

A55 BRYNGWRAN TO HOLYHEAD
ARCHAEOLOGICAL ASSESSMENT
PROPOSED ALTERNATIVE ROUTE NO. 1 AND 1A

Report No. 243

Ymddiriedolaeth Archaeolegol Gwynedd

Gwynedd Archaeological Trust

A55 BRYNGWRAN TO HOLYHEAD
ARCHAEOLOGICAL ASSESSMENT (G1459-1)
PROPOSED ALTERNATIVE ROUTE NO. 1 AND 1A

prepared for W.S. Atkins

February 1997

A55 BRYNGWRAN TO HOLYHEAD

ARCHAEOLOGICAL ASSESSMENT

PROPOSED ALTERNATIVE ROUTE NO. 1 AND 1A

1.0 INTRODUCTION

This report contains the results of an archaeological assessment carried out on alternative routes 1 and 1A of the proposed A55 across Anglesey. An archaeological assessment has already been carried out for the published route (GAT Report No's 195 and 204), and the alignment of the alternative route differs in specific areas only. Therefore only the additional sites to be affected are included in this report. If the impact upon a site previously catalogued has changed then this will also be noted.

2.0 METHODOLOGY

An assessment has been carried out consisting of a desk-top study with no field research. Information has been collated from the Gwynedd Sites and Monuments Record, archive records held by Anglesey and Gwynedd Archives Services and the University of Wales, Bangor, and two series of aerial photographs, one vertical and one oblique. Although there are no known sites of significance on this route, a full evaluation has not been carried out, and the lack of known sites should not be taken to mean that no archaeology will be affected.

3.0 RESULTS

3.1 East section

3.1.1 Introduction

This alternate route leaves the red route east of Valley, and runs north of that village, along the north side of the Stanley Embankment, north of the Aluminium Works and then back onto the red route west of the railway either south of the Penrhos industrial estate (route 1) or north of the industrial estate (route 1A). Therefore the impact upon sites 1 to 11 remains the same, but there will be no impact upon the remainder, with the exception of site 20, the Stanley Embankment.

3.1.2 Site gazetteer

This section describes those sites identified during the desk-based study as being on or close to the line of the proposed alternate route.

30. Crop Mark SH 30507920

Category: E Impact: Considerable

An aerial photograph shows long parallel dark lines in the vegetation running north to south across most of the field joined at the southern end just to the north of the field boundary (AP No 52:253 Longdin & Browning Surveys Ltd). It is difficult to know what these represent, but they appear to be man-made, and are probably ditches.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

31. Glyn SH 30057961

Category: D Impact: Considerable

A building shown on the 1841 1 inch OS map of Holyhead and Bangor (Sheet 78) called Glyn, but it is absent from the 25 inch map of 1900 (2nd Edition Anglesey Sheet XI.12). Nothing is visible on the aerial photographs.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

32 Field System SH 29487983

Category: C Impact: Considerable

Evidence of a possible earlier field system, probably of 16th or 17th century date, revealed on an aerial photograph (AP No 52:250 Longdin & Browning Surveys Ltd). It was already out of use by 1900 as the boundaries are not present on the 25 inch OS map of that date (Anglesey Sheet XI.12).

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

33. 19th Century Building SH 28517988

Category: D Impact: Considerable

The 25 inch OS map of 1900 (Anglesey Sheet XI.12) shows a building to the north of Valley Foundry which is absent from later editions, and is not visible on the aerial photographs.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

20. Stanley Embankment SH27858020

Category: A Impact: Considerable

The embankment (sometimes called Pont Lasinwen), designed by Thomas Telford, was started in 1822 and opened in 1823. It is considered by civil engineers to be one of the principal engineering works on the road (Trinder, 1980; Sivewright, 1986), and Telford described it as one of his more difficult undertakings in Wales. The contractors for the job were Gill, Hodges and Co., and during the summer of 1822 there were over 350 men employed in its construction, and 7 vessels carrying stones from quarries at Red Wharf Bay (Hughes, 1963). The embankment was over 1300 yds in length, and because the tide rose 12 ft above the level of the sands, the embankment was made 16ft high, so that the roadway was 4ft above the level reached by the sea at high tide. The roadway itself was 24ft wide and protected by parapet walls. The cost of the construction of the embankment was £20,134. Its function was to carry the London - Holyhead road over the Afon Lasinwen, the tidal strait between Holy Island and Anglesey. The construction of the embankment changed the landscape south of the embankment, allowing the retention of a larger body of standing water now referred to as the Inland Sea. In 1846-8 the railway line was constructed along the south side of the embankment, and the south parapet wall was raised to divide the road from the railway.

Recommendation for further assessment: None.

Recommendation for mitigatory measures: Design any new structures to compliment the existing. Detailed recording before any disturbance.

34. "Danish Fort" SH 26308150

Category: E Impact: Considerable

This site is described as a "Danish Fort" by Stanley in 1868 on his map of antiquities on Holy Island (Stanley W O 1868 - Ancient Circular Habitations on Holyhead Island called Cytiau'r Gwyddelod - *Archaeologia Cambrensis* 1868 - p385-400). The location or nature of this site is not known, and its authenticity is dubious. It is probable that any remains which may have existed have already been heavily disturbed by the construction of the existing road.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

3.2 West section

3.2.1 Introduction

The route changes in this section are slight, and the impact upon sites 1 to 12 described in GAT Report No. 195 are unchanged. However 2 additional sites have been identified from archive sources, which will be affected by route 1, although not by route 1A. No additional sites were identified on route 1A. The sites are described below: the site numbers run on consecutively from those in report No. 195.

3.2.2 Site gazetteer

13. Cae Engan SH 25628140

Category: D Impact: Considerable

A farmstead noted on the Penrhos Estate Map of 1817 and the 1840 Tithe Map, of probable 18th century origin. It appears to have been largely destroyed by the creation of the industrial estate.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

Recommendation for mitigatory measures: To be decided.

14. Glan gors bach SH 25878152

Category: D Impact: Considerable

A small farm of at least 18th century date, but mostly destroyed when the present A5 was re-routed for the construction of the Aluminium Works.

Recommendation for further assessment: Carry out additional evaluation fieldwork to ascertain status of site.

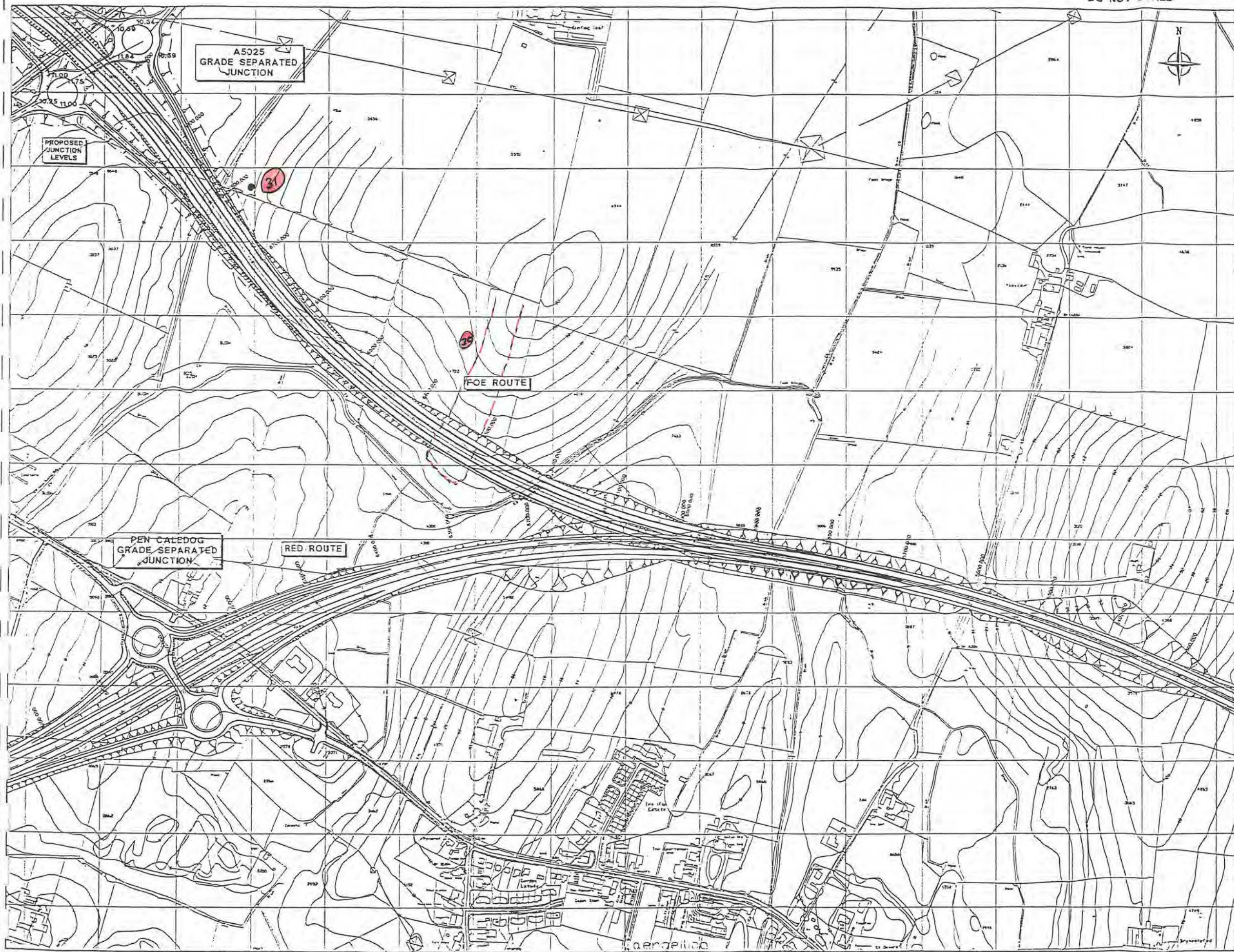
Recommendation for mitigatory measures: To be decided.

4.0 SUMMARY

A desk-top study has been carried out on Alternate routes 1 and 1A. This has identified a number of sites which will be affected by the alternate routes, although none are of high archaeological significance, with the exception of the Stanley embankment. In the east section, two former buildings (sites 31 and 33) have been identified, but one is certainly 19th century, and the other

(Glyn) is unlikely to be older than the 18th century. Two sites (30 and 32) were noted from aerial photographs, and require further work before mitigation measures can be recommended; site 30 is particularly difficult to interpret. One site (34) is recorded in antiquarian sources, but, if it ever was a site, would appear to be no longer present. In the west section, two former farmsteads, considered to be of local significance, would be affected by alternate route 1.

Current evidence would suggest that there is not a significant difference between the impact upon the archaeology for alternate routes 1 and 1A and the published route.



DO NOT SCALE

WS Atkins

Drawing Number
W5319/SW-TE/0552
Rev
A

B

A VERTICAL ALIGNMENT CHANGED ON FCE ROUTE.

Rev: Description By Date

Purpose of issue Rev Date Authorised

Client
Y SWYDDFA GYMREIG
Adran Y Cyfarwydwr
Priflydd
WELSH OFFICE
Highways Directorate

WS Atkins - Wales
a division of WS Atkins Consultants Limited
Engineering, Planning & Management Consultants
SWANSEA CARDIFF COLWYN BAY

Project
A55 ANGLESEY STAGE 3
Bryngwran to Holyhead

Title
PROPOSED
FRIENDS OF THE EARTH ROUTE

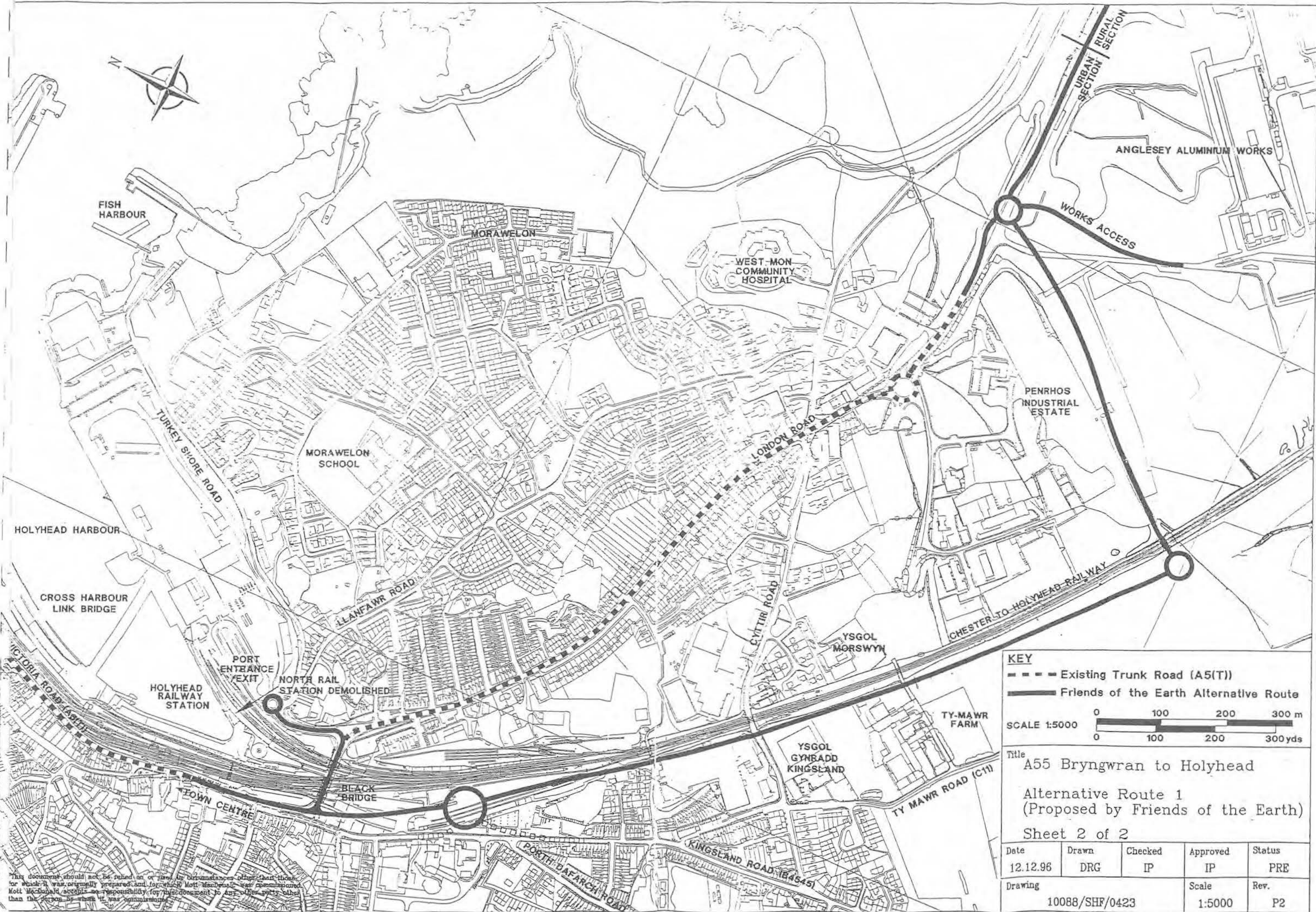
Sheet 1 of 4

Original Scale
1:5000
Drawn
P.J.D.
Checked
S.P.A.
Date
09/95
Issue
09/95

Drawing Number
W5319/SW-TE/0552
Rev
A

AutoCAD Dwg File Ref.

0 10 Millimetres 150



KEY

--- Existing Trunk Road (A5(T))

— Friends of the Earth Alternative Route

SCALE 1:5000

0 100 200 300 m

0 100 200 300 yds

Title

A55 Bryngwran to Holyhead

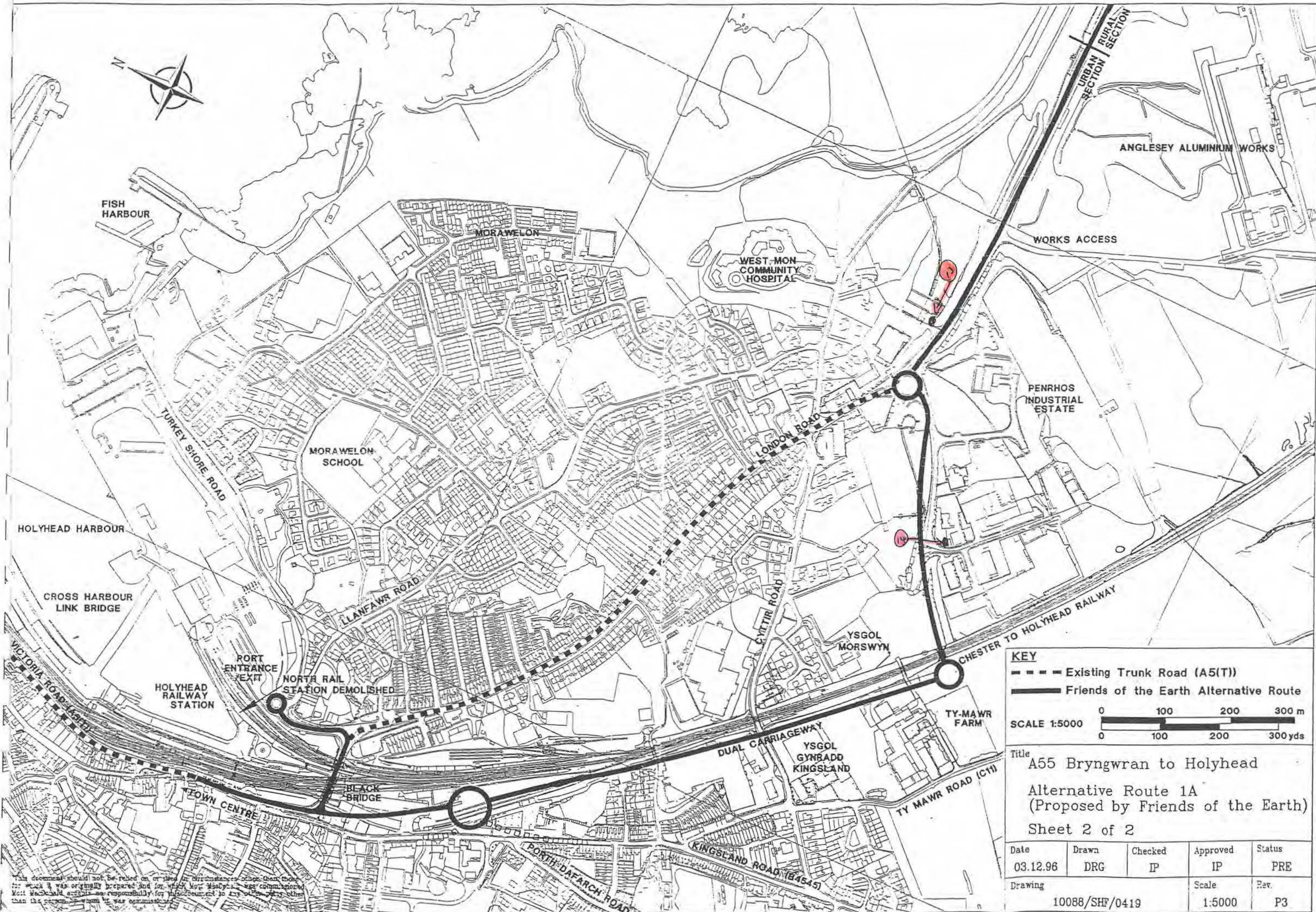
Alternative Route 1

(Proposed by Friends of the Earth)

Sheet 2 of 2

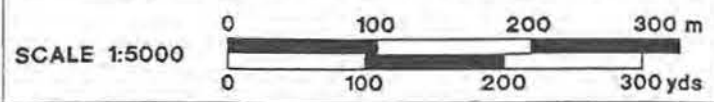
Date	Drawn	Checked	Approved	Status
12.12.96	DRG	IP	IP	PRE
Drawing			Scale	Rev.
10088/SHF/0423		1:5000	P2	

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KEY

- Existing Trunk Road (A5(T))
- Friends of the Earth Alternative Route



Title
A55 Bryngwran to Holyhead
Alternative Route 1A
(Proposed by Friends of the Earth)
Sheet 2 of 2

Date	Drawn	Checked	Approved	Status
03.12.96	DRG	IP	IP	PRE
Drawing			Scale	Rev.
10088/SHF/0419			1:5000	P3

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