

A55 BRYNGWRAN TO HOLYHEAD
(WEST SECTION)

ARCHAEOLOGICAL ASSESSMENT (G1377)

REPORT NO. 195

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust

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ARCHAEOLOGICAL ASSESSMENT

1. INTRODUCTION

The Welsh Office is proposing to construct a new road across Anglesey parallel to the existing A5, and linked directly to the A55(T) which enters Anglesey via the Britannia Bridge. Archaeological assessments have already been carried out for stages one and two (Llanfairpwll to west of Bryngwran), and stage three (Bryngwran to Holyhead, East section). An initial assessment was undertaken for stage four, Holyhead, but required updating to take into account minor variations of route, and the new requirements contained in the *Design Manual for Roads and Bridges* Vol. 11 (see section 2.0 below).

This section of the proposed scheme joins onto stage 3 by Ty Mawr farm, west of Holyhead, and continues north-west until it joins onto Victoria Road, north of the London Road junction.

The proposals are to be accompanied by an Environmental Statement, which is being prepared by Mott Macdonald for the Welsh Office. 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

A report was requested from Gwynedd Archaeological Trust, to assess the likely archaeological impact of the proposals and to recommend mitigatory measures.

Although an initial desk-survey and field search had been carried out in 1993, that work needed to be revised and updated. The 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 both 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 any other areas of archaeological interest to be identified. Measures to mitigate the effects of the road scheme on the archaeological features were to be recommended.

The assessment was to be carried out in accordance with the *Design Manual for Roads and Bridges* Volume 11, Section 3, Part 2, Cultural Heritage, June 1993 (incorporating amendment number 1, August 1994).

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 land-take 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

The information contained in the Gwynedd Sites and Monuments Record, held at the offices of the Gwynedd Archaeological Trust, provided the initial information for the study. The County archives at Llangefni were then consulted, where use was made of the parish index, the tithe maps and miscellaneous maps, particularly of the railway companies. The archive records at University of Wales, Bangor, were also consulted, and particular use was made of the Penrhos Manuscripts.

Vertical aerial photographs dating from the 1950's held by the National Monuments Record at Aberystwyth were consulted, as was another set of verticals provided by W S Atkins, taken in July 1995. In addition, use was made of a set of oblique aerial photographs taken along the line of the proposed route in December, 1995 by Gwynedd Archaeological Trust.

3.2 Field Search

The field search was undertaken during February, 1996. The length of the preferred route was walked in both directions, covering the width of the proposed corridor. Weather conditions for fieldwork were good.

Sites identified were marked on copies of 1:10,000 maps as accurately as possible without surveying. Descriptions were completed and photographs taken for each site.

3.3 Report

All available information was collated, and transferred onto a single set of maps at a scale of 1:10,000. 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.

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.

3.5 Definition of Impact

The impact has been defined as none, slight, likely, considerable or unknown as follows:

None:

There is no construction impact on this particular site. (Sites identified as of particular importance are, where possible, avoided by the improvement proposals. Such sites have been identified in the tables).

Slight:

This has generally been used where the impact is marginal and would not by the nature of the site cause irreversible damage to the remainder of the feature, *e.g.* a track or field boundary.

Likely:

In some instances the site in question would not fall within the direct line of the proposed road but would fall within the construction area and therefore may subject to its nature be removed or damaged.

Considerable:

The total removal of a feature or its partial removal which would effectively destroy the remainder of the site.

Unknown:

This is used when the location of the site is unknown, but thought to be in the vicinity of the proposed road.

3.6 Definition of Mitigatory Recommendations

The alignment of the proposed improvement avoids as far as possible sites of archaeological interest. Where a site is affected, mitigation measures will be included in accordance with current Welsh Office Highways Directorate policies for the rescue archaeology.

For the purposes of this report the mitigation and rescue archaeology proposals as suggested by Gwynedd Archaeological Trust have been summarised as:

None:

No impact so no requirement for mitigation measures.

Detailed recording:

Detailed recording requires a photographic record, surveying and the production of a measured drawing prior to the commencement of the works on site.

Archaeological excavation works may also be required depending upon the particular feature and the extent and effect of the impact. Some of the sites would require dismantling by hand, to provide a detailed record of the method of construction and in the case of a listed structure, the salvage of materials for re-use and re-building.

Basic recording - recording by photograph and description:

Recording by photograph and description requires a photographic record and survey work prior to the commencement of works on site. A measured drawing may be required in certain cases.

Watching brief:

At the commencement of the improvement works on site, all sites affected by the works would need to be observed up to the end of the contract period.

4. ARCHAEOLOGICAL FINDINGS AND RECOMMENDATIONS

4.1 Introduction

Information from the Sites and Monuments record included the stone axe finds from Penllech Nest, and sites in Holyhead of Roman and Medieval date. Map evidence was particularly useful for charting the development of the port, and the construction of the railway.

Lists supplied by Cadw: Welsh Historic Monuments gave information about listed buildings and scheduled ancient monuments. There are no scheduled ancient monuments within the route corridor. There are four Grade II Listed Buildings noted in the gazetteer, two of which are likely to be directly affected by the scheme.

4.2 The Archaeological Background

The natural harbour facilities offered by Holyhead will have ensured settlement of some kind, at least from Roman times to the present, and the presence of the Roman fort undoubtedly owes much to the availability of a good port. There is, however, considerable evidence for occupation of the area prior to the Roman period, as evidenced by Trefignath burial chamber, of Neolithic (4,000 BC - 2,500 BC) date, the Penrhos Feilw standing stones, of slightly later date, and the Iron age (500 BC to 43 AD) settlements at Ty Mawr, Porth Dafarch, and formerly Porth Namarch. The hillfort (Caer y Twr) on top of Holyhead mountain retains magnificent defensive walls, although no settlement. However inside the fort is a Roman signal station of late Roman date (c. 4th century AD).

The Roman fort at Holyhead, and the signal station on the mountain, are the only Roman military remains on Anglesey, an indication of its strategic importance in the later Roman period. The walls of the fort now surround the graveyard of St Cybi's Church. There are three walls, with two surviving round towers at the corners; the fourth side remained open, being bounded by the low cliff giving to the beach (now the lower churchyard, where boats would have been drawn up. To some commentators, the existence of the fort has suggested a road crossing Anglesey to reach it, but the route of this has never been satisfactorily established and it is possible that the fort was only accessible from the sea. The possibility of

the presence of a Roman road, perhaps following in part a line similar to that of the present A5, cannot however be ruled out.

After the Roman withdrawal at the end of the 4th century AD, little is known of life in the area until the Middle Ages. Although the development of a prosperous and settled community may have been partly prevented by periodic raiding from the sea, both by the Irish and, later, by Vikings from their bases in Ireland, settlement is likely to have been continuous from Roman times. The foundation of the monastic community by St Cybi is traditionally placed in the middle of the 6th century AD, but nothing remains above ground of the earliest ecclesiastical buildings (the oldest stonework in the present church complex dates from the 13th century). Other ecclesiastical sites from this period include Capel Ulo, which survives as a place name although the chapel site has never been located, and two wells, Ffynnon Gybi and Ffynnon Ulo. The former is still unlocated - the most likely site seems to be near the corner of Cybi Place and St Cybi Street - and the latter may be identified with a well near the Capel Ulo place-name, at SH24788131. A final, enigmatic, find from the Dark Ages is a single Anglo-Saxon coin of about 790 AD from within the Roman fort.

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

It was during Elizabeth's reign, however, that the system of official posts to carry the Royal Mail was set up, and Holyhead became the departure point for Ireland. Under James I the system was further refined, subsequently undergoing changes for better and worse until the time of the Commonwealth, when Holyhead was garrisoned and regular packet boats made the trip to Ireland and back. Through the next two and a half centuries the system generally improved, the number of travellers increased and the town of Holyhead grew slowly; by early in the 19th century it was established as the principal port for communication with Ireland, although the postal system was poor and drew many complaints. The packet boats were eventually transferred from the control of the Post Office to that of the Admiralty. Improvements to the harbour were made by John Rennie between 1810 to 1824, and again by Telford in 1825, following the opening of his London - Holyhead road in 1823. The largest engineering work, however, was the construction of the breakwater between 1848 and 1873, and it was this latter project, as much as any other, which contributed to the huge rise in population from 2,132 in 1801 to 8,863 by 1851. The railway arrived in 1848, and was extended to the Admiralty pier in 1856. The creation of the inner harbour and construction of the new station and hotel between 1875 and 1880 were the final major changes of the 19th century. The continued use of the port as a ferry terminal, aided by the opening of Anglesey Aluminium in 1970, has ensured the survival of the port.

4.3 Gazetteer of Archaeological Sites

The gazetteer contains those sites which are close enough to the line of the proposed road to be affected by its construction. The recommendations are in two parts: where the works require evaluation before full mitigatory measures can be decided upon, the recommendations are for further evaluation, 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.

Four sites within the gazetteer are listed buildings: three railway bridges and the almshouses. The railway bridges, although Grade II Listed Buildings, are considered in this study to be of Category B importance. The categories used in this study define the importance of the archaeological resource of a site, the selection criteria of which differ from the criteria used for listing buildings. Because there are some 20 railway bridges along the line of the Chester to Holyhead Railway on Anglesey, all built by the same construction company to a very

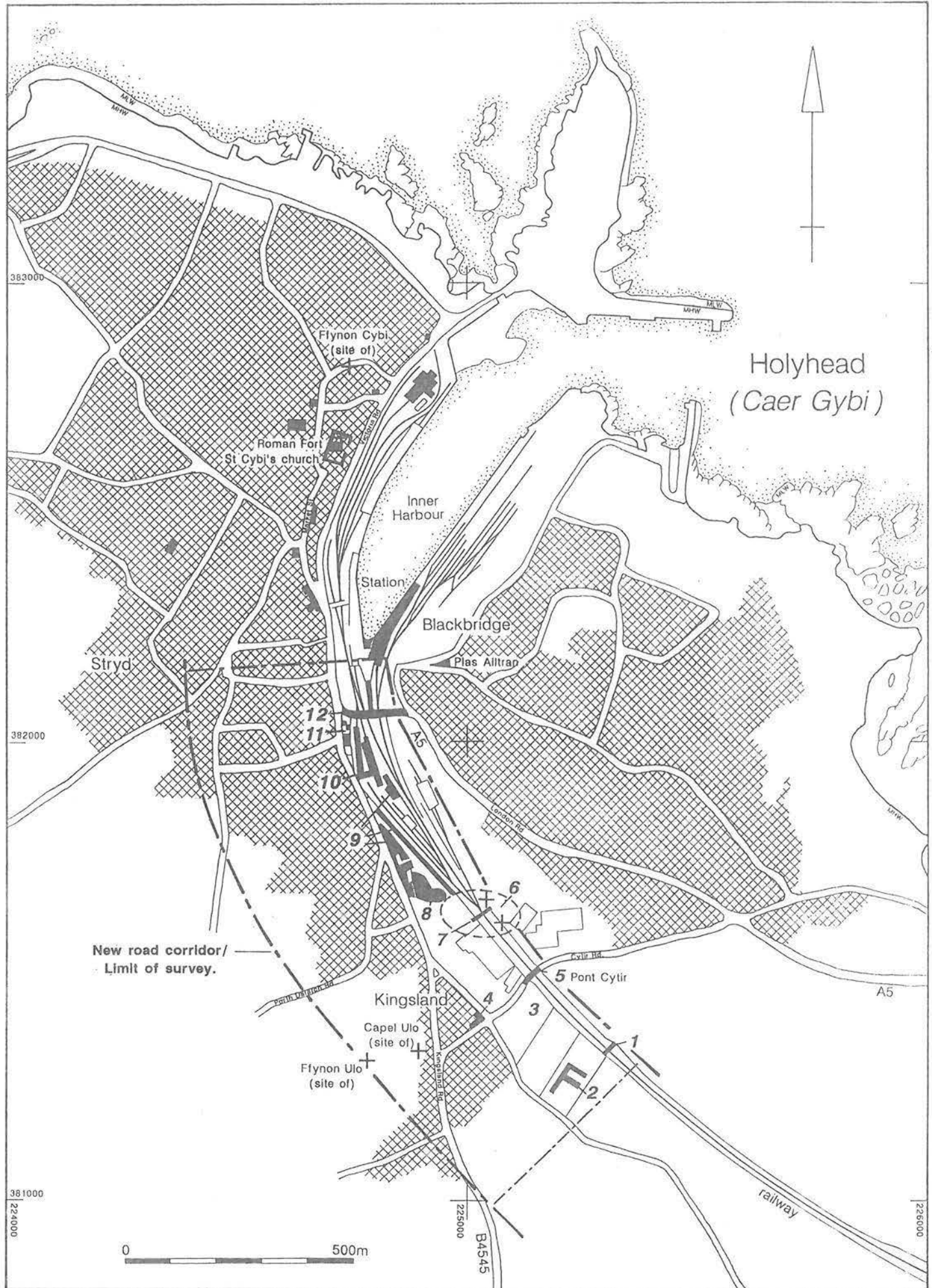


Fig. 1 Location of archaeological sites in the area.

similar design, as well as many others along the rest of the route, it was decided that the archaeological resource value of the three bridges was not sufficient to make them Category A status. The almshouses, however, being a single example, are considered to be of Category A status.

1. Pont Ty-mawr SH25318132

Category B Listed Grade II Impact: Slight

A single arched masonry bridge which carries an agricultural trackway over the main railway line near Ty-mawr farm. The bridge, which bears the date "1847" is of grey rubble with buff freestone dressings. Freestone band at deck level. The segmental arch has rusticated voussoirs, and there is also rusticated quoining of piers at the ends of the bridge. The parapet has flat freestone capping and low pyramidal capstones to piers. The bridge dates from the time of the construction of the Chester to Holyhead Railway.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: This bridge is not going to be directly affected by the construction of the road, although its setting will be severely affected. Because of this, basic recording of the bridge in its present setting is recommended.

2. Ty-mawr farmhouse and associated farm buildings SH25238126

Category C Impact: considerable

A mid-nineteenth century farmhouse with associated farm buildings built to replace an earlier farmstead, which was demolished to make way for the railway in the late 1840s; this earlier farmstead is shown lying to the east on an estate map of 1769 (Penrhos II 772, UCNW).

The present farmhouse has pebble-dashed rendered elevations, a pitched slate roof and rendered brick stacks at the gables. The front elevation retains original fenestration: nine-pane sashes on the first floor and twelve-pane at ground floor level. There is a later gabled slate roofed porch with a pointed arch doorway. A substantially altered rear wing connects the house with a range of contemporary agricultural buildings arranged around a square yard.

Two additional rectangular buildings are shown on the 1st edition 25" Ordnance Survey map of 1887. The buildings are situated at SH25278129 to the west of the main 19th century courtyard arrangement and are now in a very ruinous state; the southern of the two is not easily recognisable. It is likely that these buildings are the remains of the earlier farmstead of Ty-mawr: estate map evidence dating to the period prior to the construction of the railway (Penrhos II 778, 1817 and Penrhos II 772, c.1769) places the original farmstead in approximately the same position as the two ruinous structures. A plan of 1843 (GAS Llangefni WCD/34) showing the then proposed Holyhead Railway puts the location the original farmstead to the west of the railway and appears to confirm the identity of the two ruinous structures as the farmstead.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Detailed survey of the farm complex including partial excavation of the ruined structures if this is required for the completion of the survey.

3. Cae Rodyn, site of lime kiln approximately SH25158140

Category D Impact: considerable

A field named as Cae Rodyn (lime kiln field) on the 1769 Penrhos estate map covering the farm of Ty-mawr. Though the field pattern in the area has been radically altered since the construction of the railway, the remains of the kiln associated with the former farmstead of Ty-mawr may yet be located.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: A watching brief during the early stages of construction should reveal any surviving remains: all remains should be recorded at an appropriate level.

4. Almshouses, 1-6 Stanley Cottages SH25038139

Category A Listed Grade II Impact: None - slight (setting)

A single storey group of cottages situated on the corner of Tyn pwl Road and Cyttir road. Built as almshouses c. 1866 by Hon W O Stanley, MP, and his wife Ellen (nee Williams). The buildings are constructed of grey-brown rubble with paler freestone plinth, quoins, and dressings; pitched slate roof, tall chimneys with diagonally set stacks. Modern top-hung casement windows in original openings. Cross gable bears heraldic shield of slate with arms of the Stanley and Williams families. Shallow gabled stone porches with pointed arches and panelled doors to street frontages. The group is listed grade II as the only almshouses in the area, and for their historical association with the Stanley family. Though the buildings are not directly affected by the scheme, they are close enough to the proposed road for their setting to be affected.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Avoid excessive visual intrusion.

5. Pont Cyttir SH 25148149

Category B Listed Grade II Impact: Considerable

A single arched masonry road bridge, which carries Cyttir road over the main Chester to Holyhead railway. The bridge is constructed of grey rubble with buff freestone dressings. The segmental arch has rusticated stepped voussoirs, the keystone to the north-west has a lion's head; that to the south-east has the date "1847" in raised lettering set within an heraldic shield. The piers to each side of the arch have rock faced quoins, as have the piers to ends of the bridge; the piers have low pyramidal capstones. Flat freestone coping surmounts the parapet. At road level is a freestone band. Pont Cyttir has been listed grade II.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Preservation in situ is the preferred option for this site, but if this is not possible, then detailed recording should be carried out before disturbance.

6. Find spots, near Pont Penllech-nest

Category E Impact: None

Two Neolithic polished axes of Graig Lwyd rock, were found during the construction of a railway turntable at Kingsland at SH25048165 in 1926; also discovered in the area, on the slope between Penllech-nest and Trip brook (SH251-816-) were a stone axe, slingstone, sharpened scraper, spindle whorl and round stone. It is thought that the name Penllech (head or top of rock) might indicate the site of a Neolithic burial chamber and the area, now bisected by the railway line, may contain further archaeological remains.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Watching brief.

7. Pont Penllech-nest SH25048162

Category B Listed Grade II Impact: Considerable

A double arched masonry road bridge in a similar style to the other railway road bridges listed above; of grey squared coursed stone with buff freestone dressings. The segmental arches have rusticated stepped voussoirs. The piers, which are located to each side of arches and at the ends of bridge have rock faced quoins and are topped by low pyramidal capstones. At road level is a freestone band which bears the date "May 1848" in Gothic lettering. Coping to parapet is of flat freestone. The structure is listed grade II.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Preservation in situ is the preferred option for this site, but if this is not possible, then detailed recording should be carried out before disturbance.

8. Site of reservoir SH24918167

Category D Impact: Considerable

The former reservoir to the south of the cattle pens off Kingsland Road. The feature is shown on the 1887 Ordnance Survey 25" map; this map indicates that the reservoir took its water supply from a spring to the east at SH25158173. The purpose for which the reservoir was constructed is not known; it may have held water for either the railway, or to water cattle held in nearby sheds and pens. The out-flow drain from the reservoir is shown flowing past the tannery, which then stood on Kingsland Road just south of the junction with Cleveland Avenue (SH24748191). The process of tanning involves a significant use of water and it is possible that the reservoir was constructed to ensure a constant supply. The site is now an area of waste land.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Basic recording.

9. Cattle sheds, yard and pens SH24888175C

Category C Impact: Considerable

The site comprises a number of related structures, including rows of derelict concrete livestock/cattle pens probably dating to the 1940s or 1950s situated on a stone platform with glazed brick coping, and once served by a siding. The Ordnance Survey map of 1887 depicts the platform, but with slightly different rows of pens. The northern portion of the pens are of a double decker layout and of brick, concrete and steel girder construction.

To the west of the open cattle pens, across an open yard are the remains of livestock sheds fronting on to Kingsland road; this comprises a high rubble built wall with numerous barred segmental headed windows set high in the wall. The structure has been largely removed, though numerous concrete stalls/feeding troughs remain.

At the north end of the area are disused livestock sheds. Constructed of concrete and timber, the sheds have pitched felt covered wooden boarded roofs with central roof ventilators. The gables consist of louvre style ventilation slats.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Basic recording.

10. Redundant carriage sheds and gas works SH24788195C

Category C Impact: Considerable

The area contains two large carriage sheds with a derelict gas works situated between. The western of the two sheds is a long, slightly curving structure, constructed of rubble with entrances in each gable end. Situated above the central rectangular RSJ lintelled entrance is a lunette style gable vent. The building has no side windows and is lit solely by means of a raised roof light, which extends along the length of the roof apex. The wooden roof is of a king-post construction, with the post replaced by a metal strutt; pitched with felted covering. The interior has a concrete floor with 3 sets of rails.

The former gas works is separated from the stone-built carriage shed by a long, narrow yard. The building is a gabled structure of red brick with a corrugated asbestos roof and raised apex roof lights. Round arched window and door openings; the windows retain their original metal fan headed fenestration. Adjacent to the north is a narrower linear brick built wing in a similar style under a pitched felted roof with a single brick stack; one bay has been damaged by fire.

Adjacent to the east of the gas works is a second carriage shed, this time rectangular and open ended with planked upper gables; constructed of brick, pitched slate roof of king-post type with projecting eaves and roof lights. Three sets of rails.

Map evidence suggests that the gas works and the adjacent brick-built carriage shed were in existence by 1857 and that the stone-built carriage shed was constructed shortly after this date (GAS Llangefni WM/904).

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Basic recording.

11. Former gas works, Kingsland road SH24748203 & SH24748199

Category C Impact: Considerable

The remains of the former gas works, now the site of the Fairfield garage, are located on the east side of Kingsland Road just south of the junction with London Road. The works are shown on a map of 1865 (GAS Llangefni WCD/43) and on the Ordnance Survey map of 1887. Two separate buildings remain, both are constructed of rubble and have stressed freestone dressings including keystones and centrally arranged roundals: the northern building is rectangular with a slated hipped roof, of two storeys; the facade has two rectangular window openings on each floor and a central entrance at ground floor level; all dressings are painted except for the stressed angle quoins. The southern building is of a similar style to that to the north, though single storey with the roundal in the centre of a low gable, fronting the road, and a large rectangular RSJ lintelled doorway. There is a large workshop attached to the rear of this structure. Painted rendered elevations.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Basic recording.

12. Black bridge and approach road to Holyhead Station and the former Station Hotel SH24808204C

Category C Impact: Likely

Black bridge carries the London Road (the A5) over the main line railway. The existing structure dates in part from the 19th century, although map evidence points to the existence of a river bridge in the vicinity at least from the mid-18th century. The present bridge has piers with angled corners and stressed freestone quoins. The upper part of the bridge has been replaced by a concrete span with brick parapet. The abutment to the north-west is unaltered and has a single segmental arch with stressed freestone voussoirs, stressed freestone band at road level with rubble parapet. Joining the centre of the bridge is the raised approach road to Holyhead Station and the site of the former Station Hotel, built between 1875 and 1880. The road is supported by segmental arches, with rusticated freestone voussoirs. The arches have been bricked up to create a series of small chambers, fronting on to the platforms and are now used for storage and other purposes.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Basic recording.

Areas of unknown archaeological potential Category E

The urban nature of this section of the route makes further evaluation difficult, and best results are likely to come from a carefully managed watching brief during the early stages of construction.

Recommended mitigatory measures: A continuous watching brief should be maintained during the relevant stages of the road construction.

5. SUMMARY OF RECOMMENDATIONS FOR FURTHER WORK AND MITIGATORY MEASURES

5.1 Mitigatory Measures

This section lists the 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

4. Almshouses, 1-6 Stanley Cottages Limit visual intrusion

Category B - Regional importance

- | | |
|-----------------------|---|
| 1. Pont Ty-mawr | Preservation <i>in situ</i> or detailed recording |
| 5. Pont Cyttir | Preservation <i>in situ</i> or detailed recording |
| 7. Pont Penllech-nest | Preservation <i>in situ</i> or detailed recording |

Category C - Local importance

- | | |
|---|--|
| 2. Ty-mawr farmhouse and associated farm buildings | Detailed survey including partial excavation |
| 9. Cattle sheds, yard and pens | Basic recording |
| 10. Redundant carriage sheds and gas works | Basic recording |
| 11. Former gas works, Kingsland road | Basic recording |
| 12. Black bridge and approach road to Holyhead Station and the former Station Hotel | Basic recording |

Category D - Minor and damaged sites

- | | |
|---------------------------------|-----------------|
| 3. Cae Rodyn, site of lime kiln | Watching brief |
| 8. Site of reservoir | Basic recording |

Category E - Sites needing further investigation

- | | |
|-----------------------------------|----------------|
| 6. Find spots, Pont Penllech-nest | Watching Brief |
|-----------------------------------|----------------|

A continuous watching brief should be maintained along the whole route during relevant stages of the work, as some sites will not be evident 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 archaeological assessment has been carried out along the line of the proposed road, consisting of a desktop study and field walkover. The assessment was carried out in accordance with the *Design Manual for Roads and Bridges* Volume 11, Section 3, Part 2, Cultural Heritage, June 1993 (incorporating amendment number 1, August 1994).

A desktop study included examination of those records which make up the Gwynedd Sites and Monuments Record, held at Gwynedd Archaeological Trust, and also the record of archaeological sites which forms the National Archaeological Record held by the Royal Commission of Ancient and Historical Monuments at Aberystwyth. In addition, maps and other information were examined at the County Archives at Llangefni, and at the University of Wales, Bangor. Ordnance Survey maps and printed literature were also consulted. The field search involved two people walking the route of the proposed road, when sites identified during the desktop study were examined, and the location of additional sites were noted. All the sites were allocated to one of five categories of archaeological importance (ranging from A to E), and mitigation proposals were recommended for each.

Although much of the present town of Holyhead does not have a long and complex history, the area has been settled from the earliest times and archaeological remains from the Neolithic onwards might reasonably be expected. Being well built-up now, however, the sites of interest identified and listed in the Gazetteer are almost all relatively recent buildings, reflecting the dominance of the use of Holyhead as a port and major route to Ireland.

One site is of Category A status: the almshouses called Stanley Cottages. These will not be directly affected, but are included because their setting will be altered.

Three sites have been identified as Category B (regional importance), namely the three railway bridges carrying roads across the Chester to Holyhead Railway. Detailed recording is recommended for each of these, if they are to be disturbed.

Five sites are of Category C (local importance) status, the majority of which form the railway cattle yards and carriage sheds, although included in this category is the farmstead at Ty Mawr.

Two sites are of Category D (minor or damaged) status. A watching brief will be maintained in the area of these sites during construction.

In addition to recommendations for individual sites, a watching brief is recommended during the initial stages of construction, and that provision be made of the adequate recording of sites which are identified.

