evaluation.

**8. Well and potentially interesting field, S. of Holy Rood church SH36107675**

*Category E*

A small, rectangular field, bounded by a stream on the east, and set amongst several much larger fields, just south of the remains of Holy Rood church. On the west side of the field is a well or spring with a stone surround, and south of this is a pond, now filled in with field clearance stones. At the north-east corner of the field is a stone-lined tank, and a short distance south the sides of the stream are protected with large boulders. Various 'humps and bumps' are visible.

*Recommendation for further assessment:* Assessment should be directed towards evaluating the possibility that the well is either connected with the church or with previous domestic activity in the immediate area, represented by the visible earthworks. Geophysical survey, with accompanying trial excavations, would confirm the nature of the remains.

*Recommendation for mitigatory measures:* The site will be reclassified following evaluation.

**9. Mill leat and watercourses, Strydan SH 37587596C *Category B***

Nothing of the mill remains at Strydan, but its former presence is well documented. The farmer suggested the name (stryd = street) indicated the presence of a Roman road, but no evidence for this was found. A system of watercourses remains, originally bringing water to the mill from a large pond to the north, now mostly overgrown with reeds, although water still runs in parts of the leats and ditches. At the western end, near the lane, there is a massive rock-cut ditch, and although this becomes shallower and less noticeable as one follows it east and north, the water system can be followed right round a large rocky outcrop and as far as the road to the north. Where tracks or paths cross the leat and ditch, the watercourses are culverted underneath.

*Recommendation for further assessment:* None.

*Recommendation for mitigatory measures:* Measured survey in advance of destruction or damage. This should include a section drawing.

**10. Circular platform, near Cefnllongau SH38787547 *Category E***

Although very small, not more than 7 m in diameter, this platform is quite noticeable and even carries a slightly different vegetation from the rest of the field. It is on a slope a little way above a stream, facing south-east.

*Recommendation for further assessment:* Trial trench to establish nature of remains.

*Recommendation for mitigatory measures:* The site will be reclassified following evaluation.

**11. Small quarry near Tyn-y-Bont SH39297539 *Category C***

This small quarry, into a natural outcrop, could only be seen from the road due to calving cows in the field. There did not appear to be any features of particular note.

*Recommendation for further assessment:* None.

*Recommendation for mitigatory measures:* Photographic and descriptive survey.



**12. Circular earthwork in field near Tyn-y-Bont SH39417530 Category E**

This earthwork is in the same field as No 12 above and could also only be seen from outside the field. It appeared as a raised, circular bank on sloping ground, without any platform or attempt at levelling.

*Recommendation for further assessment: This site should be examined by trial trench to determine its nature.*

*Recommendation for mitigatory measures: The site will be reclassified following evaluation.*

**13. Possible standing stone, Tre'r Gof SH41267242 Category E**

A standing stone 1.2 m high. Probably a rubbing stone, but taller and less blocky than another in the same field. It is not far from the Craig Las standing stone and round barrow.

*Recommendation for further assessment: In view of the nearby Bronze Age round barrow and standing stone, it is recommended that a geophysical survey is carried out around the stone, with trial trenching if the survey identifies features of potential interest.*

*Recommendation for mitigatory measures: The site will be reclassified following evaluation.*

**14. Outbuildings at Cefn Canol SH43207384 Category C**

Two derelict stone outbuildings with a small enclosure, marked as an orchard on old maps, and a walled track to the south.

*Recommendation for further assessment: None.*

*Recommendation for mitigatory measures: Photographic and descriptive survey.*

**15. Water sources and earthworks, Cefn Canol SH43407370C Category C/E**

In the corner of four fields are two water sources, represented by a spring which feeds into a pond, partly walled round, and a well chamber in the adjacent field south-west of the pond. A small stream carries the water away to the south-east. The area around the water sources has been reduced to a mudbath by cattle, but the field containing the well, and the one east of it, contain possible earthworks - platforms, banks and a possible hollow way.

*Recommendation for further assessment: To check for previous domestic activity, and to reveal the nature of the earthworks, a geophysical survey in the area of the defined earthworks is recommended, with trial trenches to follow if the survey identifies features of potential archaeological interest.*

*Recommendation for mitigatory measures: The well and spring should be recorded by description and photograph, the earthworks will be re-classified following evaluation.*

**16. Hollow way, Cerrig Drudion SH43867386 Category C**

A very wet and overgrown track leaves Cerrig Drudion farm, going north-east. The small field into which it disappears is completely overgrown with impenetrable scrub, but at the far side a track can be seen crossing the next field. Old maps, however, show the track as following the field boundary to the east and not entering the next field.

*Recommendation for further assessment: None.*

*Recommendation for mitigatory measures: Photograph and description.*

**17. Possible field system in field N.W. of Gerllan SH44707410C Category B**

This field appears to contain remnants of ridge-and-furrow cultivation, visible from the air and, in certain conditions, on the ground. Part of this field was used as a golf course until circa 1950.

*Recommendation for further assessment: None.*

*Recommendation for mitigatory measures: A section across the ridge-and-furrow, and through an adjacent field boundary, should be recorded. This would clarify the relationship between the the ridge-and-furrow and the present field system. In addition, pottery from midden spreading might help date the cultivation episodes.*

### **Areas of unknown archaeological potential**

Previous results from similar projects have shown that many sites can only be detected by excavation, particularly in areas such as this where surface indications are slight due to ploughing. Trial trenching along the line of the route is therefore often seen as an essential part of the evaluation procedure, with potential for discovering sites which would otherwise go unrecorded.

*Recommendation for further assessment: A 1 m wide trench should be dug down the length of the proposed route.*

*Recommended mitigatory measures: Any sites arising from the evaluation will be allocated to categories according to their importance.*

### **Field boundaries, tracks etc.**

Minor and generally linear features such as walls and tracks have not been listed in the Gazetteer as individual sites, for various reasons including sheer weight of numbers, and the fact that the majority of them will only be partially affected, the unaffected portion remaining *in situ* as an adequate record. The necessity for archaeological recording and the possibility of mitigation are both limited. However, the patterns of fields, tracks and boundaries are nevertheless an important aspect of the historical landscape, and it is worth noting that styles of walls and other field boundaries vary considerably even within this relatively small area, local differences quite possibly having their roots in historical factors. In particular, field boundaries which coincide with parish boundaries, which are clearly cut by the imposed 1820s A5, or which are associated with groups of small fields may be of significant age and thus particular interest. The large, open fields characteristic of much of the route are probably of 19th-century origin (and tend to be within large estates), and have swept away the boundaries of many of the original small fields.

*Recommendation for further assessment: None.*

*Recommendation for mitigatory measures: None.*

## **6. SUMMARY OF RECOMMENDATIONS FOR FURTHER WORK AND MITIGATORY MEASURES**

### **Further assessment work**

This section summarises the work which is recommended to evaluate those archaeological remains whose status and extent are not yet established, i.e. sites in Category E. They will be reclassified and suitable mitigatory measures suggested following evaluation.

2. Bryn Farm field system
3. Caer Elen field system

*Measured survey, trial excavation.*

*Spot height transects, trial excavation.*

7. Area near river S. of Bryngwran	<i>Measured and geophysical survey, trial excavation.</i>
8. Well etc. near Holy Rood	<i>Geophysical survey, trial excavation.</i>
10. Platform near Cefnllongau	<i>Trial excavation.</i>
12. Circular earthwork near Tyn-y-Bont	<i>Trial excavation.</i>
13. Possible standing stone, Tre'r Gof	<i>Geophysical survey, trial excavation or watching brief.</i>
15. Earthworks etc., Cefn Canol	<i>Geophysical survey, trial excavation.</i>

## Mitigatory Measures

This section lists the remaining sites according to category. The categorisation identifies the level of archaeological response which is recommended prior to the construction of the road (see p. 4 and Appendix I).

### *Category A - Preservation in situ*

5. Pont Melin-y-Plas

### *Category B - Detailed recording*

6. Remains of possible sluice, S. of Bryngwran
9. Mill leat etc., Strydan
17. Field system, N.W. of Gerllan

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

1. Telford's A5
7. Sharpening stone near Afon Caradog
11. Quarry near Tyn-y-Bont
14. Outbuildings, Cefn Canol
15. Well and spring, Cefn Canol
16. Hollow way, Cerrig Drudion

### *Category D - Watching brief sites*

4. Old road or track, Cymunod

The whole route should be the subject of a watching brief during the road construction works: see Project Design (Appendix I) and descriptions of categories (p. 4).

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## APPENDIX I

### SUGGESTED PROJECT DESIGN

Gwynedd Sites and Monuments Record

# 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 it 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.

## 9. COSTINGS.

### 1) Desk-top study.

Staff time - 35 man days @ £80 (1 person x 7 weeks)	£ 2800
Travel & subsistence (journeys to Llangefni, Caernarfon, Aberystwyth, Cardiff, Cambridge etc.)	£ 600
Special flight	£ 150
Materials	£ 300
<b>Sub-total</b>	<b>£ 3850</b>

### 2) Fieldwork.

Staff time - 30 man days @ £80 (2 persons x 3 weeks)	£ 2400
Travel & subsistence (15 daily journeys of average 35 miles)	£ 160
Materials	£ 200
<b>Sub-total</b>	<b>£ 2760</b>

### 3) Report.

Staff time - 15 man days @ £80 (1 person x 2 weeks, 1 person x 1 week)	£ 1200
Travel & subsistence	£ 30
Materials	£ 370
<b>Sub-total</b>	<b>£ 1600</b>

### 4) Archive.

Staff time - 20 man days @ £80 (1 person x 4 weeks)	£ 1600
Travel & subsistence	£ 10
Materials	£ 300
<b>Sub-total</b>	<b>£ 1910</b>

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Sub total	£10,120
plus administration and overheads @ 15%	£ 1518
<b>TOTAL</b>	<b>£11,638</b>

## 5) Costs per individual scheme.

To arrive at the cost for each individual scheme it is proposed that the costs are divided according to the relevant lengths of each to give a proportional figure:

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Llanfair PG to Nant Turnpike;	8km	25%	£ 2,909
Nant Turnpike to west of Bryngwran;	13km	41%	£ 4,772
west of Bryngwran to Ty Mawr;	9km	28%	£ 3,259
Holyhead Improvements;	2km	6%	£ 698
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Total	32km	100%	£11,638

## 10. TIMING.

Stage 1 Desk-based assessment will take 7 weeks.

Stage 2 Fieldwork will take 3 weeks.

The report will take a further 2 weeks.

(The archive will take 4 weeks but can be done after the report has been prepared and submitted).

Total of **12 weeks** from start to production of report.

If work begins mid-July, a suggested timetable would be:

July 19 - September 3: 7 weeks desk-based assessment.

September 6 - 8: Holyhead fieldwork.

September 10: Holyhead report submitted.

September - October: Remainder of fieldwork.

Mid-November: Deadline for report on whole of stages 1 and 2.