

A470 MAES YR HELMAU TO CROSS
FOXES, DOLGELLAU IMPROVEMENT
ARCHAEOLOGICAL ASSESSMENT (GAT 1176)

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REPORT NO. 87

91176

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust

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A470 MAES YR HELMAU TO CROSS FOXES, DOLGELLAU IMPROVEMENT

INITIAL REPORT

1. INTRODUCTION

As part of its improvements to the A470 Cardiff - Glan Conwy Trunk Road, the Welsh Office is proposing improvements between Maes-yr-helmau and Cross Foxes, Dolgellau. The proposed improvement starts on the present A470 just to the east of Maes-yr-helmau at approximately SH75451843, and runs north for about 2.3 km to link up with the present road again beyond Cross Foxes at SH76951680.

The route crosses mainly agricultural land, currently laid down to permanent pasture, some of it recently improved, and also some areas of mature beech, birch, and oak woodland. This woodland includes a Site of Special Scientific Interest at SH75851812.

The extent of the area of interest is a strip 400 m wide centred on the proposed route, but expanding to include slip roads, roundabouts and alterations to existing roads.

The proposals are to be accompanied by an Environmental Assessment, which is being prepared by Derek Lovejoy Partnership for Gwynedd County Council. Gwynedd Archaeological Trust was contracted to undertake the archaeological assessment of the route, to be presented as part of the Environmental Statement.

2. ASSESSMENT BRIEF

An initial report was requested from Gwynedd Archaeological Trust, assessing the likely archaeological impact of the plans and suggesting mitigatory measures. A Suggested Project Design was produced by the Trust, and agreed with Cadw: Welsh Historic Monuments.

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.

This report covers the work done under the first two stages of assessment, documentary research and walking the route, and includes recommendations for later stages.

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 in order that all areas affected may be subjected to the same level of survey, any information

relating to areas affected outside the 400 m corridor should be notified to the Trust as soon as possible.

3. METHODS AND TECHNIQUES

3.1 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 County archives at Dolgellau. Aerial photographs were inspected at the offices of the Countryside Council for Wales.

3.2 Field Search

This was undertaken on the 17 February 1994 by two members of Trust staff. The whole length of the preferred route was walked where possible (inaccessible areas included some areas of forest notably Coed Maes-yr-helmau and Coed Tir-stent-fach, some small areas overgrown with scrub, and some extremely boggy enclosures), and the rest of the corridor was either walked or observed from neighbouring fields, paths etc. Conditions were generally fine for fieldwork, though a significant proportion of the land was extremely boggy with thick growth of juncus, or thickly covered with scrub and ground cover. The light condition was fair for the time of year.

Landowners 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 1:2,500 OS maps supplied by Gwynedd County Council, 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.

3.3 Report

All available information was collated, and transferred onto a single set of maps at a scale of 1:2,500 for convenience. The sites were then assessed and allocated to the categories listed below. These are intended to give an idea of the importance of the site and the level of response likely to be required, for ease of reference; descriptions of the sites and specific recommendations for further evaluation or mitigatory measures, as appropriate, are given in the relevant sections of this report.

In some cases, 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 (Wales): Archaeology and Planning.

3.4 Categories

The categories listed below follow the guidelines given in the 'Design Manual for Roads and Bridges' Volume 11, Section 3, Part 2, Paragraph 3.4, and allocation of a site to a category defines the importance of the archaeological resource of that site.

Category A - Sites of national importance.

Scheduled Ancient Monuments, Listed Buildings and sites of schedulable or listable quality, i.e. those which would meet the requirements for scheduling (ancient monuments) or listing (buildings) or both.

Sites which 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.

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

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

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 - 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.

4. ARCHAEOLOGICAL FINDINGS AND RECOMMENDATIONS

4.1 Introduction

Archive material consulted during the desk-top study provided dating evidence for known sites (e.g. Cross Foxes (1859 - from date stone, but earlier from map evidence c. 1817), Gwanas, either Gwanas Fawr or Plas Gwanas (1287), Hendre Gefeiliad (1592 - probably older), and maps of successive dates allowed an appreciation of the development of the landscape. Estate maps and papers were mostly of relatively recent date, but Ordnance Survey and tithe map coverage of the area was good.

Lists supplied by Cadw: Welsh Historic Monuments gave information about listed buildings and scheduled ancient monuments, of which there are none within the corridor. Aerial photographs both confirmed the positions of known sites and showed up some 'new' sites.

Many of the fields walked in the course of the fieldwork had been repeatedly ploughed. This meant that results were sometimes disappointing, nothing being visible on the ground even in fields where features show up on aerial photographs. It is clear that under these circumstances

fieldwalking may not be the most efficient way of identifying new features.

Sites noted from documentary sources were identified in the field where possible, and in addition a number of previously unrecorded sites were identified. These are included, with the rest of the sites, in the Gazetteer. The total of sites allocated numbers in the Gazetteer was 17, plus an area of Ancient Woodland at Coed Maes-yr-helmau (SH75851812) which is part of the Site of Special Scientific Interest known as Llwybr-y-Torrent (Torrent Walk).

4.2 The Archaeological Background

4.2.1 Prehistoric

There are no known settlement or burial sites of the prehistoric period within and near the corridor of interest. However within a 5km. radius of the corridor a number of cairns and standing stones belonging to the Bronze Age are to be found.

4.2.2 Roman

Within the northernmost part of the corridor of interest at Cross Foxes (SH76651630) lies the possible junction of two Roman Roads: the route known as Sarn Helen lying between the Roman military stations of Cefn Caer to the south and Tomen-y-mur to the north, near Trawsfynydd. The other being a possible Roman route running east-west, linking Dolgellau, via Bwlch Oer Ddrws, with the area around Welshpool. Both of these are assumed to underly existing tarmacadamized roads at this point.

Sarn Helen, according to Edward Lhuyd, the 17th century antiquarian, enters the area just to the south of the Cross Foxes Hotel, after crossing the Afon Clywedog at Pont Bylan, presumably on the alignment of the present A487(T). It is then thought to turn to the west at the Cross Foxes, probably following the line of the present country lane to Tabor, on its way to Dolgellau. However, it should be underlined that alternative routes to the west of Cadair Idris have also been considered possible and a definitive route has yet to be fully established.

The present A470(T) where it enters the area just west of Pont Gwanas at SH76931680 could, as mentioned above, also be following the alignment of the Roman Road between Dolgellau and Welshpool, though this again is open to debate. The route, if it existed at all, probably lay further to the east crossing Rhos Gwanas (SH78201760) and continuing by way of the Roman Fort of Brithdir.

Outside the area of interest immediately to the south east of the southern end of the corridor is the possible route of another Roman Road which would have linked the Roman fortlet of the Flavian period at Brithdir (only 1.5km. to the east) with a postulated larger fort at Dolgellau.

4.2.3 Medieval and Later

Settlement of the area during the Medieval period is fairly well documented but not well represented on the ground. The area lies within the Commote of Tal-y-bont in the Cantref of Ardudwy. The land formed part of the townships of Gwanas and Garthgynfor during the Medieval Period, formerly belonging to the Parish of Dolgellau, but since 1894 part of the then newly created Parish of Brithdir ac Islaw'r Dref.

While there are no known sites actually located within the corridor, place-name evidence from both within and just on the edge of the area suggests use in the period. The name of Hendre Gyfeilliad, a farmstead in the north of the area comes from the word gafael, a term applied during the Medieval period to land on which a cash rent was owed in tribute. Similar echoes of Medieval tenure is to be found in the name of Tir Stent fach, the old smithy at SH76141802, where Stent suggests escheat or extent land, that is land forfeited to the Crown because of death or felony.

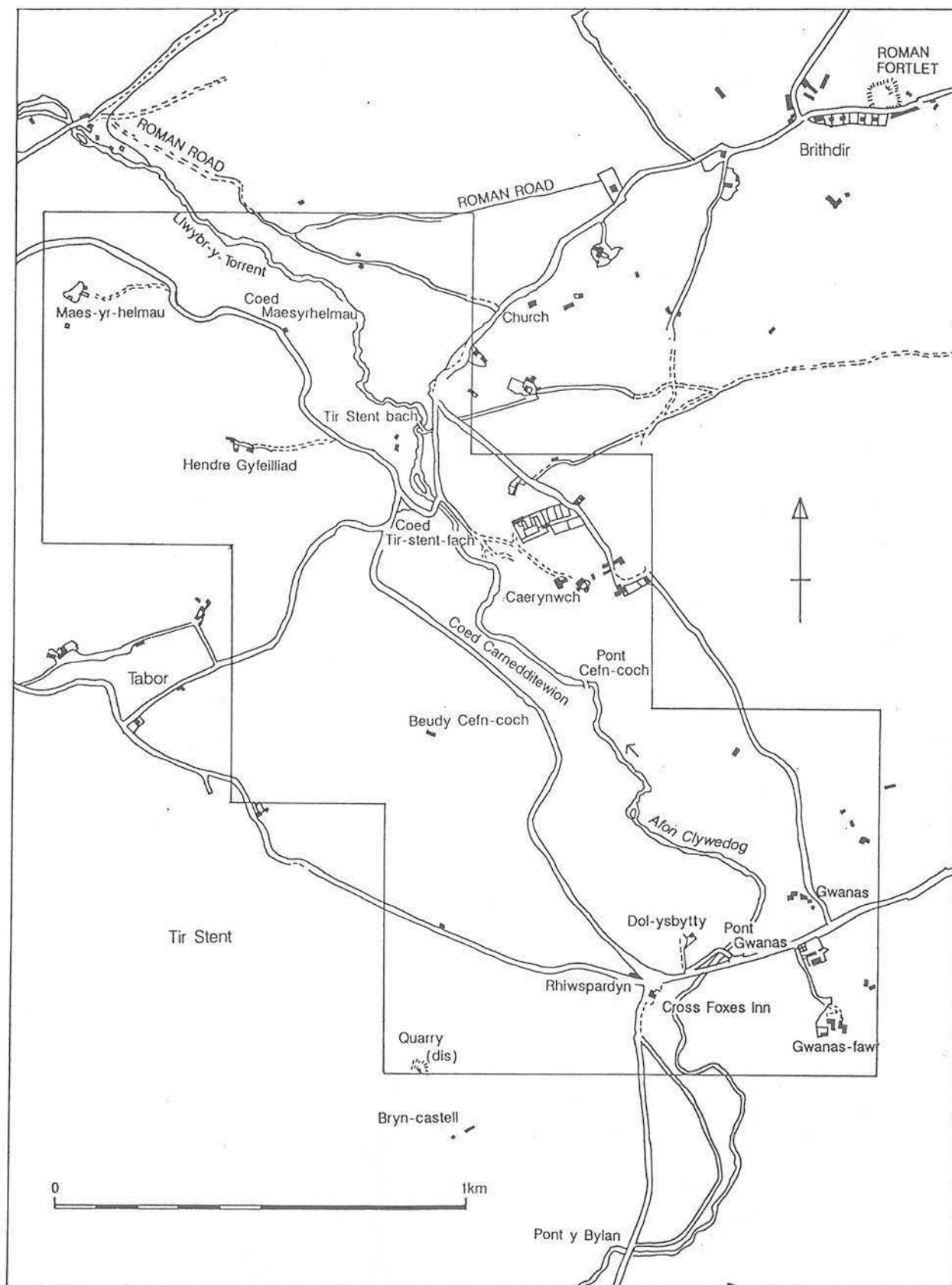


Fig. 1 Location map showing sites of archaeological and historical interest.

Also of interest is Dol Ysptyty, a name associated with Hospice and Grange of Gwanas, which before 1338, was part of the land belonging to Halston a Preceptory of the Order of St. John. The Order of St John of Jerusalem or the Knights Hospitallers was established during the first half of the eleventh Century to provide hospitality for pilgrims making the journey way to the Middle East. The Grange complex of Gwanas is thought to have stood at or near the farmsteads of either Gwanas-fawr (SH771166), or Plas Gwanas (SH770169), or indeed both. The Chapel, Grange and Hospital are mentioned in a survey of about 1284 as 'Hospitalis de Villa de Wona' and also as Hospitalis de Wannas. The buildings standing at Plas Gwanas and Gwanas fawr today were probably not built prior to the dissolution of the monasteries in 1540, however a short length of probable 16th century walling with a lancet window is to be found at Plas Gwanas.

Houses and farms along the route date from at least the late 17th 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 earthworks or ruins. Although no Listed buildings are situated within the corridor of interest, several lie immediately outside. Gwanas-fawr, mentioned above, and its outbuildings is Listed grade II. The house, which in its present form dates from the 16th century is 'L' shaped, built of stone under a slate roof with casements and the remains of stone mullioned windows. There is also a date stone bearing the date of 1722, probably referring to alterations. The outbuildings are of 17th century date. A 19th century country house in the Georgian style stands at Caerynwch, the seat of the Richards' family estate, while 150yds. to the north-east is an 18th century or earlier two storeyed 'L' shaped house with casements and lateral stone chimneys.

4.2.4 Roads

The Merioneth Turnpike Trust was formed in 1777 and was responsible for maintaining the road from Dolgellau to Dinas Mawddwy, among others by the end of the eighteenth century. According to map and other evidence (e.g The map of North Wales by John Evans, 1797) the original road between Dolgellau and Dinas Mawddwy ran via Tabor to the Cross Foxes and then continued over Pont Gwanas bridge, via Bwlch Oer Ddrws to Dinas Mawddwy. The section near the Cross Foxes lies within the corridor. By 1817 a new Turnpike road had been constructed between Dolgellau and the Cross Foxes roughly following the Afon Clywedog it is preserved as the present day A470(T). Turnpike Trust ceased to exist in the 1870s.

Other remains of importance from this period, though not within the corridor itself, are the industrial remains connected with Iron production. At Dolgun-uchaf, to the south of the corridor, stands the site of an early 18th Century blast furnace, planned in 1713 by Abraham Darby of Coalbrookdale. Bedded oolitic iron ore from Bryn Castell, west of Cross Foxes, was the main source of iron ore supplied to the furnace during the 1730s. The last known reference for the blast furnace was in 1802, when mention was made of a forge powered by water, and a charcoal fuelled furnace. The short supply of suitable charcoal was to plague production at Dolgun-uchaf, which was sporadic.

4.2.5 Conclusions

Within the corridor of the proposed route there is little known evidence for Prehistoric activity, while other periods are poorly represented, if at all. However inference from the surrounding area suggests some level of activity during all periods, especially throughout the Medieval period when the Grange at Gwanas was functioning. The area also offers an interesting possibility for the study of lines of communication, and their development from at least the Roman period up to the present day.



Fig. 2 Location map showing sites listed in the gazetteer.

4.3 Gazetteer of Archaeological Sites

The sites included in the gazetteer are those elements of the cultural landscape noted during the assessment which are within the corridor of interest. They are described in numerical sequence. Each description is followed by recommendations for work **if the site is to be affected by the construction of the new road**. Where the remains require evaluating before full mitigatory measures can be decided upon, the recommendations are for further assessment, the results of which will allow appropriate mitigation measures to be recommended. Where the information is considered sufficient, mitigatory measures are suggested. A summary at the end of the Gazetteer lists the sites according to their allocated category.

There are several sites of interest within the area of study, the principle site being the bridge of Pont Gwanas. As a good example of late seventeenth - early eighteenth century bridge construction this site has been placed in category 'A' as a site of national importance.

Sites deemed to be of regional importance (category B) due to architectural and archaeological criteria are the Cross Foxes Inn, the farmhouse of Dol Yspytty, and the remains of the building near the Cross Foxes (12).

The majority of the remaining sites identified within the corridor are of local interest only, but nonetheless form an intrinsic part of the cultural landscape. It is recommended that these sites are recorded at a level sufficient to allow future students of the landscape to be aware of the existence and nature of the features concerned.

1. Trackway SH75701827C *Category D*

A disused trackway which provided access to a barn mentioned on an estate map of 1817, situated south of, and also part of Hendre Gyfeiliad. The track runs east - west for about 200m from the existing A470(T) just opposite the Caerynwch Lodge. The surrounding area is planted with both deciduous and coniferous trees among which is a system of drystone field boundaries and possibly other remains.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Recording by photograph, description and survey.

2. 19th Century Lodge SH75741830 *Category C*

A late 19th century Lodge belonging to the Caerynwch estate, un-listed. Constructed of coursed rubble under a slate roof.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Recording by photograph and description.

3. Lane to Tabor SH75951781C *Category C*

The present tarmacadamised lane leading west towards Tabor which is shown on an estate map of 1817. The lane is bounded by drystone walls on both sides as it approaches its junction with the present A470(T).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Recording by Photograph and description.

4. Gravel pit SH76041783 *Category D*

Gravel diggings on 2nd. edition 25" OS. map, probably dating from the late nineteenth century. The area has been partially obscured by the natural regeneration of birch, beech and sycamore trees. These diggings may be associated with improvements made to the local roads, or paths within the bounds of the Caerynwch estate.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Recording by photograph and description.

5. Series of scoops SH76001774 Category D

A number of shallow scoops lying in a gently sloping field near the present A470(T), probably representing gravel digging associated with the maintenance of the nearby road at or before the turn of the 20th century.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Recording by photograph and description.

6. Trackway SH76091765C Category D

A Minor field trackway, slightly embanked leading east from the present A470(T).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Survey and record by photograph and description.

7. Trackway SH76251733C Category D

An unenclosed trackway, slightly scarped into the contours of the hillside, leading to the derelict 18th century barn/cowhouse of Beudy Cefn-coch (outside the corridor of interest) from the present A470 and ultimately to Caerynwch, via an estate lane and Pont Cefn-coch. Beudy Cefn-coch was part of the Caerynwch estate during the 19th century.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Survey and record by photograph and description.

8. Trackway SH76271728C Category C

An enclosed hollow-way leading west to Beudy Cefn-coch from the present A470(T). A low earth bank carrying an overgrown birch hedge, now trees, lines both sides of the slightly sunken track. The track appears on the 1838 OS. 1st. edition and on the tithe map of the 1840s, as well as on modern maps.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description and archaeological examination to establish the method used in construction.

9. Series of scoops SH76421735C Category E

A series of substantial sub-circular and sub-rectangular scoops situated near the present road. The scoops are grassed over and their exact nature is unknown, although they may be gravel diggings.

Recommendation for further assessment: Trial trenching to establish exact nature of feature.

Recommendation for mitigatory measures: To be established following further assessment.

10. Rectangular platform SH76431723 Category E

A low sub-rectangular grass covered platform lying alongside existing A470(T) near field entrance, possibly the remains of a small tyddyn.

Recommendation for further assessment: To be investigated by trail trenching.

Recommendation for mitigatory measures: To be established following further assessment.

11. 18th Century building - Rhiwspardyn SH76311674 Category C

A partially rendered rectangular two story building of coursed rubble construction under a slate roof, was formerly a Methodist Chapel. It appears on the John Evans map of 1797 and on the 1834 1st edition OS. map.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description with sufficient measured survey to record its architectural details and history.

12. Remains of building near the Cross Foxes Inn SH76311670 Category B

Originally a substantial rectangular building, probably associated with the Cross Foxes, all that now remains is a slightly raised level, rectangular, grassed-over platform with a length of truncated walling of coursed rubble on its western side. This site appears as large building noted as the Cross Foxes on an estate map of 1817, it is possible that it represents the former site of the present 19th century Inn (see site 13.). The Inn is most likely to be contemporary with the construction of the improved Turnpike road at the end of the 18th century.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: It is recommended that a full measured survey and excavation be carried out at this site to establish its exact function.

13. The Cross Foxes Inn SH76361669 Category B

This is presently a large two storeyed stone built building under a slate roof and has a date stone of 1859, though looks earlier. The name, Cross Foxes can be associated with the general area since 1817, and probably then refers to the site mentioned above (12.). However there does appear to have been a building on this site from at least 1817, if not before. An estate map of 1817 shows a small rectangular structure where the present Inn now stands. The building was formerly Listed as Grade III.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: This site should be preserved in situ.

14. Dol Ysptyty farm SH76751684 Category B

This site comprises an 18th century, possibly earlier, farmhouse and associated field system. The name of the site, Dol Ysptyty indicates some antiquity, referring to the Medieval Hospice of Gwanas which belonged to the Order of the Knights of St. John. This was thought to be located somewhere in the region, probably at the nearby farms of Gwanas fawr and Plas Gwanas. The place-name indicates that this was a meadow belonging to the Order.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: It is recommended that this site be preserved in situ, failing this it should be fully recorded by survey and limited excavation.

15. Pont Gwanas - bridge SH76821679 Category A

This is an early double span bridge with segmental arches, cut-water and pilaster. This bridge carried the 18th Century Turnpike and its precursor from Dolgellau to Dinas Mawddwy across the Afon Clywedog. The bridge appears on a map of 1787 and on Ogilby's map of 1675, it is also mentioned in documents dating to 1679 and 1688 (the Helygog Collection, National Library). It is known that the bridge was repaired in 1764, however it is likely that the basic fabric of the bridge dates from the mid-seventeenth century.

It was noticed during field walking that the bridge was being used as a alternative temporary river crossing while work is being carried out on the bypass bridge on the A470(T). The bridge has been damaged as a result, with the partial removal of one parapet and the insertion

of metal strengthening plates above the northernmost arch. Heavy traffic has caused large fissures to appear in the metallised surface of the bridge and elsewhere in the structure.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: This site should be preserved in situ.

16. Roman roads Category C

As mentioned above (see 4.2 The Archaeological Background) there are two probable sections of Roman road in the corridor: Sarn Helen, running between Dolgellau and the Roman fort of Cefn caer, Pennal; and a postulated Roman route running east from Dolgellau over Bwlch Oer Ddrws to Welshpool and beyond.

These apparently lie on the same alignment as the existing tarmacadamised routes. Sarn Helen enters the area from the south at SH76621653 and follows the A487(T) as far as the Cross Foxes then turns west to follow the minor road to Tabor. The other route, which is less certain, is thought to follow the line of the A470(T) west as far as the Cross Foxes where it is thought to join with Sarn Helen.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: The make-up of this road should be examined to see if any Roman remains are still present. This could take place when construction work starts, providing sufficient time is allowed for the recording of any archaeological remains.

17. Improved turnpike road Category C

The present A470(T) follows the alignment of the late 18th - early 19th century turnpike road from Dolgellau to Dinas Mawddwy. This road appears named on an estate map of 1817 as the "New Turnpike Road from Dolgelley". The present road scheme would affect it along its length from near Maes-yr-helmau (SH75451843) to beyond Pont Gwanas at SH76951680.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: This site should be examined and method of construction recorded. This could take place when construction work starts, providing sufficient time is allowed for the recording of any archaeological remains.

Field boundaries, etc.

The pattern and nature of field boundaries are an important part of the historic landscape. Their construction, linear plan and ecological diversity can provide valuable information about the landscape and its evolution.

The most common type of field boundary in this area is the drystone wall, but examples of embanked walls, and low earth banks, usually topped with modern sheep-fencing as well as banks topped by hedges of birch and blackthorn were noted.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: A descriptive survey should be carried out on all traditional field boundaries to be affected, including measured profiles and photographic recording. It is also recommended that an ecological survey of the boundaries accompanies the archaeological survey. The information gained from this survey would provide both a suitable record of historic features and contribute to the re-instatement of landscape features.

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 and a continuous watching brief along the line of the route are therefore essential parts of the evaluation procedure, with potential for discovering sites which would otherwise go unrecorded.

Recommendation for further assessment: A series of trial trenches should be dug along the line of the proposed road, so that approximately 2% of the area to be affected is examined. Previous studies have shown that the best results come from a series of trenches measuring approximately 30m by 2m cutting across the line of the proposed road.

Recommended mitigatory measures: 1. Any sites arising from the trial trenching will be allocated to categories according to their importance.
2. A continuous watching brief should be maintained during the relevant stages of the road improvement works.

5. SUMMARY OF RECOMMENDATIONS FOR FURTHER WORK AND MITIGATORY MEASURES

5.1 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.

Category E - Sites needing further investigation

9.	Series of scoops	Trial trenching
10.	Rectangular platform	Trail trenching
	Areas of unknown potential archaeological potential	Trial trenching

5.2 Mitigatory Measures

This section lists the remaining sites according to category. The categorisation attempts to quantify the importance of the archaeological resource, as suggested in the 'Design Manual for Roads and Bridges' Volume 11, Section 3, Part 2.

Category A - National importance

15.	Pont Gwanas - bridge	Preservation <i>in situ</i>
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Category B - Regional importance

12.	Remains of building near the Cross Foxes Inn	Measured survey and excavation.
13.	The Cross Foxes Inn	Preservation <i>in situ</i>
14.	Dol Ysptyty farm	Preservation <i>in situ</i>

Category C - Local importance

2.	19th Century Lodge	Recording
3.	Lane to Tabor	Recording
8.	Trackway	Recording and archaeological examination

11.	18th Century building	Recording and measured survey
16.	Roman roads	Archaeological examination
17.	Improved turnpike road	Archaeological examination

Category D - Minor and damaged sites

1.	Trackway	Recording and survey
4.	Gravel pit	Recording
5.	Series of scoops	Recording
6.	Trackway	Recording and survey
7.	Trackway	Recording and survey

Uncategorised sites

Field boundaries	Recording
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A continuous watching brief should be maintained along the whole route during relevant stages of the work, 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.

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7. Non Technical Summary

An initial assessment of the proposed route has identified a number of sites of national, regional and local interest, and three sites that require further assessment.

Initial recommendations are also proposed for mitigatory measures for known sites ranging from preservation *in situ* where at all possible to the provision of a watching brief during road construction.

Sites identified within the route corridor range from the Roman period to the present Century, but are predominantly of post Medieval date. Significant sites are the bridge of Pont Gwanas (15) which should be preserved *in situ*, as should the farmhouse of Dol Ysptyty (14), and the Cross Foxes Inn (13). It is recommended that the remains of the building near the Cross Foxes (12) be examined by excavation and a full measured survey.

Other sites of interest are the 18th century building and former Methodist chapel at Rhiwspardyn (11), the pre 1817 trackway to Beudy Cefn-coch (8), and the Roman (16) and improved turnpike (17) roads which may throw light on the development of lines of communication within the region. It is recommended that site 11 be fully recorded by a measured survey and description, while the trackway (8) and the roads (16) & (17) be examined archaeologically to enable a study of their construction make-up. This should be accompanied by full descriptive and photographic recording.

The trackways (1), (6), (7), and (8) all require surveying as well as recording by photograph and description.

Recommendations are proposed for further assessment to clarify the extent and nature of potential sites and trial trenching is likely to increase the number of actual sites. Further assessment by trial trenching is required to establish the exact nature of a series of scoops (9) and the low rectangular platform (10).

A number of agricultural, domestic and other features were identified. Among these were a number of old tracks, field boundaries, and gravel pits and scoops which can be adequately recorded by photograph and description in advance of destruction.

It is recommended that an archaeological and ecological survey be undertaken of the field boundaries within the corridor of interest, and expand this where necessary to allow the boundaries to be put into context.

A series of trial trenches are recommended, the area of which should approximate to some 2% of the ground area to be developed. It is recommended that a watching brief is maintained during the ground disturbance and that provision be made for the adequate recording of any sites which are identified at this stage of the development.

