
Harlech to Llanbedr and Llanbedr to Llandanwg Rising Mains



Archaeological watching brief
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Harlech to Llanbedr and Llanbedr to Llandanwg Rising Mains

Archaeological Watching Brief

Report No. 594

Prepared for The Symonds Group

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HARLECH TO LLANBEDR AND LANBEDR TO LLANDANWG RISING MAINS G1795

ARCHAEOLOGICAL WATCHING BRIEF

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HARLECH TO LLANBEDR AND LANBEDR TO LLANDANWG RISING MAINS (G1795)

ARCHAEOLOGICAL WATCHING BRIEF

SUMMARY

An archaeological watching brief was undertaken in advance of the construction of a new underground rising main system between Harlech and Llanbedr and between Llandanwg and Llanbedr. Although several sites of archaeological interest lie within the wider landscape, the archaeological activity within the scheme was limited mainly to nineteenth century trackways and walls, as well as evidence for quarry and railway workings and twentieth century civil engineering. The only site of interest was a suspected early field system, possibly a lynchet, discovered along the route south of Llanfair.

1 INTRODUCTION

Gwynedd Archaeological Trust was asked by Symonds Group to carry out an archaeological watching brief in advance of construction of a new underground rising main system between Harlech and Llanbedr and between Llandanwg and Llanbedr, along with a sewage treatment works north of Llanbedr (SH58152747) and two pumping stations at Harlech (SH58293151) and Llandanwg (SH57082859) (Figure 1). The area affected is shown on the Black & Veatch and Bullen Drawing No. 2489_0000_0133_PO (2003). The length of the easement between Harlech and Llanbedr is about 4.4km with a 0.7km spur to Llandanwg.

An archaeological assessment of the rising main system was undertaken in 2003 (GAT Report **490**), and a further assessment was undertaken for the sewage treatment works north of Llanbedr in 2004 (GAT Report **510**). The assessment report contained recommendations for an archaeological watching brief to be undertaken during the construction works. The following report is a description of the results of the watching brief.

The area lies within the Snowdonia National Park and the Arduwy Landscape of Outstanding Historic Interest (HLW (Gw)) 2. The pipeline also passes within 50m of Harlech Castle which is a World Heritage Site.

Harlech stands on a promontory overlooking Tremadog bay. The present town originated as one of a series of castle-boroughs built by Edward 1st that was intended to encircle North Wales. The castle was largely complete by 1289 but the town remained relatively undeveloped and was the smallest of the Edwardian planned boroughs. The town was largely destroyed during the Glyndwr rebellion in 1404 and the castle was taken and held for nearly five years.

The later history of Harlech is dominated by the castle which featured in both the Wars of the Roses and the Civil War. The town remained undeveloped until a resurgence in the 19th century when much of the present town was built.

2 METHODS AND TECHNIQUES

Introduction

The basic requirement, established in the archaeological assessment of the proposed scheme (GAT Report **490**), was for a watching brief of the proposed area, in order to assess the impact of the proposals on the archaeological features identified within the report.

A watching brief is defined as the requirement to observe particular identified features or areas during works in their vicinity. This may be supplemented by detailed or basic recording of exposed layers or structures.

It can be further defined as comprehensive (present during all ground disturbance), intensive (present during sensitive ground disturbance), intermittent (viewing the trenches after machining) or partial (as and when seems appropriate).

The mitigatory recommendations within the report identified ten features requiring an intensive watching brief (Features 1, 2, 3, 4, 8, 13, 15, 16, 17 and 18). The remainder of the route was subjected to an intermittent watching brief.

The watching brief took place between September 2004 and January 2005. The construction project was managed by *Galliford Try*.

Report

The available information was synthesised to give a summary of the archaeological and historic background and of the assessment and recommendations, as set out below.

3 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

(This section is reproduced from GAT Report 490)

3.1 Topographic description

Harlech stands on the edge of the Precambrian rocky massif of the Harlech Dome. The upper part of the town and the castle stand on a rocky shelf and eminence that falls steeply to a former shoreline which is masked by the alluvial and sandy plain of Morfa Harlech. There are no definite records of the sea reaching the foot of the rocks beneath the castle. H. H. Lamb states in *Climate – History and The Modern World* (1995, 193) that the medieval port of Harlech was obliterated by sand dunes around 1400. Milward and Robinson (1978, *Landscapes of North Wales* 80-81) consider a harbour unlikely and suggest that sand flats formerly extended to the base of the rock. The archaeological evidence clearly demonstrates that the castle had a link to the sea. The outer defences include a ‘way to the sea’ and a ‘Water Gate’ and A J Taylor (1985, *Harlech Castle* 32) notes that the ‘wall encircling the castle rock makes an indent here and this may relate to the former presence of a dock outside the gateway’. The way from the sea appears to have been put to good use during Madoc ap Llywelyn’s uprising when both Harlech and Criccieth castles were cut off by land and supplied from the sea from Ireland (ibid. 7). This defensive position suggests that there must have been something more than shallows and mudflats in front of the castle, at least at high tide. Further evidence is provided by 14th century documents referring to the “port of Hardelewe” and a 1564 manuscript referring to the castle as being by the sea (Steers 1964, *The Coastline of England and Wales* 135). Gwyn’s suggestion of a canal from the castle to Traeth Bach near Llechollwyn 5 Km to the north (Gwyn 1996, *Lanbedr to Harlech Link Main* 4) seems highly unlikely given that the ‘way to the sea’ was apparently designed to supply the castle when under siege.

Wind blown sand has been a long-term problem in this area. The early churchyard at Llandanwg is lost under the sand and the church itself is often inaccessible for the same reason. There has certainly been a degree of coastal change with a considerable accumulation of sand since the Medieval period but it cannot be determined whether the way from the sea was via a wide channel through sand flats at high tide or if the waves actually lapped the outer defences of the castle. Speed’s map of 1610 (Fig. 3) suggests that the castle was not beside the sea at this time and Lewis (1989 *Sails on the Dwyryd* 61) notes that vessels could no longer reach Harlech by 1650. The excavation for the pipeline may uncover evidence of coastal change along the Harlech and Llandanwg lowlands and offer a chance for environmental sampling.

The route of the pipeline runs from below Harlech Castle, along the plain to the small village of Llanfair before turning inland and running across the lowlands to a point on the banks of the Afon Artro to the north of Llanbedr. A further pipeline spur runs out to the coastal village of Llandanwg. The coastal plain provides a convenient transport corridor and contains both the Cambrian Coast Railway Line and the A496 road.

3.2 Archaeological and historical background

The pipeline runs through an area rich in history and containing a fairly high density of archaeological sites. A total of 63 sites are recorded in the Gwynedd Regional Historic Environment Record (HER) as standing within 1km of the pipeline. This includes one world heritage site, seven scheduled areas and six listed buildings. The study area lies within the parishes of Llandanwg and Llanbedr in the commote of Ardudwy and the cantref of Uwch-Atro in the county of Meirionnydd.

3.2.1. Prehistoric

The earliest sites in the area are Neolithic chambered tombs. (PRN 1434 & 1060) The best preserved is Gwern Einion portal dolmen (PRN 1057) which is built into a wall close to the Afon Artro. The 'Llanaber Spiral Stone' (PRN 4782) currently rests in St. Peter's church, Llanbedr. This is probably a Neolithic incised stone and has a spiral carved into one face. It was reputedly found in Cwm Nantcol at SH 6260 2570 (Bowen and Gresham, 1967 *History of Meirioneth Vol. I*. 23-24)

Two Bronze-Age standing stones (PRN 1059) stand on the banks of the Afon Artro just to the North of Llanbedr – other Bronze Age activity is reflected by a scatter of finds, some of high status, within the study area. (Bowen & Gresham 1967, 121-129). Most do not have exact findspots so their context is lost. The most spectacular is a gold torque (PRN 2896) dug up in a garden somewhere near Harlech Castle. It is now in the National Museum of Wales. Two palstaves (PRN 2908) from a group found in 1851 'near Harlech' are in the British Museum. One in an untrimmed casting and could therefore have been locally manufactured. A Bronze Age rapier in the Ashmolean Museum, Oxford was also found in the Harlech area. Of more relevance to the present project is a record of fragments of a Bronze Age cinerary urn (PRN 4783) found at Pensarn (OS NAR card SH52 NE17) about 1/3 mile East of the railway station. Again an exact findspot is not known but the pipeline passes either through or alongside Pensarn farm holdings.

3.2.2 Iron Age / Romano-British

The high level of survival of Iron Age settlement patterns on the Ardudwy Uplands is one of the defining characteristics of the landscape of Outstanding Historic Interest. An extensive system of huts, enclosures and fields stands at Muriau Gwyddelod (PRN 1054-56). The system includes many Iron Age features along with signs of medieval settlement. Further settlement to the west of this (PRN 1051) at Groes Las is less well preserved but also appears to be Iron Age. Two circular enclosures, one to the south of Harlech (PRN 2903) and one at Llanfair (PRN 1164) are probably the remains of Romano-British homesteads. A very denuded hut group and faint remnants of terracing (PRN 1063) are all that survive of a Romano-British homestead about 100m to the west of the pipeline just to the south of Llanfair (Bowen and Gresham, 195). The field containing the hut group is visible on RAF aerial photographs from 1951 (540/464/4031 and 4032) as unimproved pasture containing poorly defined features. Nothing was however visible in the surrounding fields. The OS recorded that much of the system of terraces is overlaid by modern field walls and only fragments are clearly visible (NAR card SH52 NE 11 1972).

There is no evidence of Roman occupation along the Ardudwy coastal plain. The Roman road between Tomen-y-Mur and Pennal (Margary 1967, *Roman Roads in Britain*, 354-5) takes an inland route about 8 miles to the east.

3.2.3. Early Medieval

There are two early Christian inscribed stones built into the fabric of Llandanwg old church, one reading IN(G?)ENU/IARRI (/HI)C IA(CIT) and the other EQUESTRI(S) NOMIE (Nash Williams 1950, *Early Christian Monuments of Wales* 278-9). The origin of the stones is open to debate. The RCAHM *Inventory of the county of Meirioneth* (1921, 61-63) speculates that the 'Hic Iacit' stone originated in Beddau gwyr Ardudwy and was reported as missing from Ffestiniog church in 1695 by Edward Lhuyd. No firm conclusions were drawn however.

3.2.3 Medieval

Three churches in the study area have medieval origins. A church was certainly present in Llanfair in 1188, when visited by Gerald of Wales and Archbishop Baldwin. In the 15th century, a new chancel was built onto an existing church and parts of those structures have survived the restoration of the church in the 19th century (Davidson 2001 *Parish Churches* 353). Llanbedr parish church is thought to have been founded in the 13th century and retains a few features of 15th or 16th century date although most of the building dates from the restoration in 1883 (ibid. 342). An early foundation for Llandanwg church is suggested by its original circular cemetery that is now buried by sand. The present church appears to be of 13th century date with 14th and 15th century extensions. A cross slab in the west wall probably dates from the 9th to 11th century (ibid. 343-4).

The most spectacular archaeological/historical site within the study area is the 13th century Harlech Castle, built by Edward I as part of a series of fortifications designed to consolidate the conquest of Wales. Tradition maintains that there was an earlier Welsh stronghold on this site. The second branch of the Mabinogi records that 'Bendigaidfran son of Llyr ... was at Harddlech in Ardudwy, at his court. And they were seated on the rock of Harddlech overlooking the sea'. There are, however no physical remains to confirm the tradition (Soulsby 1983, *The Towns of Medieval Wales*, 138/9). It is, known that Llywelyn ap Gruffydd's wooden hall from nearby Ystumgwern was set up in the castle presumably as a symbol of conquest.

Works on the castle commenced in 1283 and it was virtually completed by 1290. Edward created boroughs alongside his castles, in some cases these were impressively walled towns such as Caernarfon and Conwy. Harlech however remained undefended and did not thrive. It appears that the population of the community did not exceed 150 persons (ibid. 138). The lack of adequate defences was highlighted when 46 houses, making up virtually the whole town, were destroyed by Owain Glyndŵr in 1404.

The castle was also taken and was Glyndŵr's headquarter until 1408-9. The castle saw further use in the wars of the Roses, it being the last fortress surrendered to the Yorkists in 1468.

3.2.4 Post-Medieval

The Meirioneth gentry were staunchly royalist in the civil war and the castle was again garrisoned. It was attacked unsuccessfully in 1646 but fell after a brief siege on 10 March 1647 and orders were given for its demolition. The walls may have been breached but the orders were not carried out to any large extent. The castle was allowed to decay until the 18th century when it became a tourist attraction. The town, however, remained poor. Fenton visited it in 1808 during his *Tours in Wales* and described it as the 'most forlorn, beggarly place imaginable'.

The borough failed to recover from Glyndŵr's occupation and Speed's map of 1610 shows only a small settlement. He records a medieval chapel that was 'decayed and without use' just to the east of the castle and a mill at the north of the borough (Speed 1610, *Atlas of Wales* 117-8).

Two farmhouses Argoed (PRN 4786) and Llanfair Isaf (PRN 4787) retain 16th and 17th century elements. Smith (1988, *Houses of the Welsh Countryside* 166-168) classifies these as sub-medieval houses built to a pattern using 'the unit system' where ranges of rooms are duplicated but not directly linked as in cross-winged houses. At Argoed the two units of the house are linked by a vestibule but at Llanfair Isaf the units are built corner to corner with no direct link. This pattern of construction suggests that the units may have held independent households or perhaps provided separate guest accommodation. RCAHM also notes that buildings at both houses were thought to have housed tanneries (RCAHM CARN ref 41221 and NPRN 12398)

3.2.5 Early-Modern/Modern

The town finally began to flourish in the mid 19th century with better communication via the creation of local turnpike trusts and latterly the creation of a rail link. The Llandanwg and Llanfair tithe maps of 1839/40 show a pattern of small fields, that remain largely unchanged to the present day apart from a certain amount of urban expansion around Harlech. The tithe schedules record a mixture of pasture

and arable land along with marsh allotments to the north of Llanbedr. The main landowner was the Hon E. M. L. Mostyn (later to be the second Lord Mostyn). During the latter part of the 19th century, new houses were built to accommodate several well to do English families (Lloyd 1986, *The Book of Harlech* 81) and Harlech became a popular summer destination. The newcomers patronised local music festivals and some sponsored the creation of the Harlech Golf Links.

The economy, away from Harlech itself, remained primarily agricultural throughout the 19th and 20th centuries although small-scale industrial activity is demonstrated by the presence of trial quarry workings along Harlech Cliff shown on the OS 1:2500 map of 1901 and a slate quarry to the east of Llanfair.

The twentieth century saw a degree of depopulation in the post-war depression although tourism continued to be an important source of income. The growth in the ownership of motor cars led to further expansion of the tourist trade and the spectacular castle remains the chief attraction (Lloyd 91-93)

4 RESULTS OF THE ARCHAEOLOGICAL WATCHING BRIEF

Twenty-nine features were identified in the original archaeological scheme (GAT Report: **490**) that were described as being directly within or contiguous with the survey area, defined as the easement shown on the map supplied (Drawing No. 57748/RM/01). The mitigatory recommendations were for an intensive watching brief to be undertaken on Features **1, 2, 3, 4, 8, 13, 15, 16, 17 & 18**.

Identified deposits and features were recorded photographically and by notes and sketches. The archive is held by GAT under the project number (**G1795**).

The watching brief has been divided into three main areas. For the location of these areas, as well as the individual features, see Figure 2.

Area A

Harlech to Llandanwg Road (SH58293151 to SH58003127)

Feature 1

Description:

Former shoreline close to outer defences of Harlech Castle (SH58053136).

Impact:

It was hoped that the section of pipeline in front of Harlech Castle Water Gate would yield information on coastline changes around the castle in medieval times.

The pipeline was positioned to the northwest of the castle along a minor road and when the trench was cut through, it was found to be directly on the line of a well constructed granite wall. This wall was being used as the western support for the modern concrete stream culvert but was probably built originally as the wall to a railway yard connected to the station opposite. It was not possible to discover much about the relationship between the wall and surrounding deposits, as the wall filled the trench and was removed from the top, but it was noticeable that the wall sat directly upon sand. To the south of this wall the trench revealed the compacted sub-base below the surface of a minor road. This varied in depth between 0.50m and 1.0m, with a thin dark organic layer underlying and gave way to sand. No evidence of previous coastline deposits were visible within the sand.

Two small stone clapper bridges were noticed, one under the road junction into the treatment works and one under the next junction to the south. The bridges predated the culverting of the stream and were partly overlain by two modern road junctions. Neither were directly affected by the pipeline. An earlier road surface was identified below the present road, visible intermittently in stretches of the trench between the Watergate and Coleg Harlech. This may relate to a slightly different road line or, more likely, to a method of resurfacing that did not remove the earlier surface.

Feature 2

Description:

Sand dunes and possible former coastline (SH57843095 to SH57503000). The pipeline ran along tracks and paths through former dunes alongside the railway. There was potential for the recovery of information relating to coastline changes and the formation of the present landscape along this line.

Impact:

The pipeline followed a series of tracks alongside the railway and continued along to the southwest of Harlech college. It was hoped this area would contain some environmental information concerning coastal change. However, due to waterlogging it was necessary to position the pipe at a lesser depth than planned and the trench did not go below modern disturbance and the later sand deposits. Of some interest was a quantity of early twentieth century refuse material that included glass bottles, which were used to consolidate the trackway between the railway to the east and the small-scale quarry workings to the west. The track also served a house, called *Steepways*, which was the probable source of the rubbish.

Features 3 and 4

Descriptions:

Feature 3: Post-medieval Trackway (SH57553004). A winding path was visible running along a wide probably natural hollow down a shelf towards the sea. The date of the path is unknown although it is not presently used. The line of the hollow and path is blocked by the railway so it presumably pre-dates this. The track could be linked to small-scale slate quarrying to the north marked on the 1901 OS map.

Feature 4 Post Medieval Trackway (SH57552999); (Plate 4).

A narrow path or track was traced, in places, along the base of Harlech Cliff. Patches of rough metalling were visible along with what appeared to be fairly recent terracing. The track could be linked to small-scale slate quarrying to the north marked on the 1901 OS map.

Impact:

An intensive watching brief was conducted during the crossing of a wide, waterlogged and scrub filled hollow at the base of the cliff, where several paths, possibly linked to the previously mentioned quarry, were known to run. No archaeological evidence was discovered.

Features 5 to 10

Descriptions:

Feature 5: Post medieval wall (SH57462977). Dry-stone field wall, probably nineteenth century (Plate 3).

Feature 6: Post-medieval path (SH57433964); (Plate 6).

The path from the beach zigzags up the very steep gradient of Harlech Cliff. The path is probably Victorian and may be contemporary with the railway.

Feature 7: Post-medieval wall (SH57402960)

Mortared stone boundary wall, probably nineteenth century.

Feature 8: Post-medieval track (SH57402957); (Plate 5).

A largely turfed over, roughly cobbled track runs through the field along the top of the cliff. This could pre-date the current road that is shown on the 1839 tithe map. A footpath is marked here on the 1901 OS map.

Feature 9: Post-medieval Wall (SH57362953)

Dry-stone field wall, probably nineteenth century.

Feature 10: Post-medieval Wall (SH57362944); (Plate 6).

Dry-stone field wall, probably nineteenth century.

Impact:

A series of tracks and field walls, between the cliff and the Llandanwg road, were mentioned as features of interest in the archaeological assessment. These areas were observed during the watching

brief but no associated archaeology was discovered. No further information was recovered concerning their respective dates.

Area B

Llandanwg road To Llanbedr treatment works (SH 5741 3937 to SH58172750)

Feature 12

Description:

Medieval/Post-medieval Field system (SH57602890); (Plate 7). The field system around Llanfair Isaf and Pensarn remains largely unchanged since the 1839 Llanfair tithe map. Most of the fields, particularly around the Artro estuary, probably date from nineteenth century enclosures of common land, although some elements of earlier boundaries could survive around Llanfair. The pipeline ran through this area on a similar alignment to an existing water pipe and it was expected that any new breaches to the dry-stone walls would be kept to a minimum.

Impact:

As predicted the route of the new pipeline followed closely to that of the previous pipe, enabling the reuse of, earlier breaches in the nineteenth walls that defined the post-medieval field system around Llanfair Isaf and Pensarn.

Feature 13

Description:

Possible trackway/boundary and associated features (SH57592915); (Plate 8). A slight ridge ran in a SW-NE direction across this field. The field was quite uneven suggesting buried remains. This could be tentatively interpreted as a trackway or relict boundary along with associated features. The unevenness could also be the result of modern disturbance.

Impact:

The slight diagonal ridge across this field and the surrounding unevenness suggested disturbance and a possible early footpath, but, after removal of topsoil, it was obvious that any possible earlier features had been removed by the previous pipeline. On the expected line of the footpath were several squares of concrete and a line of concrete marking the earlier pipe.

Feature 14

Description:

Post-medieval trackway (SH57602915); (Plate 9). The 2.5m wide trackway from Capel Bethel pre-dates the chapel and is shown on the 1839 Llanfair tithe map. The track was bounded on either side by dry-stone walls and did not appear to have been widened or greatly upgraded and as such was an interesting relict landscape feature.

Impact:

The track from Capel Bethel had been breached and rebuilt by the previous pipeline in almost the same position as the current construction. From what could be seen this was the only significant change to the structure in recent years except at the eastern end where a few metres of rough tarmac overlaid the previous surface of unstructured cobbling.

Feature 15

Description:

Romano/British or Medieval suspected ploughed out enclosure or boundary (SH57642895). An arc of a possible curvilinear boundary or ploughed down lynchet was visible as break of slope in improved pasture to the south of Llanfair. This could have been an element of an early field system around Llanfair, perhaps an outlying part of the fields around the hut group to the northwest.

Impact:

The pipeline crossed, at an angle, a curvilinear boundary which was thought to be a ploughed down lynchet or an element of an early field system (Figure 2). This feature proved to be substantial when the topsoil was removed, with topsoil varying in thickness from 0.10m at the top and bottom of the slope to 0.35m at the crest of the slope (lynchet A), before it began to descend into either a stone revetment or a deposit of field clearance stone reinforcing the edge of the slope and protecting it from erosion (Figure 3). A second, less pronounced band of smaller stone was visible partway down the slope, also holding behind it thicker topsoil (lynchet B; Figure 3). This evidence reinforced the suggestion that it was part of an earlier field system, separate to the extensive nineteenth century stone-

built boundary system, as the lynchet was on a different alignment and appeared to be cut by a later field wall, suggesting that there is little continuity between the two systems.

Feature 17

Description:

Post-medieval raised trackway (SH57522840)

Impact:

A raised trackway, shown on the 1840 Llandanwg tithe map, runs through the marsh to Ymwlech (Figure 4). This could be part of an earlier route to the medieval church of Llandanwg from the east. This trackway, possibly part of a network of tracks serving Llandanwg church, was subjected to an intensive watching brief at two locations. The first was at the north eastern end where the track is walled on both sides. The track then descends the slope and crosses marshy ground towards the farm of Ymwlech.

At the point of the second pipeline crossing, the track takes the form of a causeway 1.0m above the surrounding marshland. The second location will be discussed here but is on the line of the Llandanwg branch.

The first crossing was investigated in cross section revealing a 1.0m wide, roughly metalled surface, comprising cobbles and irregular small pieces of stone approximately 0.10m deep, with a clearly marked edging or kerb of broken grey stones to a depth of 0.20m (Figure 5; Plate 12). This was flanked by a 0.30m high bank topped by a wall of field clearance boulders. The wall on the south side was built without a bank and there was no sign of a kerb. The wall was reduced at this point to some two courses high.

At the second point of crossing, it was hoped to bore underneath the causeway but this did not prove practical so a 0.50m wide section was removed for the pipe. The causeway was 5.0m wide and consisted of a mixture of stone and topsoil standing approximately 1.0m above the surrounding marsh. There appeared to be no stratigraphy within the bank. Below the causeway was a deposit of natural grey clay.

Feature 18

Description:

Bronze Age cinerary urn findspot (PRN 4783; SH58002800A), Pensarn.

Impact:

Fragments of a Bronze Age cinerary urn were found at Pensarn. An exact findspot is not known. The description of the findspot as being one third of a mile east of the railway station could simply refer to the location of Pensarn farm. The pipeline passed through Pensarn farm holdings and there could have been potential for the recovery of further Bronze age material from the area (although it should be noted that the new pipeline followed the line of the existing water main and there will already have disturbance to this area).

No evidence associated with the Bronze Age cinerary urn was discovered during the topsoil strip in this area.

Feature 19

Description:

Post-medieval barns, Pensarn Farm (SH57832805)

Impact:

Two barns to the west of Pensarn farm are shown on the tithe map. Both are still in use.

Area C

Llandanwg branch (SH57752883)

Feature 16

Description:

Marshland near Afon Artro (SH57602835). A semi-improved coastal marshland to the south-west of Llandanwg and to the north of the Afon Artro that probably originated as coastal mudflats and was hoped to contain environmental evidence for coastal change in the area.

Impact:

The marshland was crossed by the pipeline revealing deposits of sediment rich soils over grey clay, both topsoil and subsoil being heavily studded with glacial erratics. There was no visible evidence of coastal change.

Feature 20

Description:

Twentieth century wall.

Impact:

There was local concern that the pipeline did not disturb a particularly fine twentieth century wall, known as the 'boastful wall', built to demonstrate the skill of a particular local craftsman. The pipeline was driven below the wall without destabilising it (for general location, see Figures 2 and 4).

5 CONCLUSION

The archaeological activity within the scheme was mainly post-medieval in date. It was apparent that the majority of the identified features were eighteenth or nineteenth century in origin and were either walls or trackways or redundant railway or quarry workings. The only exception was Feature 15, south of Llanfair, which appeared to be part of an early field system, possibly a lynchet that had been superseded by an extensive nineteenth century boundary system. In other areas, especially Area B, the pipeline route utilised an earlier pipeline and made little impact on existing features. Finally, the coastal areas, particularly in Area A, did not reveal any new information on coastal change.

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Gwynedd Archives, Dolgellau

Tithe Apportionment Schedules for Llandanwg 1840 and Llanfair yn Harlech 1839 parishes.
Tithe maps for Llandanwg and Llanfair yn Harlech parishes.

RCAHM Wales Aberystwyth

Aerial Photographs

RAF 540/464/4031 20 April 1951

RAF 540/464/4032 20 April 1951

RAF 540/464/4004 20 April 1951

RAF 540/464/4005 20 April 1951

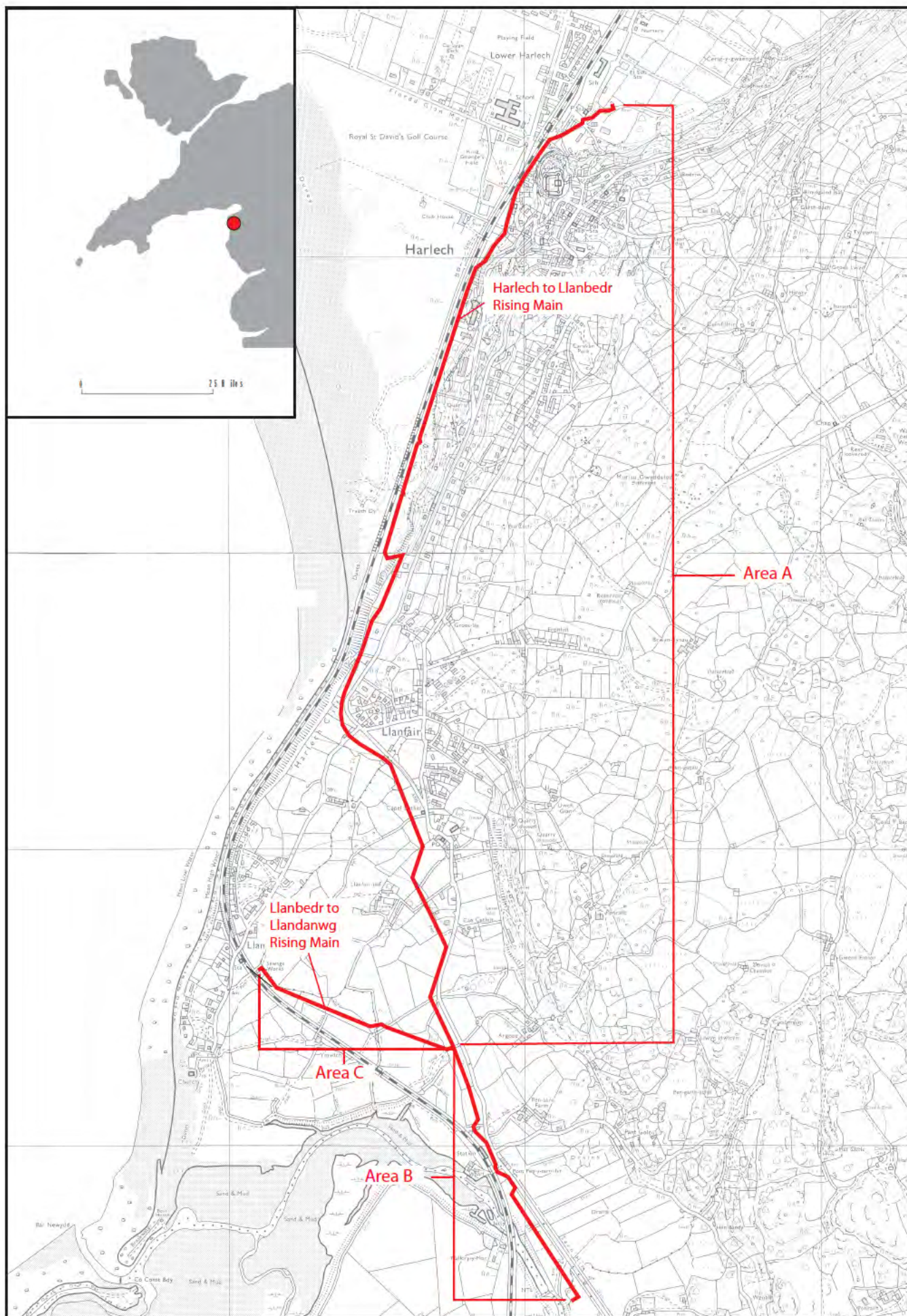


Figure 1. Location of study area.

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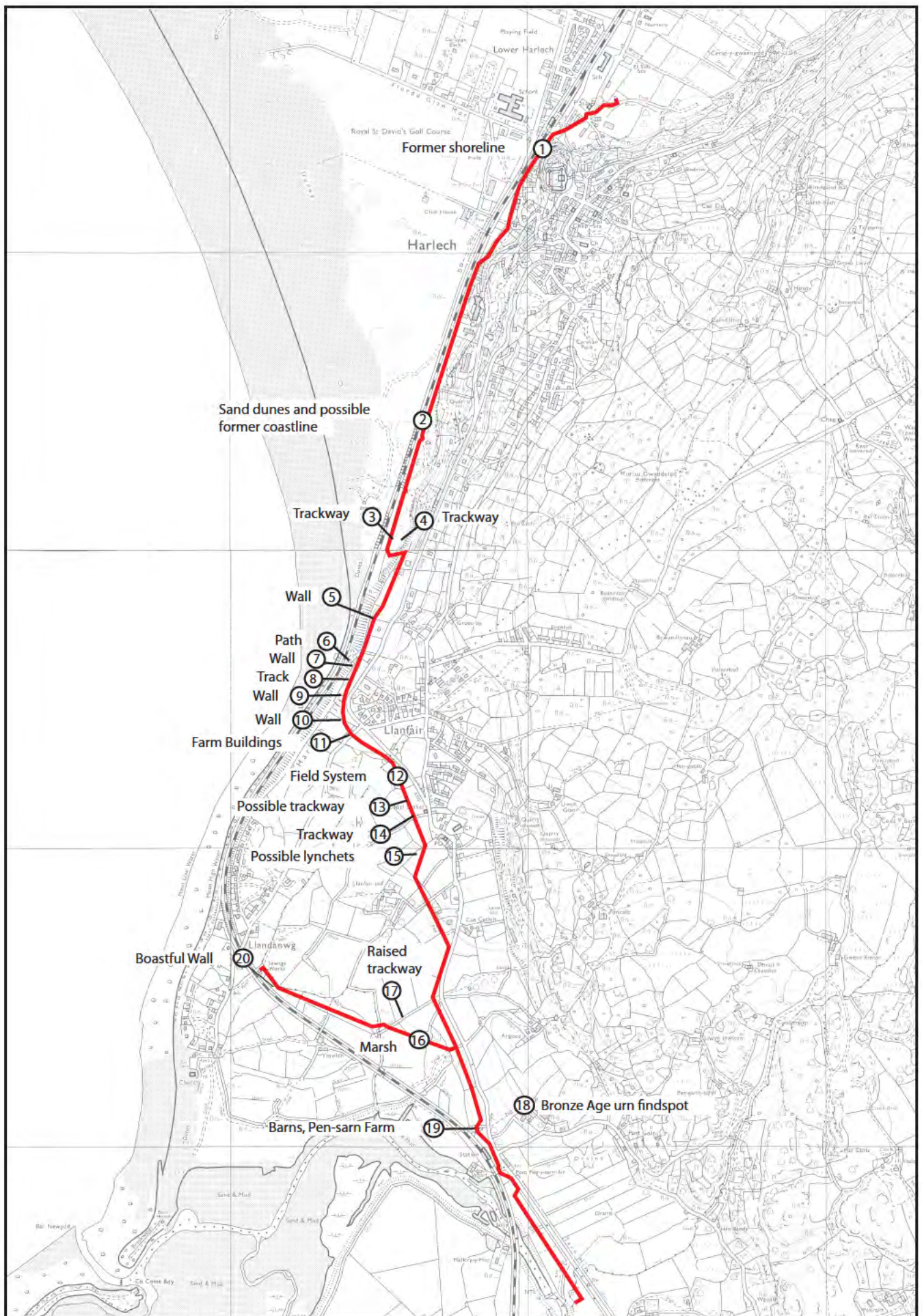


Figure. 2 Location of features within the study area.

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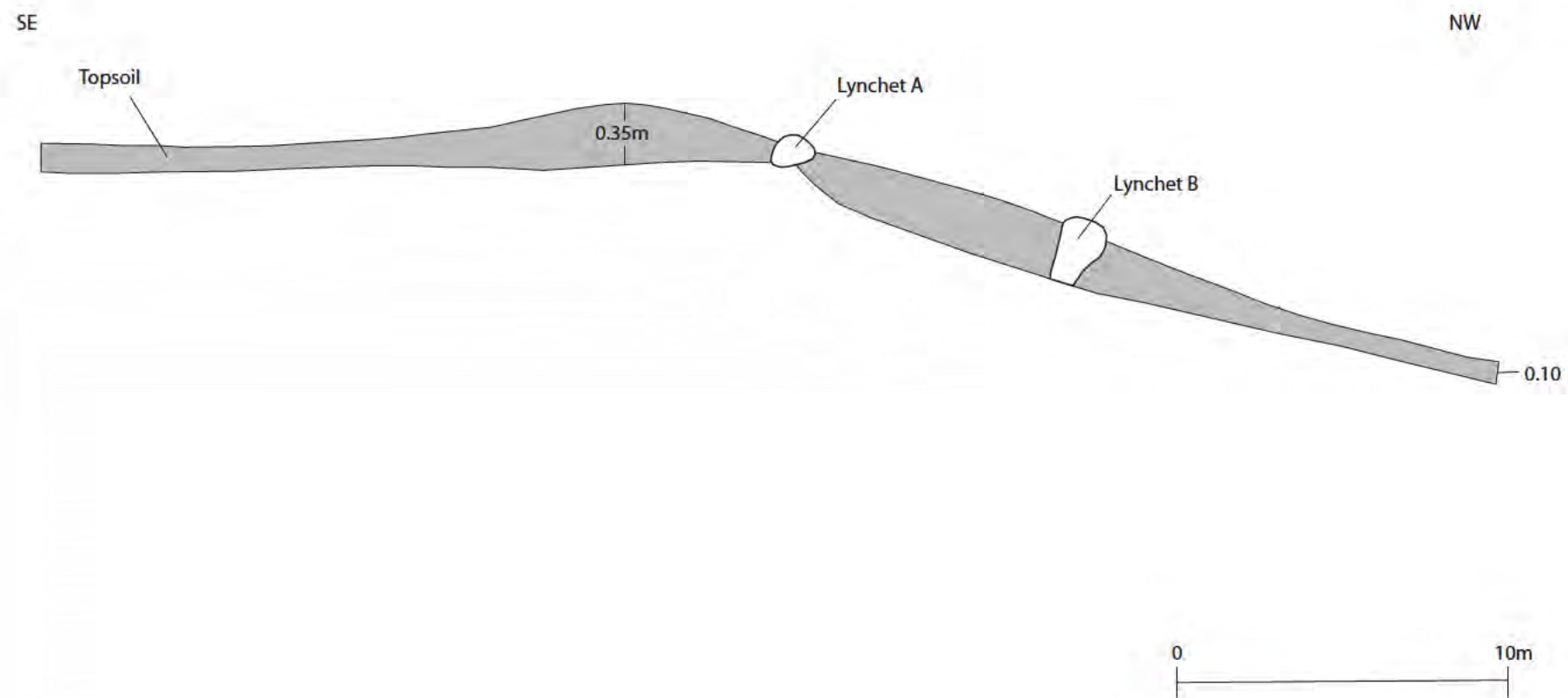


Figure 3. Section through feature 15

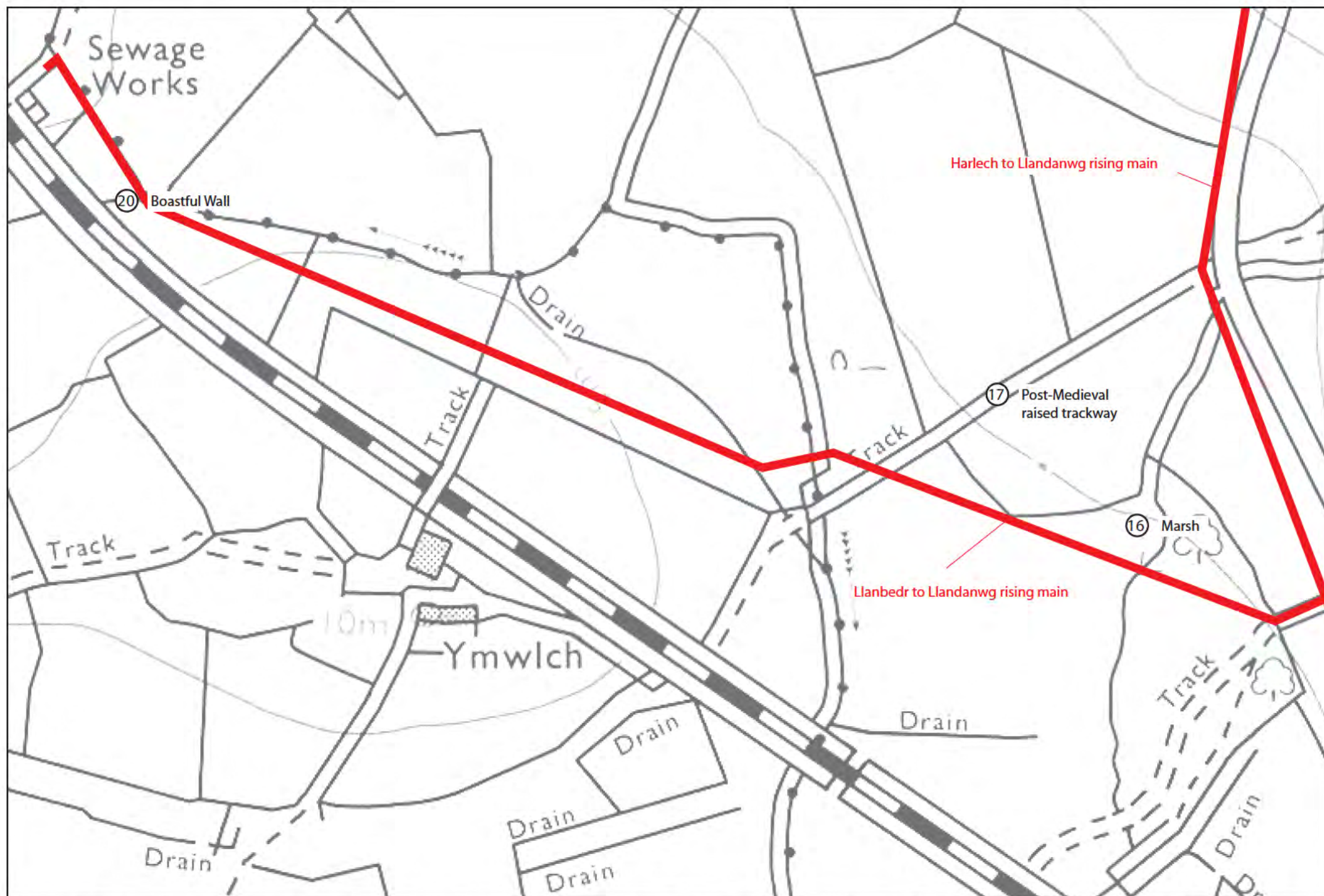


Figure 4. Features 16, 17 and 20 location (Scale 1, 250). Background map reproduced from Ordnance Survey. Crown Copyright. All rights reserved. Licence no. AL100020895.

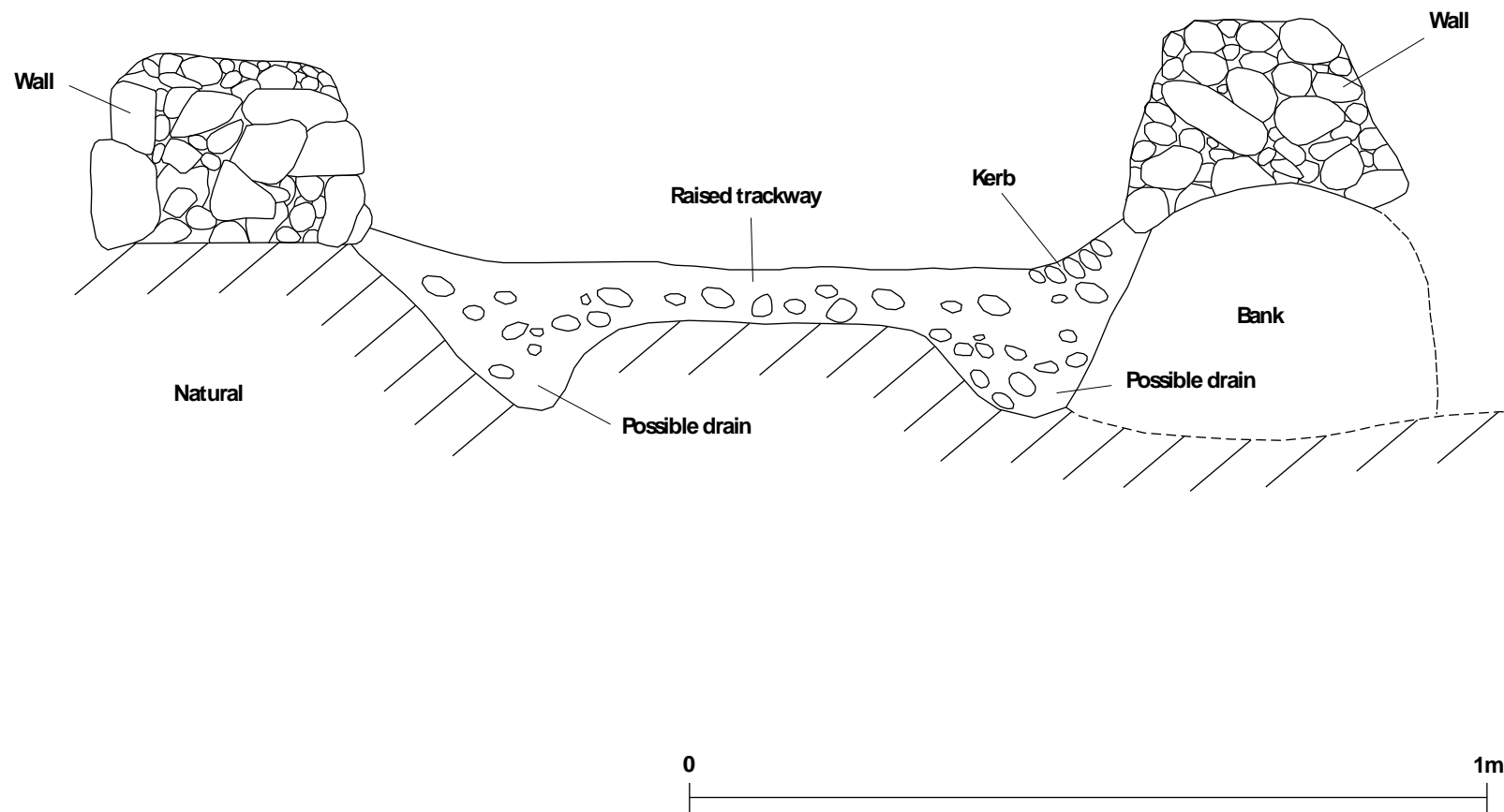


Figure 5. Elevation of feature 17. Raised trackway

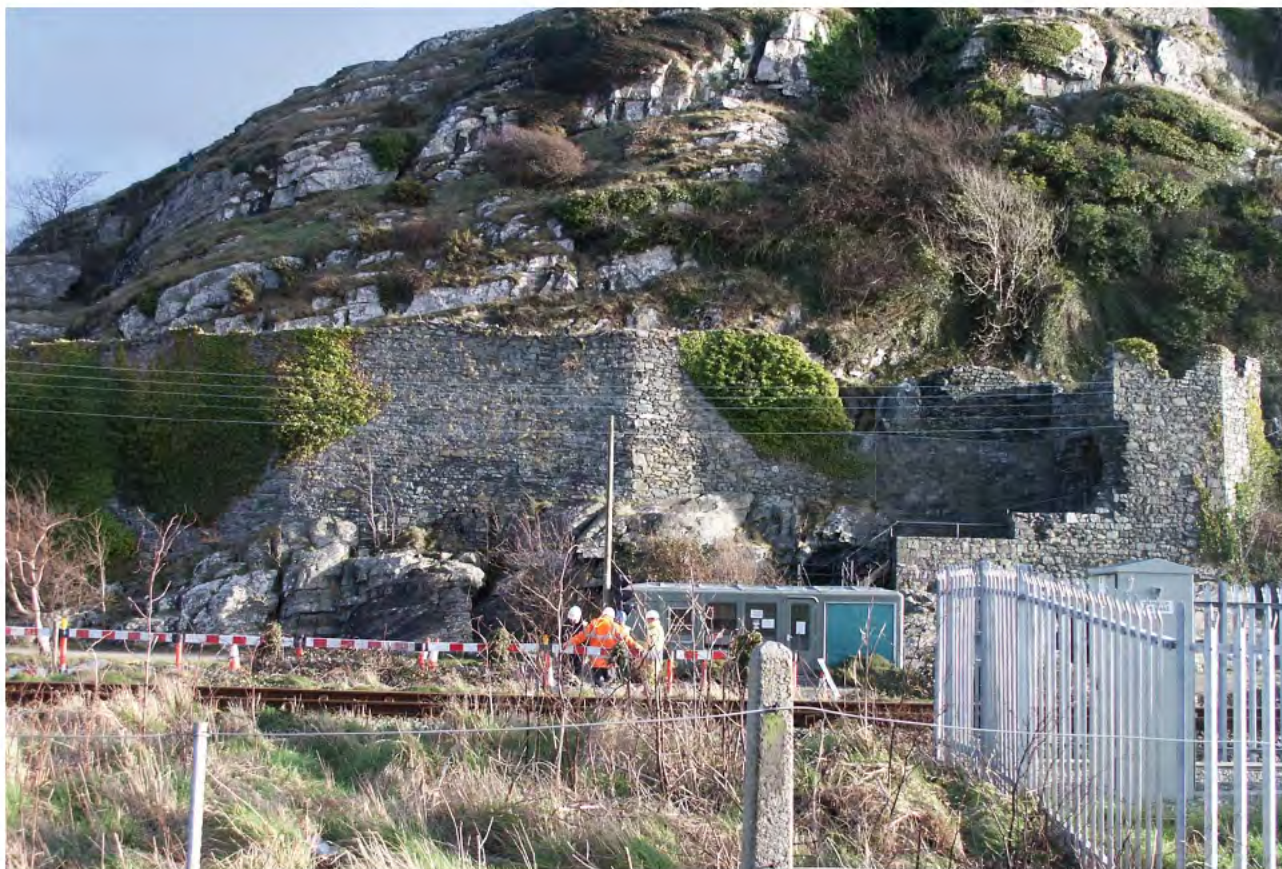


Plate 1. Feature 1. Area of Former Shore Line



Plate 2. Feature 5. Wall



Plate 3. Feature 6. Path



Plate 4. Feature 8. Track.



Plate 5. Feature 10. Wall



Plate 6. Feature 15. Lynchets



Plate 7. Feature 17. Raised Trackway



Plate 8. Feature 17. Raised Trackway



Plate 9. Feature 16. Marsh



Plate 10. Clapper Bridge



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