

CARDIFF - GLAN CONWY TRUNK ROAD
A470 BWLCH OER DDRWS
IMPROVEMENT

ARCHAEOLOGICAL EVALUATION (GAT 1175)

CMR

REPORT NO 101

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust

CARDIFF - GLAN CONWY TRUNK ROAD A470 BWLCH OER DDRWS IMPROVEMENT

prepared for Gwynedd County Council Highways and Transportation Dept.
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Gwynedd Archaeological Trust Report No 101

A470 BWLCH OER DDRWS IMPROVEMENT

INITIAL REPORT

1. INTRODUCTION

As part of its improvements to the A470 Cardiff - Glan Conwy Trunk Road, the Welsh Office is proposing improvements at Bwlch Oer Ddrws near Dolgellau. The proposed improvements will broadly follow the existing A470(T) road corridor. The three alternative schemes all lie between Cae'r Tyddyn (SH789173) and Penantigi Isaf (819164) and cover a distance of about 3.3 km. The schemes differ only minimally and all involve to varying degrees the evening out of the gradients by means of cuttings and embankments and the straightening of a sharp bend just east of the head of the pass. The extent of the area of interest is a strip 1.0 km wide centred on the proposed routes.

The route crosses mainly unimproved mountain sheep walk and to a lesser extent improved agricultural land, currently laid down to permanent pasture.

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 (Contracts) 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 1.0km 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 26 April 1994 by two members of Trust staff. The whole length of the proposed route was walked where possible (inaccessible areas included some small areas overgrown with scrub, and some extremely boggy enclosures). The remaining fields within the study area, though not systematically walked, were observed where possible. Conditions were generally fine for fieldwork.

Some 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.

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

The Sites and Monuments Record held by the Gwynedd Archaeological Trust recorded only one possible site within the study area: the possible line of the Roman road from Dolgellau to the Long Mountain (17). Sites from the surrounding region were also noted, such as the Roman fortlet at Brithdir.

A number of possible archaeological sites were noted from aerial photographs, and these were checked on the ground. The curvilinear feature (7) and the Medieval settlement site (5) were initially identified as a result.

Archive material consulted at the Local Record Office, mainly tithe maps, and estate maps and records, were useful for indicating the farm boundaries and landowners from the 17th to 19th centuries, and early Ordinance Survey maps also helped elucidate changing patterns of farm boundaries and tracks. Unfortunately, Land Tax Assessments of the area dating from before 1900 were not available.

Lists supplied by Cadw: Welsh Historic Monuments were consulted for information about listed buildings and scheduled ancient monuments. None of the sites within the corridor of the proposed road improvements are either scheduled or listed. The farmstead of Penantigi Uchaf, formerly listed Grade II, was de-listed in 1986.

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.

4.2 The Archaeological Background

4.2.1 Prehistoric

There are no known settlement or burial sites of the prehistoric period within or 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

It has been suggested that the route of a possible Roman Road between Dolgellau and the Long Mountain, east of Welshpool could pass through the area via Bwlch Oer Ddrws on its way towards Dinas Mawddwy (Rigg, J. & Toller, H., 1983). The validity of the arguments for this route has been questioned (Brown, D.M., 1986) and as yet it is still a matter of conjecture whether or not a Roman road actually followed this route. It has been suggested that the Roman road between Dolgellau and Welshpool may lie on the same alignment as the A470(T), though this again is open to debate.

The route, if it existed at all, probably followed the alignment of the present A470(T) west up Cwm Cerist over Bwlch Oer Ddrws. Where the present road begins to descend from Bwlch Oer Ddrws, it is possible that the Roman route deviated from the line of the present tarmacadamed road, crossing Rhos Gwanas (SH782176) and continuing by way of the Roman Fortlet of the Flavian period at Brithdir. The latter part of the route would probably have been along the line of the revetted path turning to the north west at SH79461728.

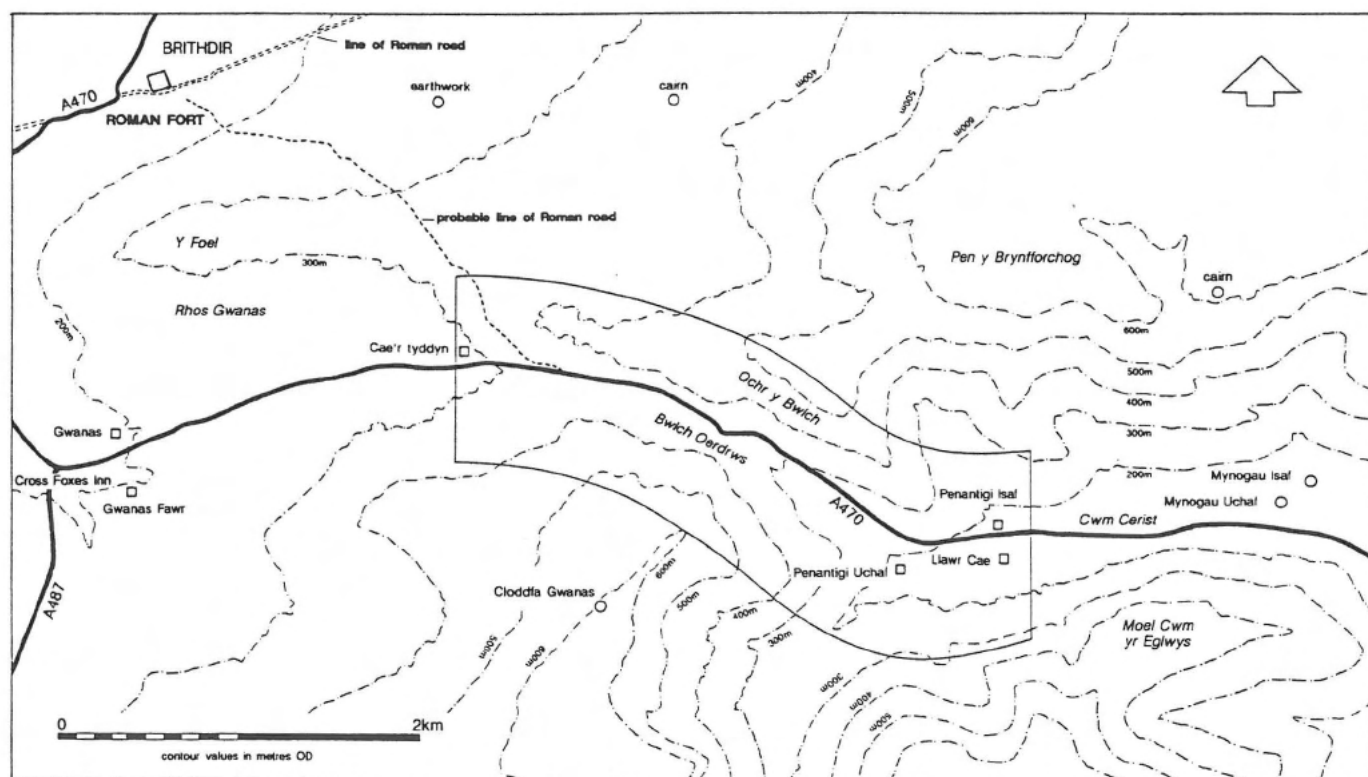


Fig. 1 Location map of archaeological and historical sites in the area.

4.2.3 Medieval

Settlement of the area during the Medieval period is fairly well documented. The area straddles the border between the Commote of Tal-y-bont in the Cantref of Ardudwy and the Commote of Mawddwy. The land formed part of the townships of Gwanas in Tal-y-bont and Cerist in Mawddwy during the Medieval Period. The area formerly lay within the eastern part of the parish of Dolgellau, (since 1894 part of the then newly created parish of Brithdir ac Islaw'r Dref) and the parish of Mallwyd.

The mountains around Bwlch Oer Ddrws form a natural barrier and the area has been a frontier zone probably since the prehistoric period. There is a wealth of documentary evidence from the fifteenth century to suggest that during the Medieval period the pass of Bwlch Oer Ddrws was an accustomed place of assembly, where disputes were settled and agreements were made between the men of the principality of North Wales and the Lordship of Powys.

The area is associated with two religious Orders: the Knights' Hospitallers of St. John and the Cistercians. Within the eastern limits of the area the land known as Ffridd Gwanas (Rhos Gwanas) was part of the grange of Gwanas, which, before 1338, was part of the land belonging to Halston, a Preceptory belonging to the Hospitallers. The Order of 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 and lies just outside the area to the east.

There were Cistercian landholdings at Penantigi and nearby outside the area to the south and east at Mynogau, and, as indicated by place names, at Cwm yr Eglwys and Moel Cwm yr Eglwys. The exact location of the monastic grange is unknown, however it is assumed to have stood either in the vicinity of Penantigi Uchaf, Penantigi Isaf or at Mynogau (SH837166), just to the east of the area. The pasture lands at Penantigi are known to have been granted to the monks of the Cistercian abbey of Ystrad Marchell (Strata Marcella) by Gwenwynwyn prince of Powys, and were confirmed to them in 1287 by Edward I. A document of 1322 records the removal of the Cistercian land at Penantigi by Llywelyn prince of Wales, because of the Order's allegiance to Edward I. The document, (*PRO. Calendar of Inquisitions, Miscellaneous, ii, 182.*) also states that 'the vaccary (of Penantigi) and plot (of Kymmau) are now in the King's hand'. At the dissolution of the monasteries in the 1540s, the lands of Penantigi were leased with other properties formerly belonging to Strata Marcella by the Crown to Robert ap Rice.

4.2.4 Post Medieval

Houses and farms along the route date from at least the late 16th century onwards, some of them being buildings of intrinsic merit and some having group value with their associated outbuildings and walls. Although no Listed buildings are situated within the corridor of interest, the farmstead of Penantigi Uchaf was formerly listed grade II. The house, generally thought to have a Medieval core, was refashioned in the 17th and later centuries. Of particular interest is the main entranceway with its plain segmental arch and chamfered jambs of the early 17th century. The farmstead of Penantigi Isaf, appears on the John Evans map of 1792 and is probably Medieval in origin, though the farmstead in its present form would appear to be the result of an 18th century rebuilding.

The Merioneth Turnpike Trust, formed in 1777 was responsible for maintaining the road from Dolgellau to Dinas Mawddwy 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 starting beyond Cae'r Tyddyn, through Bwlch Oer Ddrws as far as Penantigi Isaf lies within the corridor. By 1816 a new Turnpike road had been constructed between Dolgellau and Dinas Mawddwy and is

preserved more or less as the present day A470(T). This new improved Turnpike road appears to have made a few minor alterations to the line of the mid 18th century route within the study area. The road was moved further up the slope as it runs east down from Bwlch Oer Ddrws, and generally reducing the gradients, improving the drainage and road surface. The Turnpike Trust ceased to exist in the 1870s.

Other remains of this period are those connected with the slate industry at Gloddfa Gwanas (SH798160), just outside the study area. This site was a small quarry workings producing poor quality slab and roofing slate. The site appears to have been sporadically worked over several periods. The remains comprise a small sawmill, office, barracks, forge and dwelling, tunnels, and a partially tipped over incline. Of particular interest, as they lie partially within the study area are the tracks to the quarry from Bwlch Oer Ddrws. These were probably used by pack animals prior to the construction of the main quarry road which descends to the west via Gwanas fawr.

Also just outside the area to the south are the trial workings at Pennant (SH807157), carried out in conjunction with the workings at the Craigwen mine to the north of the area. The remains comprise a trial level driven into the Ordovician rocks in search of lead ore. The trial was active between 1848 and 1850, however it is unknown whether the site produced anything of real value.

4.2.5 Summary

Within the corridor of the proposed route there is little known evidence for Prehistoric activity, however other periods are generally better represented. Inference from the surrounding area suggests some level of activity during all periods, especially throughout the Medieval period when the monastic granges at Gwanas and Penantigi were operating. 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.

4.3 Gazetteer of Archaeological Sites

The Gazetteer is divided into two parts: in the first part are those sites (1-18) 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 (ie. Category E sites), 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 or minor 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 19-29) which lie in the study area and which are identified as being of archaeological or historical interest, but are unlikely to be affected by the road improvements.

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

1. Trackway to Brithdir SH78931780 - SH79461728 Category E

Boulder Revetted track leading north west to Brithdir. The track represents a well established route appearing on the John Evans map of 1792. It is possible that it follows the line of a Roman road that may have connected the fortlet at Brithdir with the area east of Welshpool, though this has yet to be established with any certainty.

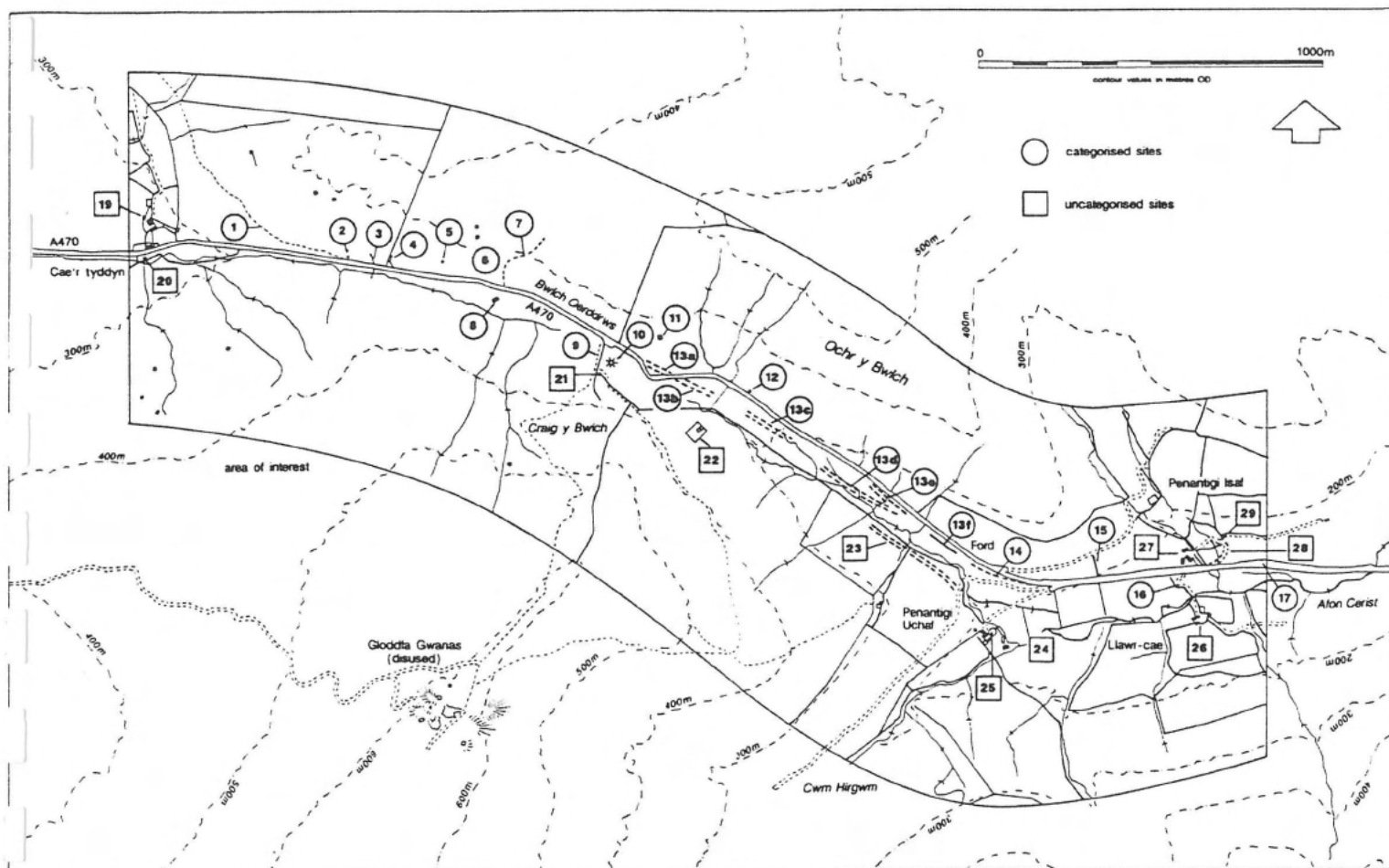


Fig. 2 Location map of sites listed in the gazetteer

Recommendation for further assessment: Trial trenching to establish exact nature of feature and to test for the presence of Roman remains.

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

2. Linear Feature SH79551724 Category C

A series of large rectangular stone built plinth like pillars each with an iron staple (perhaps to secure barbed wire?) sunk into its west side. They are strung out across the valley floor at a point where the valley narrows and outcropping becomes predominant. This feature most likely represents the remains of a defensive structure possibly dating from the time of the First World War. The site does not appear on the 6" Ordnance survey map of 1890, nor on the 25" Ordnance survey map of 1910. This site is probably associated with site 3 (see below). The gaps between the pillars have been bridged by a series of low drystone banks.

Recommendation for further assessment: None.

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

3. Quarried outcrop with "U" shaped feature SH79521729 Category C

This is a possible source for the stone used in the construction of the rectangular pillars of site 2. While the "U" shaped feature, comprising a short length of low bank situated directly above the quarry scoop may be the remains of a defensive position over-looking linear feature 2.

Recommendation for further assessment: None.

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

4. Sheepfold SH79601727 Category D

Rectangular drystone sheepfold, probably of late 19th century date, located in the south west corner of a field, known to have been part of the then unenclosed Caerynwch demense of the 1840s.

Recommendation for further assessment: None.

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

5. Medieval settlement site SH79821728C Category B

This site comprises a sub-rectangular platform, probably the remains of a longhut embanked on its west side, with its main axis down slope. A large level platform, partially scarped into the slope on its north end is situated slightly to the east. The whole is situated on a slight knoll and is sheltered by adjacent outcropping.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Preservation in situ, failing this it is recommended that a full measured survey and excavation be carried out.

6. Hut platform SH79911726 Category B

A scoop with built up platform on down slope side, representing the remains of a Medieval platform hut. This site is probably associated with the adjacent system of curvilinear banks and ditches, site 7.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Preservation in situ, failing this it is recommended that a full measured survey and excavation be carried out at this site.

7. Curvilinear feature SH79921720C Category E

A large curvilinear earthwork feature running at an angle down the valley side in a south west direction. The earthworks comprise of two parallel banks with a ditch to either side and between. This feature appears on the 6" Ordnance survey map of 1890 as a track, however the ditches are too wide and deep to simply be wheel ruts and appear excessive to the drainage requirements of such a narrow 'track'. One possible explanation is that the ditches were produced by the action of drawing laden peat sledges being dragged from the turbaries on the ridge above, another is that the feature represents a physical boundary, (ie. between Gwynedd and the Lordship of Mawddwy) or simply the former course of winter storm streams.

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

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

8. Sub-rectangular platform SH79901716 Category E

A boulder revetted boat shaped platform, located just to the south of site 7. This may be a peat drying platform associated with peat cutting activities.

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

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

9. Trackway to Cloddfa Gwanas quarry SH80211669C Category D

At first a straight segment of raised track with boulder revetment on both sides crossing south from the present tarmac road towards a rectangular sheepfold (12), then branching to the south west and south east, as it starts to climb the slope of Craig y Bwlch, revetted occasionally on the down slope side. Possibly of early 19th century date.

Recommendation for further assessment: None.

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

10. Sub-circular mound, Bwlch Oer Ddrws SH80241691 Category E

A largely grassed over sub-circular mound. On its east side is an area of disturbed ground with a straight cutting forming one edge of a slight and vaguely rectangular depression. The site is possibly a cairn, however this is by no means certain.

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

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

11. Sheepfold above Bwlch Oer Ddrws SH80371705 Category D

A rectangular drystone sheepfold located on a spur to the north side of the pass. The entrance lies in the south east corner.

Recommendation for further assessment: None.

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

12. Quarry scoops SH80641688 Category D

Two 'quarry' scoops alongside present A470(T). These are difficult to date, however they probably are connected with 20th century repairs or efforts to widen the existing road.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description.

13a-f. Trackway with associated banks, cuttings etc. Category E

These are a series of linear banks, cuttings, and ditches which could be the remains of the main route through the pass. The features may not all be contemporary, and could represent the line of the pre-eighteenth century turnpike road or possibly even those of the postulated Roman road from Brithdir (or Dolgellau). The features as identified on the ground are as follows:

- a. Track running through cutting SH80321696
- b. Slightly raised Track delineated by bank and ditch to either side SH80491689
- c. Cutting and level track bed SH80711661
- d. Abutment, comprising several large boulders at stream crossing with track to either side SH80951660
- e. Converging trackways indicated by cutting and series of large banks SH81401654
- f. Low grass covered bank SH81161642

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

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

14. Old road and associated bank SH81371644C Category C

The section of the old road where it meets the track leading towards the trial workings at Pennant indicated by the bank that delineated its southern edge. The site emerges from under the present road embankment, runs west, roughly parallelling the A470(T) and then abruptly turns north and again disappears under the modern road. This, like site 13, could be the remains of a route dating from at least the eighteenth century, possibly even from the Roman period.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Sufficient excavation to confirm the nature of the archaeological remains, followed by an appropriate level of survey and recording.

15. Field bank SH81641638C Category D

This derelict low grassed over bank, no longer shown on present day maps is situated on the north side of the road, running down slope. It appears on an estate map of c. 1837 and the Tithe map of 1841.

Recommendation for further assessment: None.

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

16. Trackway to Llawr-Cae farm SH81871633 Category D

This is the original access track to Llawr-Cae, shown on an estate map of c. 1837 and the 1841 Tithe map. The track is raised and partially revetted along its length with boulders. Present access to Llawr-Cae farm is via a modern track created after the embankment of the A470(T) rendered the original track unusable.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Record by photograph and description.

17. Possible line of 18th century turnpike road / Roman road SH78851730-SH82101637

Category D

The line of the present A470(T) is known to follow the line of the 18th century turnpike road which probably underlies the later tarmacadamed road as it passes the farmstead of Penantigi Isaf. It is also probable that the course of the postulated Roman road may in part lie beneath the present main road. See sites 13 and 14 above.

Recommendation for further assessment: *None.*

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

18. 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 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 once soil stripping operations have begun, particularly in areas where surface indications are slight due to ploughing. Trial trenching and a continuous watching brief along the line of the route are therefore an essential part of the 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. It is therefore recommended that trial trenching is confined to the areas mentioned within the gazetteer. 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.

19. Cae'r Tyddyn smallholding SH78901737C

Probable late 18th century farmstead, comprising farmhouse of coursed rubble under an old roof of small slates with later linear additions to west end and outbuildings including barn, pigsty, sheepfolds and other enclosures. The buildings are in a state of disrepair and what presumably was a barn or cottage situated directly on the road side has been converted into a modern dwelling.

The main farmhouse together with the road side structure appear on the Tithe map of 1842 for the parish of Dolgellau. At the time this smallholding was an isolated part of the Nannau estate.

20. Sheepfold, Cae'r Tyddyn SH78881728

Small rectangular drystone constructed sheep fold situated within an enclosure on the opposite side of the A470 from the smallholding of Cae'r Tyddyn. Probably of 19th century date.

21. Sheepfold below Craig y Bwlch SH80201694 *Category D*

Rectangular drystone sheepfold situated at the fork in the track to Cloddfa Gwanas. The sheepfold appears to show two different builds, perhaps indicating a distinct structure now collapsed, in the north west corner. A drainage leat deviates a stream around the site closely following the rectangular layout of the fold.

22. Rectangular enclosure SH80471672C *Category C*

A drystone enclosure, probably a large gathering or shearing pen with a number of smaller ruinous enclosures or structures located within.

23. Track SH81111641C *Category D*

Field track at foot of slope of south side of valley just west of Penantigi Uchaf. The track is marked on the 6" Ordinance survey map of 1890.

24. Leat, Penantigi Uchaf SH81451627 *Category D*

This linear leat diverting water from a nearby stream was apparently used in connection with sheep dipping. As far as it is possible to discern from map evidence the leat and its associated drystone dipping pen at SH81371617 both date from the same time during the latter half of the 19th century, however these features could conceivably be older.

25. Penantigi Uchaf farmstead SH81321618 *Category B*

The farmstead is situated at the junction of the Hirgwm and the Cerist, and it is considered that the present farm house probably dates from the Medieval period. A plain segmental round headed doorway with chamfered jambs of early 17th century date is situated in the centre of the north front. The building, following de-listing has been gutted and has undergone almost total reconstruction apart from the immediate area of the doorway mentioned above. As a result little of interest remains above ground.

A little to the south east stands a low boulder constructed barn/byre under a tin roof, once possibly thatched, it probably dates at least from the 18th century.

The site is known to have been part of a Cistercian grange granted by Gwenwynwyn prince of Powys and confirmed in 1287 by Edward I to the abbey of Strata Marcella. It is possible that the actual grange buildings once stood in the vicinity of the present farm house.

26. Llawr-Cae farmstead SH81971623 *Category B*

A late eighteenth - early nineteenth century linear farmstead with dwelling and byre/barn under a single slate roof. The main building forms a complex with associated enclosures and outbuildings. The holding is shown as belonging to the Richards' estate of Caerynwch on the Tithe map of 1841 and in further detail on an estate map of c. 1837.

27. Penantigi Isaf farmstead SH81911640 *Category B*

A complex of farm buildings, including an 'L' shaped farmhouse and byre of built of coursed rubble under a single roof. In its present form the farmhouse probably dates from the late 18th century, though the site, like Penantigi Uchaf (see above), probably has an early origin. The farm appears on the John Evans map of 1792.

28. Track to barn, Penantigi Isaf SH82011641 *Category D*

A trackway shown on the 6" Ordinance survey map of 1901 leading from the A470(T) to an agricultural building, probably a field barn/byre.

29. Field barn, Penantigi Isaf SH82001647 *Category C*

This is a field barn/byre belonging to Penantigi Isaf constructed of coursed roughly dressed rubble under an iron roof. The present building probably dates from the first half of the 19th

century and is shown on the 1841 Tithe map.

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

1.	Trackway to Brithdir	Trial trenching
7.	Curvilinear feature	Trial trenching
8.	Sub-rectangular platform	Trial trenching
10.	Sub-circular mound	Trial trenching
12.	Trackway with associated banks etc.	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

5.	Medieval settlement site	Preservation <i>in situ</i>
6.	Hut platform	Preservation <i>in situ</i>

Category C - Local importance

2.	Linear feature	Survey and record by photograph and description
3.	Quarried outcrop with 'U' shaped feature	Survey and record by photograph and description
14.	Old road and associated bank	Excavation, survey and recording

Category D - Minor and damaged sites

4.	Sheepfold	Survey and record by photograph and description
9.	Trackway to Gloddfa Gwanas quarry	Record by photograph and description
11.	Sheepfold above Bwlch Oer Ddrws	Survey and record by photograph and description
12.	Quarry scoops	Record by photograph and

- | | | |
|-----|---|---|
| 15. | Field bank | description
Survey and record by
photograph and description |
| 16. | Trackway to Llawr-Cae farm | Record by photograph and
description |
| 17. | Possible line of 18th century turnpike road/Roman road. | The make-up of the road
should be examined to see if
any Roman or later remains
are still present. This could
take place when construction
work starts, providing
sufficient time is allowed for
the recording of any
archaeological remains. |

Uncategorised sites

- | | | |
|-----|------------------|-----------|
| 18. | Field boundaries | Recording |
|-----|------------------|-----------|

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 SURVEY

An initial assessment of the proposed route has identified a number of sites of regional and local interest, though the majority of sites are of minor importance. There are five sites requiring further assessment.

Initial recommendations are 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 immediate route corridor range from the Roman period to the present Century, but are predominantly of Post Medieval date. Significant sites are the Medieval settlement sites (5) and (6). These should, where possible, be preserved *in situ*.

Of local interest are the possible First World War defensive sites (2) and (3). These should be surveyed and recorded by photograph and description. It is recommended that the old road (14), in the same category, be investigated by excavation, to include an appropriate level of survey and recording.

The possible line of the 18th century Turnpike/Roman road (17) may throw light on the development of lines of communication within the region. This site should therefore be examined to see if any Roman or later remains are present. This could take place when construction work starts, providing sufficient time is allowed for the recording of any archaeological remains.

It is recommended that the sheepfolds, (4) and (11), and field bank (15) be surveyed as well as recorded by photograph and description where they are to be directly affected. The trackways (9) and (16), and the quarry scoops (12) all require 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 the following sites: trackway to Brithdir (1); the curvilinear feature (7); the sub-rectangular platform (8); the sub-circular mound (10); and the trackway (12).

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.

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.