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MERLLWYN GWYN TO GLAN YR AFON
A494 TRUNK ROAD
ARCHAEOLOGICAL ASSESSMENT

INITIAL REPORT NO. 94

91174

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust

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A494 TRUNK ROAD
ARCHAEOLOGICAL ASSESSMENT

prepared for Gwynedd County Council

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Gwynedd Archaeological Trust Report No. 94

MERLLWYN GWYN TO GLAN YR AFON, A494 TRUNK ROAD

INITIAL REPORT

1. INTRODUCTION

As part of its improvements to the A494 Bala to Corwen Trunk Road, the Welsh Office is proposing alterations between Merllwyn Gwyn and Glan yr Afon, near Corwen. The proposed route follows the existing road, with several altered alignments, beginning at approximately SJ00444083 and continuing eastwards for approximately 3km, to beyond Glan yr Afon at SJ02784258.

The route crosses mainly agricultural land, currently laid down to permanent pasture, some of it recently improved, and also some boggy areas.

The study area, is a strip approximately 700m wide centred on the proposed route. This whole area was the subject of a desk-top assessment, and the area which will be directly affected by the alterations was field-walked.

The proposals are to be accompanied by an Environmental Assessment, which is being prepared by the Environmental Assessment Unit (EAU) 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 8th March 1994 by two members of Trust staff. The whole length of the preferred route was walked where possible (inaccessible areas included an area of forestry on Llwyn Braich Ddu, 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 fine for fieldwork, though a proportion of the land was extremely boggy with thick growth of juncus, or thickly covered with scrub and ground cover. The light conditions were fair for the time of year.

Some landowners were spoken to on the telephone prior to the field-walking; all were helpful but none were able to contribute information of material value. On the day the land was field-walked no landowners were seen.

Sites identified were marked on copies of 1:10,000 OS maps 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 1:10,000 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, 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 two within the corridor, Caer Eini and the old Board School at Glan-yr-afon. 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 field-walking may not be the most efficient way of identifying new features.

Sites noted from documentary sources were identified in the field where possible. These are included, with the rest of the sites, in the Gazetteer. The total of sites allocated numbers in the Gazetteer is 23.

4.2 The Archaeological Background

This section discusses the archaeology and history of the surrounding area, so that the findings of the assessment can be put into a wider context.

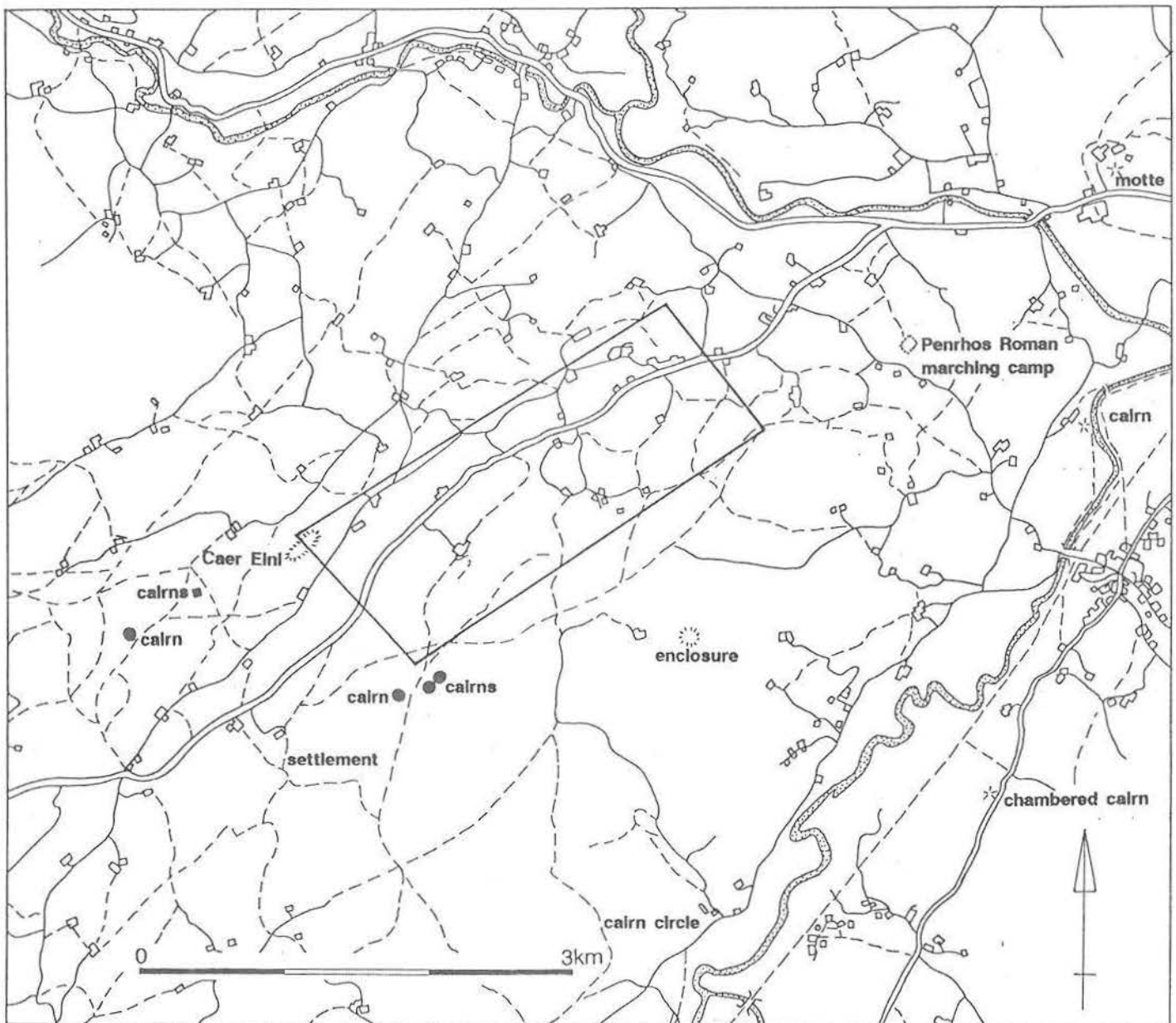


Fig. 1 Location map of archaeological and historical sites in the area.

4.2.1 Prehistoric

The Prehistoric period is well represented by sites and finds in the vicinity of the study area. Two Bronze Age cairns lying SW of Caer Eini have recently been excavated, and found to date to the mid second millennium (c. 1500 BC), with earlier settlement underlying them. On the opposite side of the valley, above Llwyn Braich Ddu, there are several more cairns.

Within the study area is the defensive hillfort, *Caer Eini*, dating from around 500 BC. This consists of a large oval earthwork occupying the flat top of the ridge running parallel with the present A494 Bala to Corwen road. Close by, two stone spindle whorls were ploughed up (SJ003415), one is biconical and is decorated on each side, the second is disc shaped and plain. Both date to the Iron Age and are now in the National Museum of Wales.

4.2.2 Roman

The Roman period is represented by the marching camp at *Penrhos* (SJ042247), lying close to the Roman road which linked Chester to mid-Wales and the forts at *Llanfor*, *Caer Gai* and *Pennal*. The Roman road is thought to lie along the same line as the existing old road which runs north of and parallel to the A494 through *Llawr y Bettws*.

4.2.3 Medieval and Later

The study area lies within the Commotes of *Edneirion* and *Penllyn uwch Tryweryn* in the *Cantref* of *Penllyn*. The land lay within the parish of *Llanfor*, but is now part of the parish of *Llandderfel*.

Settlement of the area during the Medieval period is represented by *Hengaer* and *Llawr y Bettws*, both referred to in documents as medieval settlements, and now occupied by farmsteads, the buildings of which are largely Post-Medieval in date. Studies have shown that *Isaf* (lower) as a place-name is often associated with the dominant settlement, and therefore *Hengaer-isaf* may be the site of the original medieval township, although both could be medieval in origin.

Hengaer is listed in the Exchequer proceedings (16th century) as 'One messuage, or tenement, called *Tythyn yr Hengayr*; water corn mill, and 60 acres of pasture and wood, in the lordship of *Bettuse y Koyd*, commote of *Penllyn*.' Evidence of the existence of a corn kiln is continued in the field name, '*Cae'r odyd*' (kiln field) (SJ01984175), and '*Cae'r Felin*' (SJ01304198), is recorded on the 1840 tithe map, providing documentary evidence for a mill below *Hengaer-isaf*. The field has since been bisected by the A494, and it is probable that the mill was originally sited alongside *Nant Ffrauar*, now on the north side of the road. No visible remains of a building were noticed, but the area is now quite heavily wooded.

Hengaer-isaf and *Hengaer-uchaf* are connected by two hollow ways, one of which leads from the old road at SJ01354270, crosses the present A494 and continues until it joins the second track. The second track, which exits from the road just east of *Llawr-y-bettws-uchaf* at SJ01784237, continues to be used as a link road as far as the present A494. Originally it would have continued through both *Hengaer-isaf* and *Hengaer-uchaf*. Both tracks are marked on the 1" first edition OS maps (1831). It is probable that they are the remains of an early Medieval road network surrounding the township of *Hengaer*.

The settlement at *Llawr-y-bettws* took its name from a chapel which existed close to *Llawr-y-bettws ucha*. In letters compiled by Edward Lhwyd around 1700, it is recorded that there were the remains of 'ye Ruins almost defac'd, but they call ye field *Ffridd y Cappel* still.' The old outbuildings at *Llawr-y-bettws-ucha* were said to have been paved with gravestones, which suggests that they were taken from a site nearby or that the outbuilding itself was the chapel.

On John Evans' map of North Wales (1795), a large oval-shaped enclosure is marked, just east of *Llawr-y-bettws*. It is possible to trace part of the outline of the enclosure following field boundaries, though the eastern end is now built upon by *Gwern Gwalia* and the village school. Its function is unknown, but field names (*Cyttiau* = huts) could suggest a Prehistoric enclosure.

Houses and farms along the route date from at least the late 17th century onwards. Some of them are buildings of intrinsic merit, and some have group value with their associated outbuildings and walls (e.g. Merllwyn Gwyn).

Within the study area there is one listed building, the Old Board School at Llawr-bettws, Glan-yr-afon, an early 19th century stone building, with round-headed windows (now boarded up) which is listed Grade II.

4.2.4 Roads

The development of the road systems in the area is potentially interesting as it ranges from Roman, and possibly earlier, through to the present day. The Roman road known as 'Sarn Helen' is thought to have run along the base of the hillfort Caer Eini, possibly following the same route as the minor road which passes Llawr-y-bettws, and runs parallel with the present A494, before joining it at Glan-yr-afon. This road was originally the main thoroughfare through the valley and is shown as such on John Evans's map of North Wales, 1795. It is mentioned by Mr John Lloyd in a letter to Edward Lhwyd (c. 1700) as 'one of ye greatest Roads in our countrey' and that 'Beyond ye Highway ye 2 Buarthydd lie, where they kept their Cattle.' These two enclosures were possibly cattle shoeing compounds, provided for drovers, and were situated where Tyddyn-ysgubor now stands. A blacksmith was probably brought in from the nearest smithy, now known as Ty'n-y-llwyn.

In 1775, at a meeting held in Dolgellau, it was decided to convert all the principal tracks of the county into turnpikes. The Act was passed two years later and, as a consequence some roads were upgraded and many new roads were built. The present A494 was the new turnpike road connecting Bala with Corwen. The road is not on John Evans' map of North Wales, 1795, but is marked on the 1" first edition OS, 1831, dating it roughly towards the end of the 18th century or beginning of the 19th century.

4.2.5 Summary

Within the study area Prehistoric activity is well represented by Bronze Age cairns, and particularly the hillfort at Caer Eini. Later settlement is represented by the Medieval townships of Hengaer and Llawr y Bettws, the latter with its chapel. The area appears to have been served by roads linking the English counties to mid-Wales from Roman times onwards, whilst the tracks around Hengaer are a survivor of the Medieval local road network.

4.3 Gazetteer of Archaeological Sites

The gazetteer is divided into two parts: in the first part are those sites (1-13) which are likely to be directly affected by the construction of the proposed road improvements, and this part of the gazetteer contains recommendations for further work. 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. Many of the 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.

The second part of the gazetteer lists those sites (No's 14-23) which lie in the study area and which are identified as being of particular archaeological or historical interest, but are unlikely to be affected by the road improvements.

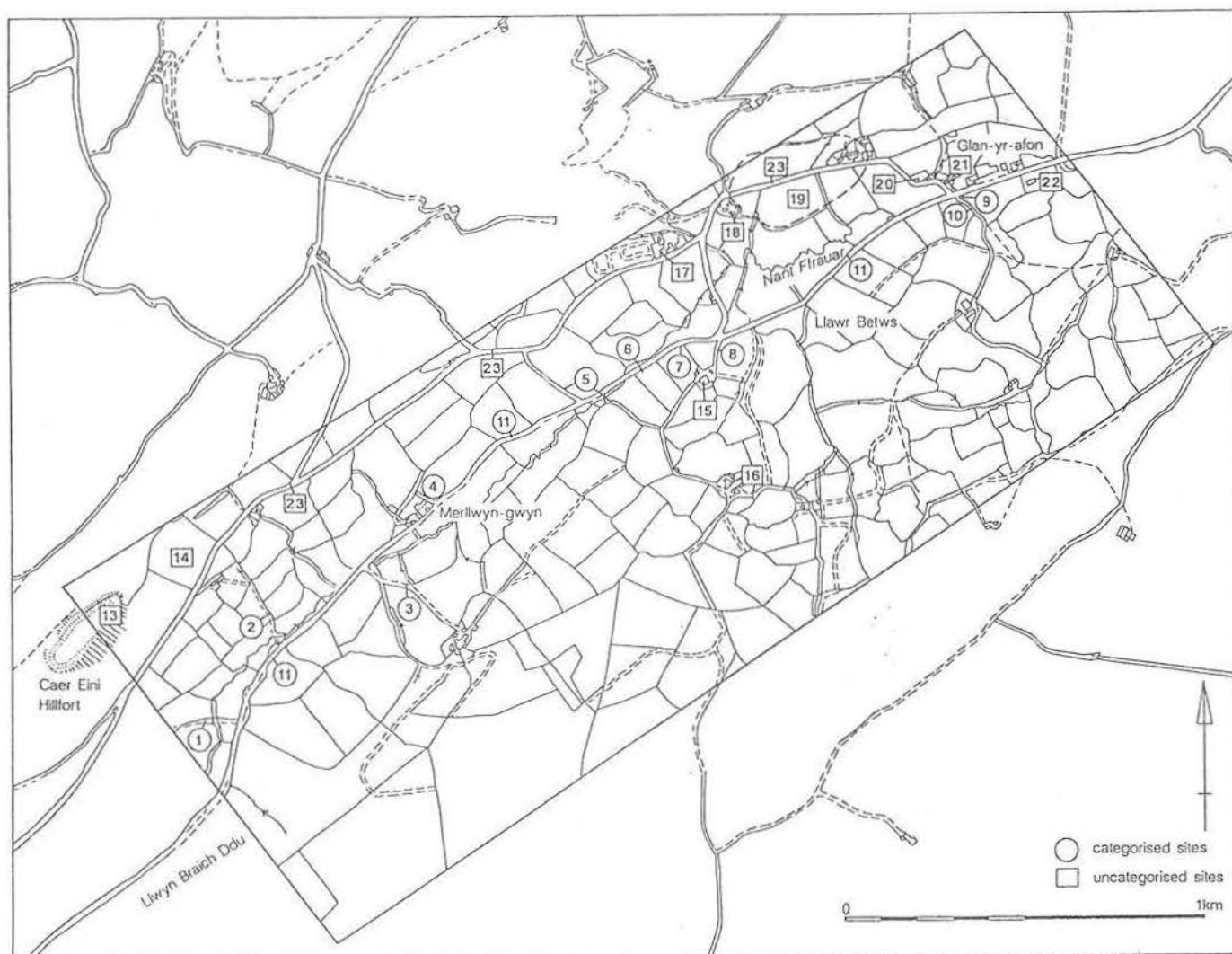


Fig. 2 Location map of sites listed in the gazetteer.

4.3.1 Sites which are likely to be affected by the proposed road improvements.

1. Trackway SJ00404105C Category D

A trackway which leads off the main road (A494) and follows the field boundary running east-west towards Tyddyn-ysgubor. It is not used at present and its original function is not known, although it may have linked Tyddyn-ysgubor to the Turnpike road.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record any areas to be disturbed by photograph and description.

2. Trackway SJ00604135C Category D

Trackway, now disused, leading off the main road (A494), running up towards Ty'n-y-pistyll. The track was probably a means of linking Ty'n-y-pistyll to the Turnpike road.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record any areas to be disturbed by photograph and description.

3. Trackway SJ00904144C Category D

Trackway leading to Braich Ddu (shown on the 1831 1" first edition OS). Appears to pre-date the turnpike road (A494).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record any areas to be disturbed by photograph and description.

4. Merllwyn-gwyn SJ01004163C Category B

A farm complex, with a series of interesting stone-built outbuildings, one of which is a cruck-framed barn. In the 1840's the farm was owned by Sir W W Wynn (Wynnstay Estate).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: If any buildings are to be affected it is recommended that they are fully recorded by measured survey, written description and photograph in advance of work starting.

5. Track/Hollow way SJ01304207/SJ01554185 Category C

A trackway which leaves the old road at SJ01304207, and continues in a south-easterly direction towards Hengaer. At SJ01434192 it crosses the A494, and changes into a hollow way, first bridging a stream with a modern bridge constructed of wire cages filled with rocks and topped with old railway sleepers. The hollow way, which is edged with high banks, revetted in places with stonework and topped with hazel, ash and the occasional oak tree. It is possible the route may be early and have connections with the Medieval Township of Hengaer.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and written description, with a measured section drawing if the nature of the remains warrant it.

6. Possible Mill site SJ01714203 Category E

Place name evidence provided by the 1840 tithe map of the area suggests this could be the site of a water mill connected with Hengaer. The area is now wooded and there is no visible evidence of a building.

Recommendation for further assessment: This area should be included in the further assessment work as outlined in Section 4.3.2 below.

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

7. Large scoop SJ01705280 Category E

A large scoop alongside the A494, which is possibly connected with a well, marked on the 1889 OS map, but not now visible on the ground.

Recommendation for further assessment: This area should be included in the further assessment work as outlined in Section 4.3.2 below.

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

8. Hollow way SJ01814205 Category C

A small hollow way, possibly the remains of a Medieval track and later used as the entrance to Hengaer-isaf, now blocked off at both ends with a fence. The edges are lined with high earth banks topped with blackthorn and hawthorn hedges, now very overgrown. The track may be Medieval in date.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description, and a measured section drawing if the remains are appropriate for such treatment.

9. Stone outbuilding SJ02494249 Category D

Stone outbuilding, now converted into a garage. Has been extended with modern breeze blocks.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description.

10. Trackway SJ02664235C Category C

Trackway leading to Gaergoed (marked on the 1831 1" first edition of OS). Pre-dates the Turnpike road, (A494).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description, with a measured section drawing if appropriate.

11. Improved turnpike road Category C

The present A494(T) follows the alignment of the late 18th - early 19th century turnpike road from Bala to Corwen.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: The method of construction of the road should be examined if it is revealed during the improvement works. If deposits of interest (particularly the construction of the turnpike road) are observed, they should be recorded by written description, photograph and measured drawing.

12. 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 low earth bank, usually topped with hedges of hazel, hawthorn and blackthorn. Many of the trees have been allowed to reach full maturity instead of being maintained at hedge level.

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 reinstatement of landscape features.

4.3.2 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 an evaluation procedure, with potential for discovering sites which would otherwise go unrecorded.

Recommendation for further assessment: The proposed alterations lie close to the existing road, and there is limited scope for trial trenching in advance of work starting, although trial trenching up to 2% of the proposed area to be disturbed in certain areas (as marked on the map) is recommended. However some of the proposed upgrading is to go through boggy land, which could provide information on the past environment through the study of pollen remains etc. It is therefore recommended that an assessment is made of the wet areas which are to be disturbed, with proposals for further work dependent upon the results of the assessment.

Recommended mitigatory measures: 1. Any recommendations arising from the environmental study of the wet lands. 2. A continuous watching brief should be maintained during the relevant stages of the road improvement works.

4.3.3 Gazetteer of sites within the study area which are not likely to be affected by the proposed road improvements.

13. Caer Eini Hillfort SJ00104130C

A two-phase Iron Age earthwork, set on a ridge which runs parallel with the present A494. Within the perimeters of the fort are a number of possible hut circles and areas of burnt stones. The site is a Scheduled Ancient Monument.

14. Find spot SJ003415

Site of a find spot where two Iron Age spindle whorls were unearthed during ploughing. Both are now kept in the National Museum of Wales.

15. Hengaer-isaf SJ01774100

A stone-built, rendered farmhouse, with associated outbuildings, owned by Sir Robert Williams Vaughan (Nannau Estate) in the 1840's. Possibly the site of the medieval township of Hengaer.

16. Hengaer-uchaf SJ01874166

A stone-built farmhouse, with associated outbuildings, owned by Sir Robert Williams Vaughan (Nannau Estate), in the 1840's, (as recorded on the tithe map). As Hengaer-isaf, may be the site of the medieval township of Hengaer.

17. Llawr-y-bettws-uchaf SJ01664235

A stone-built farmhouse and associated outbuildings. The farm takes its name from a chapel which once stood some 200 m to the north-west. It is said that the original farmbuildings were paved with gravestones, but that these buildings were replaced in the late 19th century.

18. Llawr-y-bettws SJ01854245

A medieval township, also previously known as Bettws y Coed, which took its name from the presence of a chapel (see Llawr-y-bettws-uchaf). Now a stone-built farmhouse with associated outbuildings.

19. Site of large oval-shaped compound SJ02004250

Site of a large oval-shaped compound, shown on John Evans Map of North Wales, (1795). It is possible to trace the outline of the site in the existing field boundaries, though it has been disturbed to the east, by the present school building and Gwern Gwalia. It's function is unknown, although it may be the site of a Prehistoric enclosure, as the field names (Cyttiau) could refer to Prehistoric round houses.

20. Methodist Chapel SJ02364253

A brick built chapel with a date stone stating it was built in 1803.

21. Old Board School SJ02364252

Early 19th century stone building, known as Llawr-bettws Board school, originally a British school. The round headed windows are now boarded up, and the slate roof and stone chimney stack, which are covered in chicken wire, are in a poor state of repair. The building is Listed Grade II.

22. St James's Parish Church SJ02684252

Mid 19th century, stone-built church, with a date plaque which reads "+ Eglwys St Jaco Mawr MDCCCLXIII +".

23. Roman roads

As mentioned above (see The Archaeological Background), there is a possible section of Roman road in the corridor: Sarn Helen, which runs between the Roman fort of Caer Gai and the temporary Roman marching camp at Penrhos. This road may lie on the same alignment as the existing early road which runs parallel to the A494 through Llawr y Bettws.

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

6.	Possible mill site.	Trial trenching
7.	Large scoop.	Trial trenching
	Areas of unknown archaeological potential	Study of wet areas Limited 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

None

Category B - Regional importance

None

Category C - Local importance

4.	Merllwyn-gwyn	Recording
5.	Track/Hollow way	Recording
8.	Hollow way	Recording
10.	Track	Recording
11.	Turnpike road	Recording

Category D - Minor and damaged sites

1.	Trackway	Recording
2.	Trackway	Recording
3.	Trackway	Recording
9.	Stone outbuilding	Recording

Uncategorised sites

12.	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 study area has identified a number of sites of national and local interest. Caer Eini hillfort is a Scheduled Ancient Monument, and the school house at Glan-yr-Afon is listed (grade II) as a building of architectural interest. The sites of two Medieval settlements, still occupied by farms, and the site of a Medieval chapel has been identified.

Sites identified within the immediate route corridor are predominantly of Post-Medieval date, and tend to fall into Categories C and D, which identify sites of local importance. Most of these sites are of agricultural origin, and include field boundaries and tracks, which can be adequately recorded by photograph and description in advance of disturbance.

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

A series of trial trenches are recommended in appropriate areas, and these should approximate to some 2% of the ground area to be developed. An assessment of the environmental potential of the wet, boggy areas is also suggested. 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.

