

---

# Watergate at Harlech Castle: **Harlech**

---



## Archaeological Assessment

GAT Project No. 2054

Report No. 774

January, 2009

---

# Watergate at Harlech Castle: **Harlech**

---

## **Contents**

1. Introduction
  2. Location and topography
  3. Historic background
  4. The castle water-gate
  5. The castle dock
  6. The lower car park
  7. Archaeological potential of the car park
  8. List of sources consulted
  9. Map showing location of medieval field system and enclosure award
- Appendix I: List of sites in HER

---

# Watergate at Harlech Castle:

## Harlech

---

### List of Illustrations

Fig 1. County map of Merioneth by John Speed, 1610, showing the estuary running south towards Harlech

Fig 2. Map of Harlech by John Speed, 1610

Fig 3. Map of Harlech 1771 (UWB Mostyn 8679)

Fig 4. Map showing Enclosure Award 1810 (UWB Mostyn 8605)

Fig 5. Tithe map of Harlech, 1841.

Fig 6. OS 1<sup>st</sup> edition 1889

Fig 7. OS 2n edition 1901

### List of plates

Plate 1. Harlech Castle by Buck Brothers 1742.

Plate 2. Harlech by Moses Griffith 1810

Plate 3. The water gate and car park

Plate 4. The water gate

Plate 5. The outer entrance to the water gate

Plate 6. The inner entrance to the water gate

Plate 7. The drawbridge pit.

## THE WATERGATE AT HARLECH CASTLE

### 1. INTRODUCTION

This report contains the results of an archaeological assessment undertaken for Cadw as part of a programme of work to interpret the lower gate (the water gate) at Harlech Castle.

#### 1.1 Aims of the project

The aim of the project is to identify the nature and status of the area of land immediately below the castle Watergate, currently in use as a carpark and castle entry.

#### 1.2 Acknowledgements

I am very grateful to the following for help during the course of the project: Rhian Parry (Adnabod Ardudwy); Jeremy Ashbee (English Heritage); John Kenyon (NMGW); Mike Yates (Cadw).

#### 1.3 Management designations

##### Environmental designations

##### *Sites of Special Scientific Interest (SSSI)*

Morfa Harlech is a designated SSSI (*Morfa Harlech* code 31WNT).

##### *National Nature Reserve*

Morfa Harlech is a designated NNR.

##### *Special Area of Conservation*

The sea off Harlech is part of the *Cardigan Bay* Special Area of Conservation.

##### *National Park*

Harlech lies within Snowdonia National Park.

##### Heritage designations

##### *World Heritage Status*

Harlech castle is part of the World Heritage Site *Castles and Town Walls of King Edward in Gwynedd* (reference 374) as defined by UNESCO. The importance of the view over the Morfa and to the sea is stressed within the Management Plan (Cadw 2004, 65).

##### *Landscape of historic interest*

Harlech lies within the *Ardudwy Historic Landscape* as defined within the Register of Landscapes of Outstanding Historic Interest in Wales, reference HLW (GW) 2.

##### *Scheduled Ancient Monuments*

Me 044 Harlech Castle (also in Guardianship of State)

##### *Conservation Area*

A conservation area includes the castle and the area of the medieval borough to the east and south. The lower car park is excluded from the Conservation Area.

### 2. LOCATION AND TOPOGRAPHY

Harlech lies at the north end of Cardigan Bay, a short distance south of the Dwyrdd and Glaslyn estuaries. The castle is sited on a dramatic rock outcrop that is part of the Harlech Dome, but sits slightly seaward of the rest of the cliff edge. It overlooks Morfa Harlech, a large low-lying area now

nearly all reclaimed though formerly much of it was salt marsh. Morfa Harlech forms a triangle with the southern point at Harlech, the west side along the coast edge, the east side along the edge of the Harlech Dome, and the north side along the Dwyryd estuary. It is very low lying, but, as we shall see below, had been partly enclosed by the medieval period. The western side, however, remained as salt marsh until the Enclosure Act of 1806, when a sea wall was built from Llanfigangel y Traethau to Glyn Cywarch. Small islands, of which the largest is at Ynys on which stands the church of Llanfihangel y Traethau, and a smaller one at Lasynys, birthplace of the writer Ellis Wynne, stood above the tidal limits.

There is still much that remains unknown about the development of Morfa Harlech, and yet an understanding of its growth and chronology is essential for an understanding of the borough lands, and the possible location of a harbour at the castle. How much the Morfa has grown since the 13<sup>th</sup> century is unknown, though geologists are of the opinion that the north-western parts have been steadily accreting. It is thought the spit was once quite small, and started as a shingle ridge, and grew both northwards and westwards, with much of the material coming from Cardigan Bay (Steers 1964, 132-6). It has been suggested that the River Dwyryd may once have passed between Ynys and the higher lands of the Harlech Dome, and fed into the sea much further south. The Morfa, is therefore 'a fine example of a sand spit developing across an infilling estuary' (May 2003, 453). May (*ibid*), goes on to suggest that 'most of its growth appears to have occurred during the last 700 years, but, unlike many other such forms, it does not appear to have been seriously affected by the worldwide tendency for such features to be affected by erosion'. He attributes this to the large source of sediments in Cardigan Bay and the Glaslyn estuary. In conclusion, May (*ibid*, 453) states 'Morfa Harlech is the result of several phases of as yet undated spit growth, and the progressive sedimentation and land-claim of the area between the beach and the former rocky sea cliff upon which Harlech Castle stands'.

### 3. HISTORIC BACKGROUND

Though the references within the *Mabinogion* to Harlech (Jones and Jones 1949, 25) suggest a site of some significance prior to Edward I locating his castle here, there is no archaeological evidence for settlement pre-dating 1283, other than hints provided by the find of a gold torque, and a find of Roman coins (Bowen and Gresham 1967, 124 and 259). There is, however, a wealth of sites within, and finds from, the marginal uplands that fringe the Harlech Dome, which reveal the presence of a flourishing population in the area from Neolithic times to the present (see Bowen and Gresham 1967, *passim*).

The history of the castle has been related on numerous occasions, most explicitly by Taylor (1974). It need only be stated here that the castle was built between 1283 and 1289 as part of Edward I's conquest of Wales following the death of Llywelyn ap Gruffydd in 1282, and the capture of Dafydd, his brother, in 1283. The borough was founded at the same time, and lay on level ground to the south and east of the castle. The castle is based around the gatehouse, with an inner and outer ward, and an outer moat on the south and east sides. The principal references, in date order, are Clark (1875); Hughes (1913); Peers (1921-2); Simpson (1940); Taylor (1974); and Taylor (2002). A selection of medieval documents relating to Harlech was collated by Wynne (1846; 1848).

In 1294 the castle was besieged during the revolt of Madog ap Llywelyn, and had to be eventually relieved by sea, as was Criccieth and Aberystwyth.

The castle was taken by Glyndwr's forces in 1404, and held by Owain until 1409. Though the castle and borough were damaged in the Glyndwr wars, the castle was home, for a short while, to Queen Margaret of Anjou in 1460, and was held by its Welsh constable Dafydd ab Ieuan ab Einion for the Lancastrians until the siege of 1468, when it succumbed to the Yorkists led by the Herberts of Raglan.

There is no record of any maintenance being carried out at the castle after this period, and it is likely it was never fully repaired after the damage occasioned when it was held by Glyndwr. It saw no more military action until the Civil War. The castle was, however, used for various municipal and judicial functions (the Merioneth Assizes were held here, and it was strongly argued that keeping them at the castle would ensure the castle was, at least in part, maintained). In 1644 the castle was held for the King by Colonel William Owen of Brogyntyn. It eventually fell to the parliamentarians in March 1647, the last royalist stronghold to be lost.



The castle remained in Crown ownership, and was transferred from the Office of Woods to the Office of Works in 1914.

The borough of Harlech is variously described by visitors of the late 18<sup>th</sup> century and early 19<sup>th</sup> century as 'a very humble village, consisting of a few miserable looking cottages, little better than huts' (Evans 1812, 901) or 'little more than a village of inferior size and insignificant appearance' (Lewis 1833, HAR). Development of the town occurred after the improvement in communications in the mid-19<sup>th</sup> century, and the rise of Harlech as a resort.

#### 4. THE CASTLE WATER-GATE

The castle is largely built from local grit stone, though limestone from Anglesey and freestone from Egryn was being shipped in, as was iron and steel from Chester (Taylor 1974, 358-9). The workforce, at its height in the summer of 1286, was over 900 strong, and food was imported by boat. Access to the sea was, therefore, crucial to the successful construction of the castle. However, both castle and borough were built some 50m above sea level, and there could be no bustling harbour in front of the town as developed at Conwy, Beaumaris and Caernarfon. The usual advantages of transporting by sea were severely curtailed when it meant carrying all goods from the castle dock up a narrow stepped path some 150m long and rising some 50m along its length. It has been suggested that the two ordinance platforms on the southern cliffs were built for cranes or sheerlegs to hoist supplies up from by the water gate (King and Kenyon 2001, 390).

There must, from the very beginning, have been a way from the base of the rock up to the castle along which building materials and other goods were carried. However in 1289 Ralf de Ocle was paid £124 15s 11d for building the path from the sea to the castle and its accompanying wall (*pro passu de mare usque castrum et pro muro* PRO E101/501/25 no. 63).

Further work was undertaken following the 1294/5 uprising, when the outer wall around the castle rock was built from the north-east tower to the water gate (Taylor 1974, 364-5). The document states 'and in the outgoings and expenses which the said Robert laid out on the king's order immediately after the war was settled, in building a wall of stone and lime around a rock adjoining the said castle, and for building anew in the said castle a gate facing the sea, in the manner of a tower' (PRO E368 76m 8d; translation by Jeremy Ashbee). The gate facing the sea is probably the present water gate. To what extent this replaced an earlier gate is not known, though the implication is certainly that the water gate was rebuilt at this time.

A survey of the castle undertaken in 1564 describes the outer wall and path from the sea as follows: 'There is a wall stronglie buylte upon the rock, beginning at the debtor's towre, descending in compassing the rock, to the wey leading from the marsh up to the castle on thother side, which wall is in length cxxxv yerdes. The way from the marshe, extending from thende of the said wall, where hath bene a drawen bridge, to issew forthe horsemen or footemen, is forced upon the side of the rocke, having a strong wall towards the sea, being in length to another draw bridge, c yerds, and from the bridge to the castle wall xxxv yerdes. So as the said wey ascendeth, and is in bredth iiii yerdes.' (Wynne 1846, 253). It is noteworthy that the 'way from the sea' has now become the 'way from the marsh'. The castle is clearly shown as landlocked on Speed's map of 1610, though he appears to show the 1295 path from the north-east tower descending on to the marsh, and the 'way from the marsh' is indicated at the upper end by a straight length of wall. They are represented fairly diagrammatically, however, and are not an accurate representation.

Clark (1875, 110) provides the earliest clear description of the water gate. He says 'near this point is the lower water-gate, a regular postern, in a small rectangular shoulder in the wall. A roadway of about five or six yards long, cut in the rock, rises from the marsh ten or twelve feet, and upon it, in front of the portal, was a drawbridge with a pit twelve feet deep, and within the portal a short shoulder-headed passage closed apparently by a door, but without any portcullis. Beyond this is a flight of open stairs niched in the curtain ascended to an embattled platform over the gate'.

Hughes (1913, 313) states the pit was filled up, and the roadway part filled-in with debris. The roadway down from the gate to the marsh had been removed. Peers (1921) does not describe the gate in detail. No subsequent detailed description of the water-gate has been found, nor of the restoration

work undertaken by the Ministry of Works. A large scale drawing of the gate by Hughes, the original of the small plan reproduced in *Archaeologia Cambrensis* (1913, 313), is in the Welsh Office files held by the NMR, and sketch plans of 1923 and 1924 are also in the file, implying work was being undertaken at that date, including the clearing out of the drawbridge pit. Work to the repair of steps and paving of the 'way from the marsh' was 'approaching completion' in 1931 (Cadw registry files at NMR, see also section on the carpark below where this memo is discussed further).

#### *The water-gate today*

The water-gate is a small tower with a rectangular corbelled passage on the ground floor, and open steps around the inside of the west wall to a wall-walk, or platform, above. The outer wall is angled to the west for approximately 4m to allow room for the steps, after which the wall is angled back for another 4m, and this length forms the outer wall of the gate-house. The corbelled passage is just under 2m wide, and had a door across the outer opening. Immediately outside the door is a deep drawbridge pit, also corbelled on the west side. At the base are two low segmental arches, possibly for drainage and/or access to the pit. Only a few voussoirs remain of the outer arch, and the inner arch looks as though it has been rebuilt. By the outer door of the gatehouse the main defensive wall is angled back slightly to provide a small nook to the east of the gate, before continuing north. It has been suggested (Taylor 2002, 31) that the nook may be connected with the former presence of a dock outside the gate.

There are no remains of the 'roadway' mentioned by Clark (1875, 110), leading down from the gate, and modern wooden steps now lead down over the rock outcrop which rises up from the carpark.

### **5. THE CASTLE DOCK**

No firm evidence exists that allows a reconstruction of the dock, nor do we know how boats may have reached the castle. There is little doubt that by the 16<sup>th</sup> century it was no longer possible to reach the water-gate by boat. There are several possible options for sea access, and these will now be discussed.

There is strong evidence for the presence of a medieval field system on parts of the Morfa, generally east of the present A496. These can be traced by the presence of unusual field names which first occur in documents of 15<sup>th</sup> and 16<sup>th</sup> century date, and are still present on the 1841 tithe map. These names include 'acra' for 'acre' and 'rhwd' for 'rood'. These placenames, including 'cors' names, thought to represent early reclamation, have been mapped on fig 1, using information derived from Parry (forthcoming) and Jones (1954). These lands are differentiated from those known as 'Harlech Marsh' which were reclaimed following the Enclosure Award of 1806. It is of interest that a strong sea bank, now much denuded in places, runs along the east side of the road. This is undated, but would appear to pre-date the 1806 enclosure. Harlech Marsh would have included the area currently occupied by the lower car park at the castle.

Prior to the 1806 enclosure sea access on to the Morfa occurred either side the higher ground of Ynys, where Llanfihangel y Traethau church is located. If we examine the access point west of Ynys, it can be seen that this was largely blocked by a line of sand dunes running south to the lower corner of the Morfa. The sea was therefore only able to gain access through a relatively narrow opening, though certainly sufficient to supply an area of salt marsh. However, the date of the growth of the dunes is not known, though we do know that sand incursions occurred during stormy weather at Newborough in 1324. Access to the castle from the west side, perhaps through an area of salt marsh, would have been feasible prior to the establishment of the dune system. Steers (1964) suggests the dunes grew around a shingle ridge which developed northwards, though the date of this development is not known. However, if the sand dunes developed in the 14<sup>th</sup> century, it is possible to envisage sea access to the castle in the 13<sup>th</sup> century, which was subsequently blocked in the 14<sup>th</sup> century by sand incursions and an accreting shoreline.

East of the high land at Ynys was an estuary into which, certainly by the 18<sup>th</sup> century, all the drain water from Harlech flowed, and this must have been tidal nearly as far as Harlech. The Act of 1806 resulted in the closure of this estuary, and enclosure of new lands followed. Infilled oxbow lakes and other peaty areas mark the course of a river through the medieval field system. However if the field system on the Morfa has been correctly identified as being part of the original grant of land to the Borough, the estuary had already been partly reclaimed by the 13<sup>th</sup> century, though was still probably

open up to the boundary between Llanfihangel y Traethau and Llandanwg, where it narrowed to a river.

With no sea access available on the west side of Ynys the only boat access into the morfa and towards the castle and town of Harlech would be along these rivers which flowed into the Dwyryd estuary east of Ynys. This was the site of Ty Gwyn y Gamlas, a small harbour, which still contains a good example of a dock-side warehouse of three storeys. A 16<sup>th</sup> century house formerly lay alongside, though it was damaged and taken down in 1927 (Lloyd 1987, 47). Shipbuilding was undertaken here, and the harbour was painted by both Turner and Varley. Gamlas can be translated as 'canal', and it has been suggested that a canal lay through the marsh from here to the castle (Lloyd 1987, 38-9). There is little evidence for this, but certainly it is feasible, and what subsequently becomes the Harlech Drain runs from Ty Gwyn y Gamlas direct to the foot of the water-gate.

In a Jury verdict dated 1650 it is said 'the bailiffs of the said liberties were accustomed to have, & had, of every ship, or other vessels, lading of any kind of grain or salt, unlading, or selling the same, at Barmouth, Machres, & Gamlas, one Winchester measure, to be used in selling and venteing the said lading' (reprinted in Wynne 1847, 54). The three harbours associated with Harlech at this time were, therefore, Barmouth, which was well to the south, Mochras a short distance south at Pensarn, and Ty Gwyn y Gamlas to the north. In 1833, after the enclosure award had prevented access further up the river, it was said of the latter 'vessels of small burden can ascend the river as far as Ty Gwyn y Gamlas, within a few hundred yards of the church, where they receive or discharge their freight' (Lewis 1833, LLA).

We may, therefore, though there is very little evidence to confirm this, be able to identify a sequence where sea access to the castle from south-west of Ynys was replaced in the 14<sup>th</sup> century by river access from Ty Gwyn. If Speed's map can be relied upon, then by 1610 this had also ceased, and no water access was available. This is also implied in the 1564 document, which describes the 'way from the marsh', thereby implying the path led to the marsh only. It is perfectly possible, of course, that the estuary from Ty Gwyn was used to transport goods part way to the castle, though no potential unloading point has been identified. Following the Act of 1806 and the construction of sea banks across the estuary this would no longer have been possible, though Ty Gwyn continued to be used as a harbour.

## 6. THE LOWER CAR PARK

The lower car park lies at the foot of the castle rock, with the water-gate approximately central. It measures some 94m long by 12m wide, and lies alongside a road of uncertain date, but certainly present in 1810 (UWB Mostyn 8605), and probably constructed as part of the post-enclosure Act works. The car park is shown on the 1810 map as two enclosures labelled 24 and 25, signifying they formed new enclosures created as part of the award within the area described as 'Harlech Marsh in the parish of Llandanwg'. Plot 24 was owned by John Lloyd Thomas and plot 25 by Rev'd Francis Parry.

The implication is that prior to the award the carpark formed part of the open marsh, and, although not entirely clear, it is also indicated as such on the 1771 map (UWB Mostyn 8679). On the tithe map of 1841 the plot (labelled 701) is called 'Tan y Castell' and belonged to John Foulkes, who owned the Blue Lion in Harlech. There is little change between 1841 and 1889, the date of the first edition 25" OS map. The map shows the area undivided, with an open stream running through it. The stream still emerges from the garden which forms the north edge of the carpark, shortly after which it merges with the stream which flows down the north side of castle rock. It is assumed that the culverted stream still flows under the carpark. The railway was built along the north side of the road in 1867. The houses south of the carpark, Isallt and Castle Villa, were built by 1889, though are unlikely to be much older.

Information on the car park can be found in a sequence of government memo's which discuss the use of the area as a car park and access point for the castle. These are quoted in full below:

*The work of repair to steps and paving of the 'way from the marsh' leading down to the water gate of the castle is now approaching completion. This will form an additional feature of interest to visitors but it is feared that, if, having descended to the water gate, they are compelled to climb up the 150ft in order to go out by the main entrance, very few will desire to visit this part of the building. It is*



*submitted that a one-way turnstile be inserted in the water gate (where it will not be noticeable from outside) and a path formed across the meadow to the road, so that people may, if desired, use this as an exit entering the public road within a short distance of the station. This will involve the acquisition of a right of way across the meadow separating the water gate from the road. The most satisfactory way from our point of view would be an unfenced path with a swing gate in the road fence. The owners will, however, probably grant the necessary right of way only if the path can be fenced. This will be open to the objection that it will isolate the south end of the field. I submit, therefore, that we should offer to insert a raised gangway 6ft above ground level, i.e. approximately at the floor level of the water gate. This would run for 40 ft across the meadow and then descent by several steps to the level of the road. The cattle grazing in the meadow would be able to pass under the gangway and the grazing value would not be affected. The owners, Messrs. Richards Brothers, Builders Merchants, of Pensarn, Llanbedr, Merioneth, would probably require a small yearly rent if willing to grant this way leave. They should also be asked for permission to erect a notice board at the road end of the gangway explaining that this is an exit only.*  
CARR. 24 Feb 1931.

Note from D J Crouch to the Director dated 9 Aug 1960

- (a) *You will know that parking problems at Harlech have troubled us for many years. I am looking into your suggestion that we open the Watergate and provide parking space nearby. There is the obvious disadvantage of the long steep walk up to the castle; also we shall require the co-operation of the L.A. which, up to now, has not been in evidence. However, I will pursue the matter and keep you informed.*

*Note from BWM Bayliss dated 19 Sept 1960 referenced E.G.8010/1*

Under general heading *Parking*

*2(b) To buy land off the lower road, build a park and re-open the Water Gate. The ground is marshy and is not very extensive. Work would be required to carry the steps down to the level of the park and if this scheme were adopted, another custodian would be required. It is a long steep climb from the water gate to the castle. I think that some estimate of the cost of such a scheme should be got before it is considered further.*

The situation was examined by the 'Ancient Monuments' Presentation Committee on 26 Jan 1961. 'The committee asked Mr Monroe to produce a scheme for turning about one third to half the land available at the cliff base into a car and coach park, including a small hut to sell guide books'.

Extract from minutes of 53<sup>rd</sup> meeting of AMPC

*Mr Walters produced a scheme for Harlech Castle which involved buying land at the base of the cliff, draining it, providing hard standing and improving the safety of the cliff path to the castle. The cost of the whole scheme would be about £4,300 and would provide parking space for 20 cars and 10 coaches, or 5 coaches and 36 cars. An attendant would be required to regulate the park and sell tickets to the castle. The Committee agreed to consider a scheme at the October review of expenditure to cost about £2000 and to comprise the purchase of all the land, the making up of half of it as a car park, and the improvement to the cliff walk.*

There is no reference to any work being undertaken at this time, and in 1971 a letter was written by the owner of the 'Cherry Tree Restaurant', south-west of the castle, to the Ministry concerning the 'proposed parking area at the base of Harlech Castle'. The letter says 'we understand at present there is a scheme in hand to cover the stream that flows through the area'. They suffer from flooding in their garden, and wish the stream to be covered or piped within their garden also.

It would appear that the car park was finally created in 1971, and that the stream was culverted at that time. The area is narrow, and its small size barely deserves the description meadow, but it was certainly grassland, even if marshy and cut through by a stream, and it was obviously fenced off from the road and used for grazing cattle.

Conclusion

To conclude, the lower car park was part of Harlech Marsh and unenclosed until the Enclosure Act of 1806, following which it was enclosed, and the adjacent road constructed. The railway was built in 1867. A stream, probably channelled to form a drain, ran through the area. The plot was described as meadow land in 1931, though as 'marshy' in 1960. Drainage works were envisaged in 1961 prior to

construction of a car park. No records have been found of the nature of the works undertaken to create the car park, which seems to have eventually been built c. 1971. It is probable that drainage works were undertaken at this time.

## 7. ARCHAEOLOGICAL POTENTIAL OF THE CAR PARK

The car park is a relatively small area, and only some 12m wide, with a culvert running down the middle. The carpark lies at approximately 6m OD, and the floor of the gatehouse is at least 3m above that again. The top of the culvert, where it emerges from the garden to the north, lies about 0.5m below the surface, though the water level in the culvert is about a metre below that again (though this is obviously variable).

The only pre-modern structure known to have existed in the area is the trackway leading down from the gate mentioned by Clark in 1875. If the suggestion that a canal formerly lay between Ty Gwyn and the castle is correct, then the Harlech drain which flows through the car park is likely to have formed the southern end of the canal, and there may be features related to this surviving underground.

Any evidence for medieval activity is most likely to have survived in the vicinity of, and below, the gate, and/or between the gate and the stream. Other evidence may survive in the vicinity of the drawbridge pit.

## 8. LIST OF SOURCES CONSULTED

### 8.1 Maps

#### 8.1.1 National Library of Wales

##### Thorowgood, Tabor and Hardecastle Collection

B.II Survey of Pencraig and Cae Nest, property of O A Poole, R Owen 1770.

##### Sale Catalogues

Sale Catalogue 177 Cors y Gedol Estate 1849 Map of Town of Harlech

Sale Catalogue 236 Cors y Gedol Estate 1858 (includes Harlech)

##### Other

Speed, J. 1610 Map of Merionethshire (with town map of Harlech)

Map 10210 Plan of Building Land at Harlech

Tithe map of Llandanwg 1841

#### 8.1.2 University of Wales, Bangor

Collins, G., 1693 *The Great Britain Coasting Pilot*

##### Mostyn Mss

Mostyn 8679 Lands in parish of Llandanwg and Harlech. R Williams 1771

Mostyn 8604 Map and survey of upper commons in pa's Llandanwg and Llanfihangel y Traethau. 1810.

Mostyn 8605 Map and Survey of Harlech marsh in the pa of Llandanwg and Llanfihangel y Traethau. 1810.

Mostyn 8606 Map and Survey of Sir T Mostyn Bart Allotments of common in the pa of Llanfair. 1815.

Mostyn 8612 Map and Survey of allotments on Morfa Mawr. Prys and Garth Commons in the pa of Llandbedr and Llanfair. 1817.

#### 8.1.3 Gwynedd Archives – Dolgellau (Z)

Tithe Map of Llandanwg (1840) and Llanfihangel y Traethau (1842).

#### 8.1.4 Anglesey Archives – Llangefni

Morris, L., 1735-6 *Cambrian Coasting Pilot*, Anglesey Record Office, WM/1905/1

#### 8.1.5 Ordnance Survey

1" first edition c. 1830

25" County Series 1889, 1900 Merioneth Sheets XVIII.12; XVIII.16; XIX.13; XXVI.1.

### 8.2 Unpublished sources

Davidson, A., 2006, Ports and harbours of Gwynedd: Harlech', *GAT Report No. 641*

Davidson, J., Hopewell, D., Roberts, J., 2005 'Harlech to Llanbedr and Llanbedr to Llandanwg Rising Mains: Archaeological Watching Brief', *GAT Report No. 594*.

Gwyn, D., and Dutton, L. A., 1996 'Coastal Erosion Survey: Aberdaron to Aberdyfi', *GAT Report No. 201*.

Gwyn, D., 1996 'Llanbedr to Harlech Link Main: Archaeological Assessment', *GAT Report No. 208*.

Hopewell, D., 2003 'Harlech to Llanbedr and Llanbedr to Llandanwg Rising Mains: Archaeological Assessment', *GAT Report No. 490*.

### 8.3 Published sources

Bowen, E. G., and Gresham, C. A., 1967 *History of Merioneth Vol 1; Dolgellau*.

Cadw, 2004 *World Heritage Site Management Plan: The Castles and Town Walls of Edward I in Gwynedd*.

Clark, G. T., 1875 'Harlech Castle', *Archaeologia Cambrensis*, 4<sup>th</sup> series, XXII, 100-115.

Davies, R. R., 1997 *The Revolt of Owain Glyndwr*

Evans, J., 1812 *The Beauties of England and Wales: North Wales*; London.

Gruffydd, K. Lloyd, 1987 'Sea Power and the Anglo-Welsh Wars, 1210-1410', *Maritime Wales*, 11, 28-53.

Hughes, H., 1913 'Harlech Castle', *Archaeologia Cambrensis*, 6<sup>th</sup> series, XIII, 275-316.

Jones, G and Jones, T., 1949 *The Mabinogion*; Everyman edition, London.

Jones, T. I. Jeffreys, 1954 'The Pymrhysdau and Corsydd of the parish of Llandanwg', *Journal of the Merioneth Historical and Record Society*, Vol II, Part II, 143-8.

King, D. J. C., and Kenyon, J., 2001 'The Castles: A Study in Military Architecture' in Smith and Smith 2001, 386-421.

Lewis, E. A., 1912 *The Medieval Boroughs of Snowdonia*; London.

Lewis, S., 1833 *Topographical Dictionary of Wales*; London.

Lloyd, L., 1987 *The Book of Harlech*; 2<sup>nd</sup> Impression 1991, Barracuda Books Limited, Buckingham.

May, V. J. 2003 'Morfa Harlech, Gwynedd' in V. J. May and J. D. Hansom, *Coastal Geomorphology of Great Britain*, Geological Conservation Review Series, 449-453.

Neaverson, E., 1947 *Medieval Castles in North Wales: A Study of Sites, Water Supply and Building stones*; London.

Parry, R., forthcoming 'Foreign Influences on field names at Harlech, Wales', *Landscape History* (based on an article by Rhian Parry published in Welsh by Bangor University)

Peers, C. R., 1921-2 'Harlech Castle', *Trans. Of the Hon. Soc of Cymmrodorion*, 63-82.

Pennant, T., 1781 *Journey to Snowdon*; London.

Simpson, W Douglas, 1940 'Harlech Castle and the Edwardian Castle Plan', *Archaeologia Cambrensis*, Vol XCV, part 2.

Smith, J. B., and Smith, L. B., 2001 *History of Merioneth, Vol II The Middle Ages*; Cardiff.

Smith, L. B., 2003 'Towns and Trade', in Smith and Smith 2001, 225-253.

Smith, L. T., (ed), 1906 *The Itinerary in Wales of John Leland 1536 to 1539*; London.

Soulsby, I., 1983 *The Towns of Medieval Wales*; Chichester.

Smith, J. B., 1998 *Llywelyn ap Gruffydd Prince of Wales*, Cardiff.

Steers, J. A., 1964 *The Coastline of England and Wales*; Cambridge.

Taylor, A. J., 1974 *The King's Works in Wales*; London.

- Taylor, A. J., 2002 *Harlech Castle*. Cadw 4<sup>th</sup> edition.
- Wynne, W. W. E., 1846 'Documents relating to the town and castle of Harlech'. *Archaeologia Cambrensis*, I, 246-267.
- Wynne, W. W. E., 1848 'Additional documents relating to the town and castle of Harlech'. *Archaeologia Cambrensis*, III, 49-55.

## APPENDIX I

### HARLECH: ARCHAEOLOGICAL SITES IN VICINITY OF STUDY AREA AS LISTED IN GWYNEDD HISTORICAL ENVIRONMENT RECORD

#### 2896 BRONZE AGE GOLD TORC - FINDSPOT, NEAR HARLECH

Assessment of Importance: E

Site Status Reference:

A gold torc was dug up here in the 17th century. The find is reported in Gough's edition of Camden's Britannia, which says 'In 1692 an antient golden torquis was dug up in a garden near this castle. It is a wreathed bar, or rather three or four rods twisted together, about four feet long, flexible, but bending naturally only one way in form of hatband. It had hooks at each end, not twisted or sharp, but plain and cut even. It is of round ofrm, about an inch in circumference and weighs eight ounces' (quoted in Hist of Mer Vol. I, p 124). The torc is now in the National Museum at Cardiff.

Easting: 258000 Northing: 331000

#### 2908 HARLECH CASTLE

Assessment of Importance: A

Site Status Reference: M044

Harlech castle is one of a series of masonry castles built by Edward I following his conquest of Wales in 1283. The design of the castles is thought to have been largely that of Master James of St George, who was Master of the Kings Works in Wales. The castle uses a series of concentric defences based around the gatehouse, including an inner ward with curtain wall, outer ward with lower curtain wall and a deep ditch on the south and east sides. Construction of the castle started in 1283, and it was nearly complete by 1289. A protected path, called 'the way to the sea' leads to the former dock at the base of the cliff, which it is assumed was accessible by boat either via a short canal or by the sea that may then have reached the castle cliffs. The large outer rock to the north was enclosed after 1294.

Easting: 258100 Northing: 331250

#### 2910 URN WITH ROMAN COINS FOUND AT HARLECH CASTLE

Assessment of Importance: E

Site Status Reference:

A hoard of Roman coins was reported to Edward Lhuyd in a letter from C N Eyre, Constable of Harlech Castle, dated 1704. Eyre reported 'An urn of Porphyry filled with medalls, dug up at Harlegh Castle about 8 or 9 years since. I am told by a Medalist they are of the lower Empire, Constatinius, Gallienus, Claudius Gothicus, Tetricus, Cictroinus Posthumus, and Severall others' (quoted in Hist of Mer Vol I p. 259). The present whereabouts of the coins is unknown.

Easting: 258100 Northing: 331250

#### 3193 HARLECH MEDIEVAL TOWN

Assessment of Importance: E

Site Status Reference:

The borough was founded at the same time as the construction of the castle, and it received its charter in 1283. It was the smallest of Edward I's planned boroughs and only 12 taxpayers appear in the Subsidy Roll of 1292-3. By 1305 the burgage total stood at 24.5, and by 1312 had risen to 29. The borough lay on a level terrace west and south of the castle. It had its own mill and chapel. Following Glyndwr's occupation of the castle the borough remained largely dormant until its growth as a resort in the 19th century.

Easting: 258200 Northing: 331100

#### 3896 MILL - SITE OF, HARLECH

Assessment of Importance: E

Site Status Reference:

The site of the medieval mill. Topographical prints of the 18th century show a mill here, but there is also pictorial evidence to show it was rebuilt and continued in use into the 19th century.

Easting: 258180 Northing: 331280

#### 3897 CHAPEL -SITE OF, HARLECH

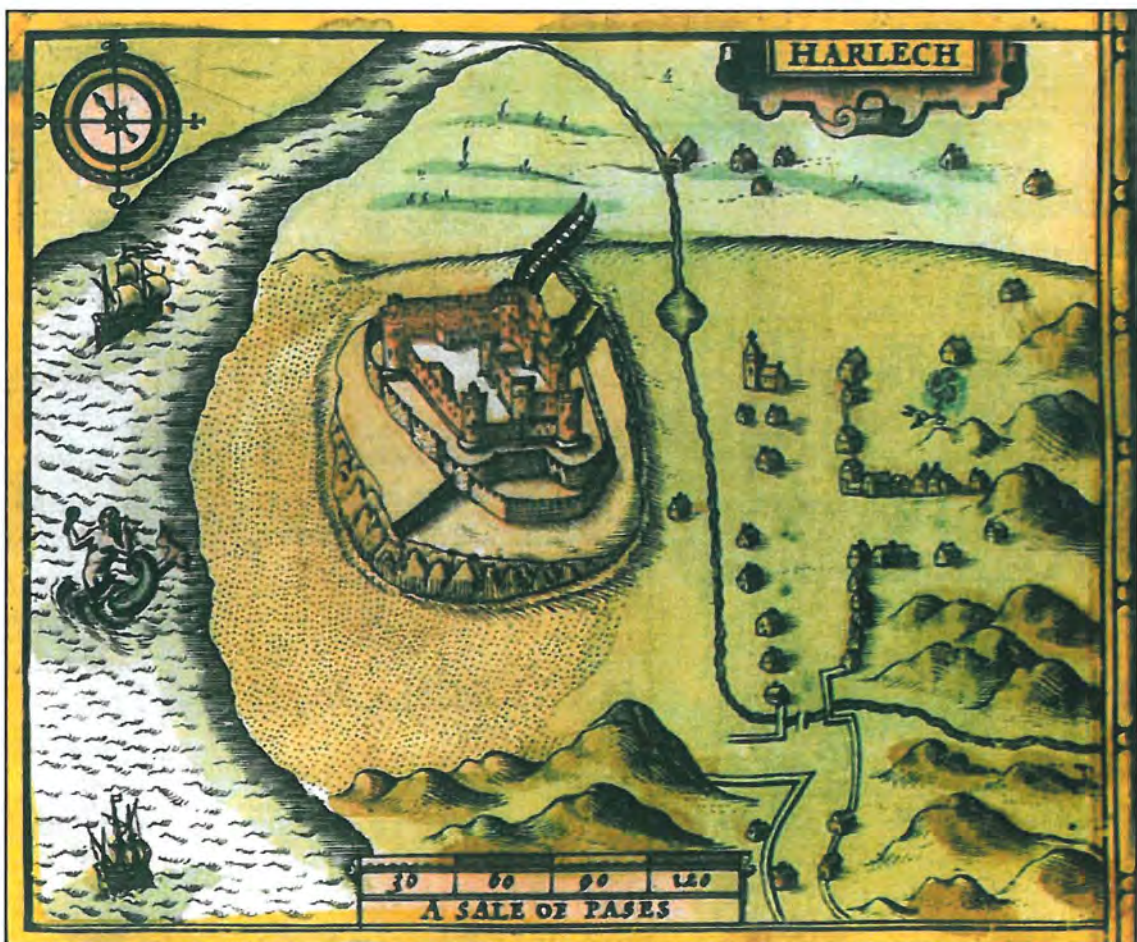
Assessment of Importance: E

Site Status Reference:

The site of the borough chapel. Speed (1610) marks it on his map, but says it was out of use at that date. Tradition claims the chapel was on the site of the house called Ty Eiddew close to the mill, though Speed's map suggests it was closer to the Green, by the present Castle Hotel.

Easting: 258150 Northing: 331200







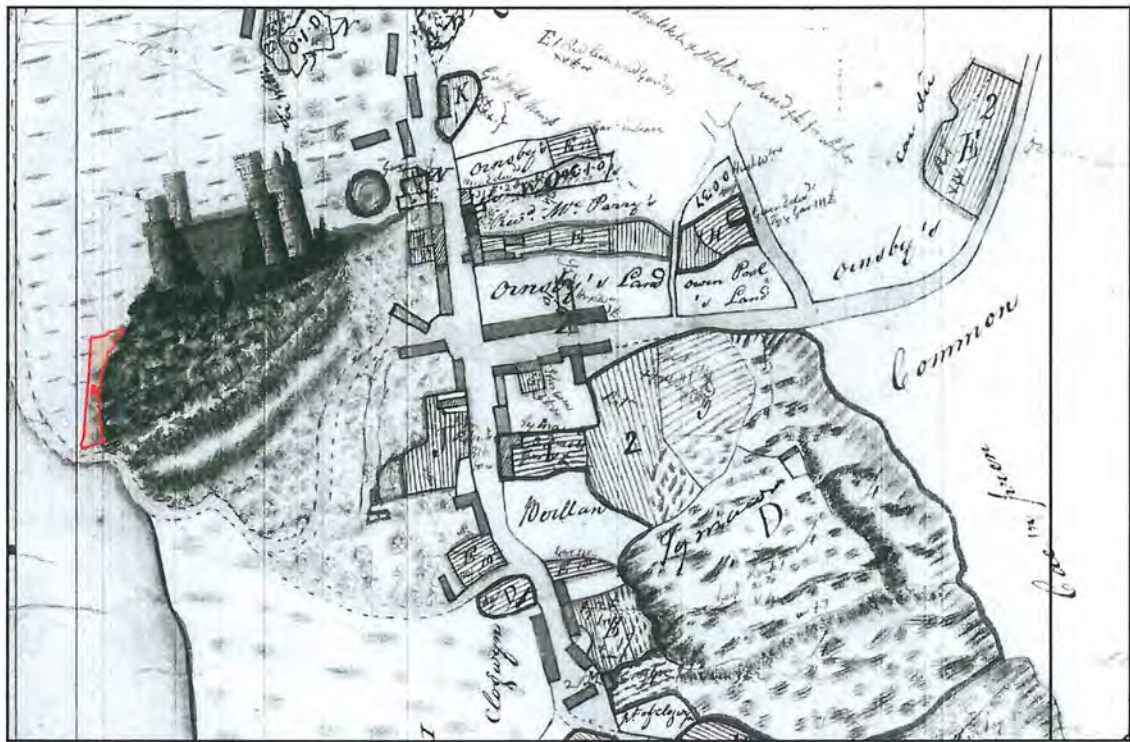






Figure 5. Tithe map of Harlech, 1841

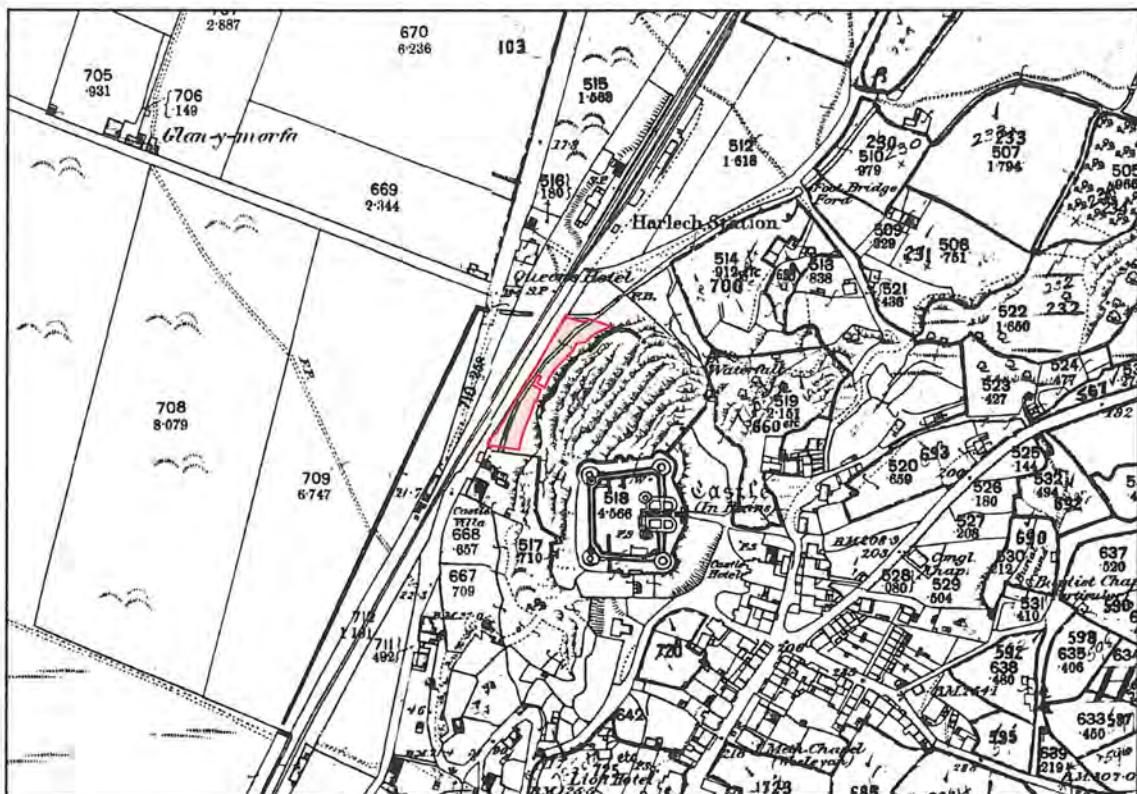


Figure 6. Ordnance survey county series. Merioneth 1889, XCI.3, LXXXI.6



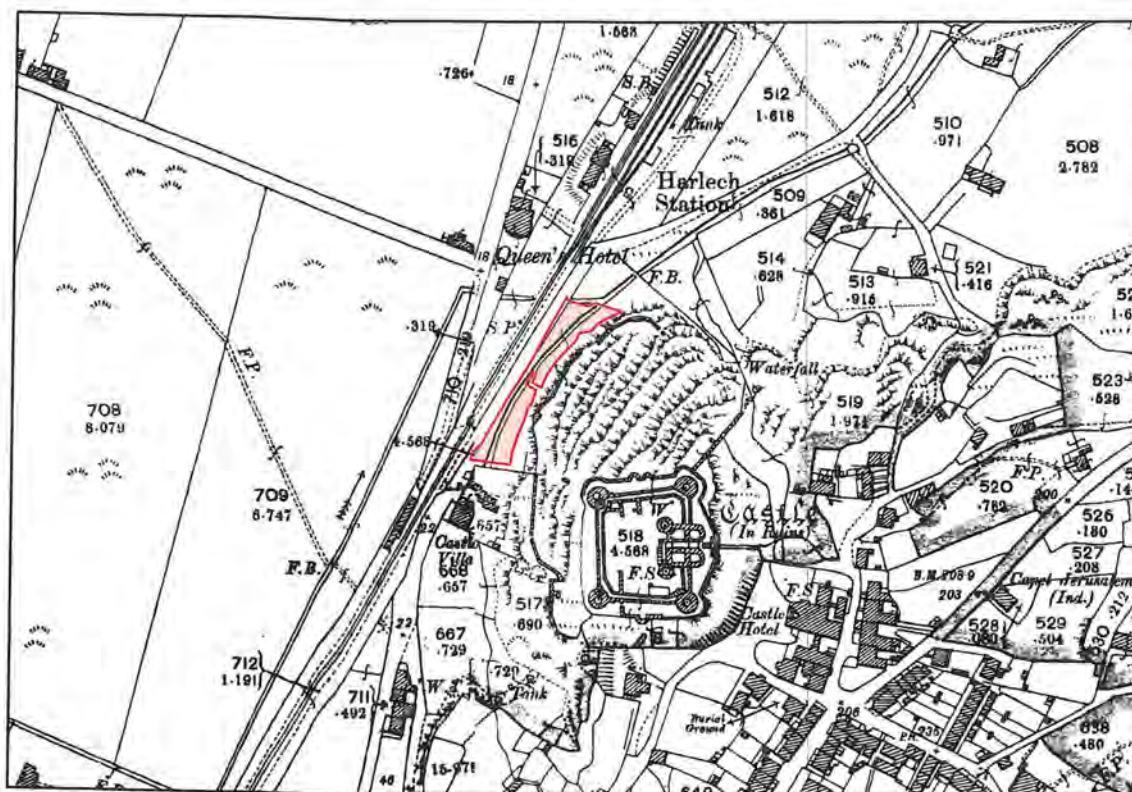


Figure 7. Ordnance survey county series. Merioneth 1901. XCL3, LXXXI.6



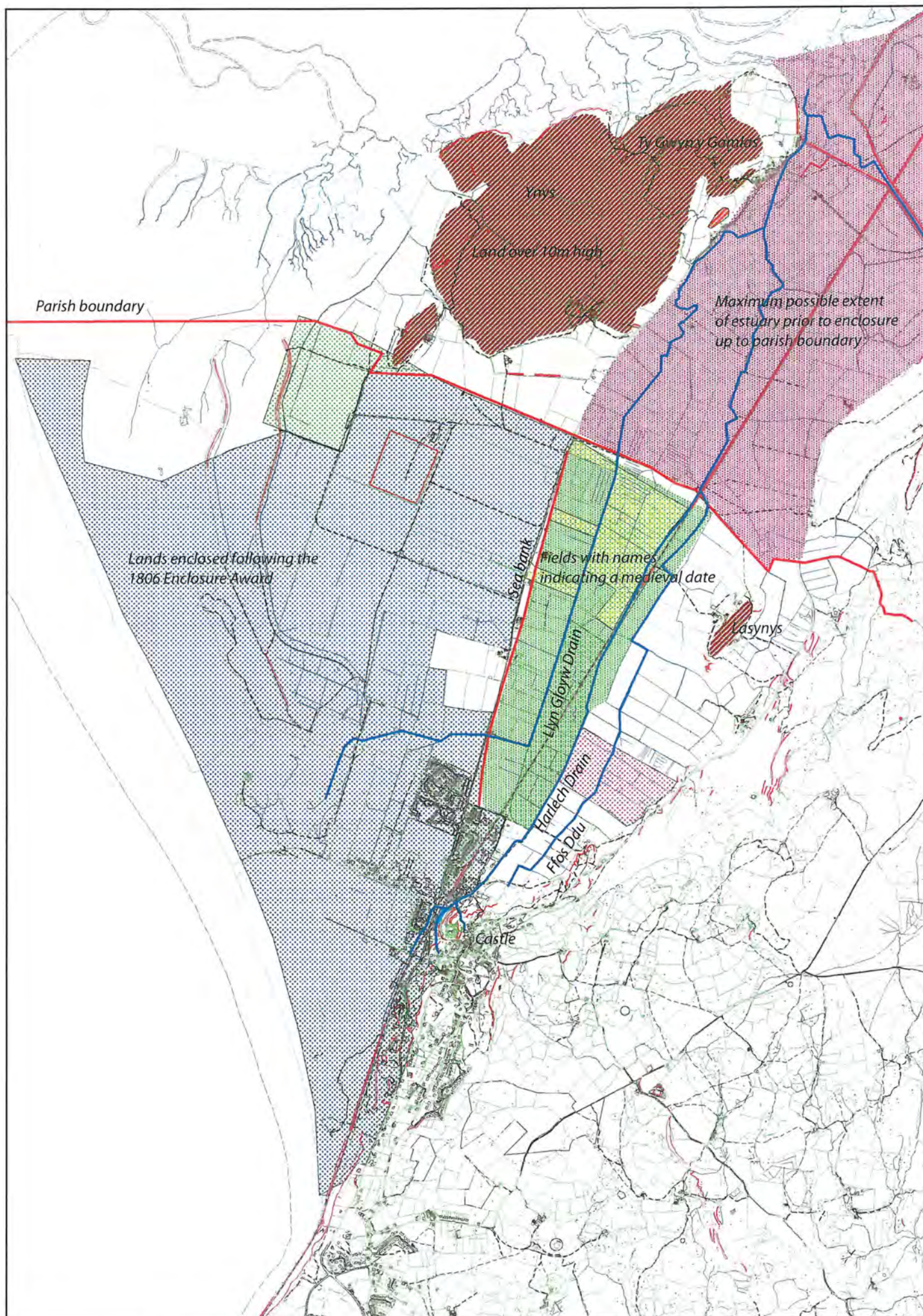


Figure 8. Map showing location of medieval field systems and enclosure award (Scale 1: 30,000)







Plate 3. The water gate and car park



Plate 4. The water gate





Plate 5. The outer entrance to the water gate



Plate 6. The inner entrance to the water gate



Plate 7. The drawbridge pit







YMDDIRIEDOLAETH  
ARCHAEOLEGOL  
GWYNEDD



GWYNEDD  
ARCHAEOLOGICAL  
TRUST

Craig Beuno, Ffordd y Garth, Bangor, Gwynedd, LL57 2RT  
Ffon: 01248 352535. Ffacs: 01248 370925. email: [gat@heneb.co.uk](mailto:gat@heneb.co.uk)