



Archaeoleg Brython Archaeology

A496 Llanbedr Airfield Access Improvements
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ASIDOHL



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ASIDOHL

Prepared for Ymgynghoriaeth Gwynedd Consultancy

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Crynodeb

Er mwyn hysbysu Asesiad o'r Effaith Amgylcheddol ar gyfer datblygiad arfaethedig i wella cysylltiadau rhwng yr A496 a Maes Awyr Llanbedr, cwblhawyd Asesiad ar yr Arwyddocâd o Ddatblygiad ar Dirwedd Hanesyddol (ASIDOHL) gan Archaeoleg Brython Archaeology. Mae'r cynllun wedi ei leoli ym Mharc Cenedlaethol Eryri a Thirwedd o Ddiddordeb Hanesyddol Eithriadol Ardudwy. Aseswyd effaith uniongyrchol y cynllun ar dair Ardal Nodwedd Tirwedd Hanesyddol (ANTH), sef; Llain arfordirol tu cefn i RAE Llanbedr (14), Caeau, llethrau canol o amgylch Cae'r Meddyg (15), a Llanbedr (18). Hefyd, effaith anuniongyrchol ar RAE Llanbedr (11), Llandanwg (04) a Llanfair (23). Mae'r asesiad yn darganfod bysa'r effaith ar ANTH 14 a 15 yn 'weddol ddifrifol', yr effaith ar ANTH 11 yn 'gymedrol', a'r effaith ar ANTH 04 a 23 yn 'fychan'.

Er bod nifer o effeithiau positif potensial gall y datblygiad gael ar yr ANTH sy'n cael eu heffeithion, nid yw'r asesiad yn eu hystyried.

Summary

To inform an Environmental Impact Assessment into proposed access improvement works for Llanbedr Airfield on the A496 at Llanbedr, Gwynedd, Archaeoleg Brython Archaeology have undertaken an Assessment on the Significance of Development On Historic Landscape areas (ASIDOHL). The proposed scheme falls within the Snowdonia National Park and the Ardudwy Landscape of Outstanding Historic Significance. The direct and indirect impact of the proposed scheme was assessed within the three Historic Landscape Character Areas within which it is located, these were: Coastal strip behind RAE Llanbedr (14), Fieldscape, mid-slope hills around Cae'r Meddyg (15), and Llanbedr (18). The indirect impact on three additional areas; Royal Aerospace Establishment, Llanbedr (11), Llandanwg (04) and Llanfair (23) was also assessed. The assessment finds that the impact to HLCA 14 and 15 would be 'fairly severe', the impact to HLCA 11 would be 'moderate' and the impact to HLCA 04 and 23 would be 'slight'.

The assessment does not take into consideration the potential positive impacts, of which there are many, the proposed scheme is likely to have on the affected HLCA.

1 Introduction

Archaeoleg Brython Archaeology (ABA) has been commissioned by Ymgynghoriaeth Gwynedd Consultancy (YGC) to undertake an Assessment of the Significance of the Impact of Development on Historic Landscapes (ASIDOHL) to inform an Environmental Impact Assessment (EIA) for proposed improvements to the A496 at Llanbedr, Gwynedd (SH58262679). The proposed scheme is designed to ease congestion within Llanbedr and provide improved access to Llanbedr Airfield.

The ASIDOHL is required due to the proposed scheme being located within the Ardudwy Landscape of Outstanding Historic Interest (HLW Gw 2). It will be used along with a Desk Based Assessment (DBA) and the results of evaluation already undertaken, to identify previously unknown archaeology to assess the impact of the scheme on cultural heritage and inform appropriate mitigation if the scheme is to proceed.

The assessment has been completed in accordance with the guidelines stated in Cadw's *'Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process: Revised (2nd) Edition Including Revisions to the Assessment Process (ASIDOHL2)' (2007)*.

2 Background

2.1 Project Background

Following the completion of the Planning and Appraisal (Stage 1) phases of a WeITAG study by YGC the proposed scheme has been selected as the preferred option to improve transport access for the Llanbedr airfield component of the Snowdonia Enterprise Zone (Jones 2015).

The study established the following Transport Planning Objectives (TPO's) to define solutions with which to address the transport problems identified in the area:

1. Reduce traffic congestion at the Mochras Road/A496 junction.
2. Reduce the negative impact of traffic on the community of Llanbedr.
3. Improve transport connectivity to and from Llanbedr Airfield.
4. Improve the efficiency and reliability of all transport to and from Llanbedr Airfield.
5. Improve the actual and perceived safety of travel for all travellers within Llanbedr and along Mochras Road.
6. Improve freight transport access to and from Llanbedr Airfield.
7. Improve travel opportunities for pedestrians and cyclists within Llanbedr and along Mochras Road.
8. Minimise the impact of transport improvements on local environmental and heritage features.
9. Be resilient to local effects of climate change, particularly future increases in flood events.

The current proposed route was deemed to be the optimal route which, of all the options considered, offers the largest contribution to achieving the TPO's whilst avoiding disadvantages associated with other researched options. As such it has been selected for further investigation.

3 Statutory and Non-Statutory Designations

The Desk Based Assessment which was produced for the proposed scheme in accordance with the standards stated in the 'Design Manual for Roads and Bridges' (Parry, 2015), identified that it lies entirely within:

- i) Ardudwy Landscape of Outstanding Historical Interest (HLW Gw 2), specifically within Historic Landscape Character Areas (HLCA) *Coastal plain behind RAE Llanbedr* (HCLA No. 14 – PRN 18247), *Fieldscape, mid-hill slopes around Cae'r Meddyg* (HCLA No. 15 – PRN 18248) and *Llanbedr* (HCLA No. 18 – PRN 18251).
- ii) Snowdonia National Park (SNP)

The locations of the HLCA are shown in Figure 1 and descriptions of the individual HLCA are provided in section 6, these have been extracted from Gwynedd Archaeological Trust Report No. 473: *Ardudwy Historic Characterisation Report*.

The DBA identified all heritage assets within a 500m buffer of the proposed scheme (Figure 2 a & b) and all Scheduled Ancient Monuments and Grade I Listed Buildings within 2km (Figure 3). Designated assets within the 500m buffer are shown in Table 3.1, all Grade I Listed Buildings and Scheduled Ancient Monuments between 500m and 2km from the proposed scheme are shown in Table 3.2.

Table 3.1: Designated heritage assets within 500m of the proposed scheme

PRN	Name	Designation	Location
1059	Llanbedr Standing Stones	SAM (ME056)	SH58332700
1582	Pont Llanbedr	SAM (ME026)	SH58542682
18107	Gilfach Goch	Grade II	SH58692603
18108	Agricultural range to rear of Gilfach Goch	Grade II	SH58692604
18963	Moriah Calvinist Chapel	Grade II	SH58542673
4782	Church of St Peter	Grade II*	SH58492697
4783	Pont Llanbedr	Grade II	SH58542681
5202	OLD DAIRY,PLAS-Y-BRYN FARM,LLANBEDR	Grade II	SH58042653
82006	Milestone	Grade II	SH58512670
82010	Pigsty and brewhouse range at Gilfach Goch	Grade II	SH58692601
82016	Wenallt Stores	Grade II	SH58512685
87513	Barn at Taltreuddyn-Fawr	Grade II	SH58252574
87514	Haybarn range at Taltreuddyn-Fawr	Grade II	SH58242573
87515	Lofted stable or cowhouse and cartshed range at Taltreuddyn-Fawr	Grade II	SH58272573

Table 3.2: Grade I Listed Buildings and Scheduled Ancient Monuments within 2km of proposed scheme

PRN	Name	Designation	Location
1184	Hut Circle West of Pen-y-Bryn	SAM (ME160)	SH59822645
1057	Gwern Einion Burial Chamber	SAM (ME011)	SH58732860
1061	Clogwyn Arllef Hillfort & Field System	SAM (ME123)	SH59552854
1060	Hengaeau Standing Stone	SAM (ME207)	SH58432902
4781	Medieval Ecclesiastical Structure SE of Ty'n y Coed Cottage	SAM (ME249)	SH59402748
4068	Church of St Tanwg	Grade I	SH56872824

No designated assets will be directly impacted by the proposed scheme, the probable impact to individual assets has been considered in the DBA.

4 Summary of the Impacts of the Proposed Developments

The contents and significance of the Ardudwy Historic Landscape are summarised in the register as:

A large, exceptionally archaeologically rich and well-studied landscape situated in the Rhinog Mountains, containing extensive relict evidence of recurrent land use and settlement from prehistoric to recent times. The area includes: Morfa Dyffryn submerged forest coastline; Neolithic chambered tombs; Bronze Age funerary and ritual monuments; prehistoric trackways; Iron Age hillforts, hut settlements and field systems; medieval settlements and field systems; Harlech town and Castle; post-medieval gentry estates; Parliamentary Enclosures; recent mines and quarries; historic legendary and literary associations. Harlech Castle is a World Heritage Site.

The proposed scheme would have a direct (physical) impact on the following HLCA, see Figure 1:

PRN 18247 – Coastal plain behind RAE Llanbedr (HCLA No. 14)

PRN 18248 – Fieldscape, mid-hill slopes around Cae'r Meddyg (HCLA No. 15)

PRN 18251 – Llanbedr (HCLA No. 18)

The proposed scheme would also have an indirect (visual) impact on the following HLCA:

PRN 18237 – Llandanwg (HCLA No. 04)

PRN 18244 – Royal Aerospace Establishment, Llanbedr (HCLA No. 11)

PRN 18256 – Llanfair (HCLA No. 23)

This document provides a full assessment of the significance of the impacts of the proposed scheme on the Historic Landscape, specifically the HCLA listed above, in compliance with the ASIDOHL2 process.

5 Stage 1: Contextual Information

5.1 Summary Description of Development

Following the completion of the Planning and Appraisal (Stage 1) phases of a WeITAG study by YGC the proposed scheme has been selected as the preferred option to improve transport access for the Llanbedr airfield component of the Snowdonia Enterprise Zone (Jones 2015).

The study established the following Transport Planning Objectives (TPO's) to define solutions with which to address the transport problems identified in the area:

1. Reduce traffic congestion at the Mochras Road/A496 junction.
2. Reduce the negative impact of traffic on the community of Llanbedr.
3. Improve transport connectivity to and from Llanbedr Airfield.
4. Improve the efficiency and reliability of all transport to and from Llanbedr Airfield.
5. Improve the actual and perceived safety of travel for all travellers within Llanbedr and along Mochras Road.
6. Improve freight transport access to and from Llanbedr Airfield.
7. Improve travel opportunities for pedestrians and cyclists within Llanbedr and along Mochras Road.
8. Minimise the impact of transport improvements on local environmental and heritage features.
9. Be resilient to local effects of climate change, particularly future increases in flood events.

The current proposed route was deemed to be the optimal route which, of all the options considered, offers the largest contribution to achieving the TPO's whilst avoiding disadvantages associated with other researched options. As such it has been selected for further assessment.

The proposed route is approximately 1.56km in length and is located to the west of the village of Llanbedr. It starts on the current line of the A496 at SH5834226182, crosses Afon Artro at SH5817526976 and re-joins the A496 north of Llanbedr at SH5830026390 (Figures 01 & 02).

Three main junctions are proposed along the new route:

- A junction for Llanbedr at the southern end of the route at SH5830026390.
- A junction for Llanbedr airfield and Mochras on the western side of the route at SH5814026880 where a new section of the road will be built up to the Cambrian Coast Railway at SH5795026811 and a secondary junction for the current Mochras road to Pont Llanbedr will be created at SH5808026880.
- A junction for Llanbedr at the northern end of the route at SH5828027270.

Both cuttings and embankments would be used in the construction at various points along the route.

The road would be raised on an embankment north of Afon Artro across the flood plain. The majority of the road south of Afon Artro would be cut into the eastern slope of a hill which would reduce the visual impact of the scheme.

The current assessment forms part of the investigation into the proposed route.

5.2 Context for ASIDOHL Assessment

Due to the proposed scheme being located entirely within the Ardudwy Landscape of Outstanding Historic Interest, Archaeoleg Brython Archaeology have been asked by Ymgynghoriaeth Gwynedd Consultancy to undertake an ASIDOHL2 assessment to determine the significance of the impact of development on the historic landscape. The ASIDOHL will inform the Environmental Impact Assessment (EIA), the results will be incorporated into the Cultural Heritage chapter of the Environmental Statement (ES).

5.3 Planning History of the Proposed Scheme

There have not been any previous planning applications relating to the scheme nor have there been any other relevant planning applications within the scheme boundary.

5.4 Summary of the Planning Policy Context

Planning Policy Wales (PPW) (2016) sets out the land use and planning policies of the Welsh Government, Chapter 6 specifically relates to The Historic Environment.

Paragraphs 6.5.27 and 6.5.28 specifically relates to Historic Landscapes and states:

6.5.27 Information on the register of historic landscapes in Wales should be taken into account by local planning authorities in considering the implications of developments which meet the criteria for Environmental Impact Assessment, or, if on call, in the opinion of the Welsh Ministers, they would have more than a local impact on an area in the Register. Cadw must be consulted on development within a registered historic landscape area that requires an Environmental Impact Assessment.

6.5.28 Cadw and Natural Resources Wales have issued a 'guide to good practice' on using the register of historic landscapes. It includes a method for assessing the effects of a proposed development on an area on the register of historic landscapes (ASIDOHL2). This method should be followed by applicants when preparing the relevant part of the Cultural Heritage chapter of the Environmental Statement.

PPW is supplemented by a series of Technical Advice Notes (TANs), circulars and policy clarification letters, all of which are relevant to national planning policy. Of relevance are:

Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology

Welsh Office Circular 61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas

Welsh Office Circular 1/98: Planning and the Historic Environment: Directions by the Secretary of State for Wales

On a local scale there are also Local Development Plans:

Eryri Local Development Plan (2007-2022) adopted version, Snowdonia National Park Authority, July 2011.

The Gwynedd Unitary Development Plan 2001-2016 (adopted 2009)

5.5 Assessment Constraints

The site was visited following consultation with the SNPA archaeologist to determine relevant viewpoints from the HLCA impacted by the scheme. The Zone of Visual Influence (ZVI) was

established for the EIA by Arcadis Design and Consultancy, the additional viewpoints assessed during the ASIDOHL site visit were determined based on the draft ZVI zone area.

The visit was undertaken on the 25/11/2016, in sunny and clear conditions with excellent visibility. Due to the timing of the visit the vegetation was moderately sparse which ensured that visibility between the viewpoints and proposed scheme location were good.

The limits of the HLCA are taken to be those identified in GAT report 473 which were also obtained as georeferenced polygons from the Gwynedd Historic Environment Record, Shown in Figure 01.

5.6 Assessment Methodology

The assessment has been undertaken in accordance with the guidance for ASIDOHL2 process which is set out in the Register Guide for Good Practice. All work was undertaken by Iwan Parry BA(hons) PGCE of Archaeoleg Brython Archaeology.

6 Stage 2: Assessment of Direct, Physical Impacts of Development

6.1 Introduction

This section of the ASIDOHL2 process will describe and quantify the direct physical impact of the proposed scheme on the affected HLCA. The physical impacts will be described in three ways which are summarised as follows:

- i. In absolute terms, which will be expressed in statements indicating the percentage of the surface area of each HLCA which will be directly affected by the proposed scheme.
- ii. In relative terms, which will be expressed in statements indicating the percentage of the key landscape elements or characteristics that will be permanently lost or removed by the development.
- iii. In landscape terms, which will assess the contribution that the key landscape elements identified in (ii) make to the value of the HLCA as a whole.

The ASIDOHL2 scoring system for the overall magnitude of direct physical impacts will be followed, the magnitude of impact is rated on the following scale:

Table 6.1: Grading system for overall magnitude of Direct Physical Impacts

Score	Grading
24-28	Very Severe
19-23	Severe
14-18	Considerable
9-13	Moderate
4-8	Slight
0-3	Very Slight

6.2 Coastal plain behind RAE Llanbedr, HLCA 14 (PRN 18247)

Historic Background (from HLC report)

This area contains the rest of the low-lying coastal floodplain behind Morfa Dyffryn (area 10) and RAE Llanbedr (area 11), in effect up to where the ground begins to rise. It includes land to the south and the north of the Afon Artro where it flows from the hillslopes across the plain and into the sea. The area includes the Llanbedr standing stone right near the mouth of the Artro which have been interpreted as the start of a prehistoric trackway across the upland above Harlech (see also area 25).

Settlement within the area is limited and varied and concentrated on the north side of the river. Here farms (there are no other houses) include Cae Nest farm (important sub-medieval farm) near Llanbedr, Agored (early 16th century farm with later additions, a good example of the unit system arrangements of linked dwellings with attached buildings at the heart of an extensive farmstead) and Llanfair Isa farm (possibly 18th century, but with earlier origins and a set of outbuildings). South of the river there are a couple of minor farms (including one 'ynys' placename) and a couple of 20th century 'seaside holiday estates'. The area also includes Mochras ('Shell Island'), which is a 20th century tourist holiday location based on earlier 19th century farmstead (this is cut off from the mainland at high tide).

Key Historic Landscape Characteristics: Cut Drainage Features, Farmsteads, Drystone Walls

Impacts: A large portion of the proposed scheme would be located in this area.

Table 6.2: Coastal plain behind RAE Llanbedr, HLCA 14, Direct Physical Impacts

Absolute Impact (loss of area)		24,999m ² = 0.28%		
Magnitude and Score		Very Slight - 1		
Relative and Landscape impacts (loss of known elements or characteristics) and scores				
Element/ % Lost	Status	Magnitude	Landscape Value	Landscape Value Effect
Footpath West of Mochras Road (100%)	D – 1	Very Severe – 6	Low – 2 – modern footpath	Slightly Reduced – 2
Earthworks, N. Bank of Afon Artro (100%)	D – 1*	Very Severe – 6	Low – 2 – post. med. disturbance	Slightly Reduced – 2
Drainage Ditches and Associated Culverts and Bridges (<4%)	C – 2	Very Slight – 1	High – 5 – part of cut drainage system	Slightly Reduced – 2
Embankment (34%)	C – 2	Very Slight – 1	High – 5 – in association with drainage and land management	Slightly Reduced – 2
Sarn Hir (27%)	C – 2	Moderate – 3	High – 5 – traditional transport route and in association with drainage and land management	Moderately Reduced – 3
Overall Direct Impact = 55 ÷ 5 = 11 + 1 = 12 (12 – Moderate)				

*During evaluation trenching the earthworks were investigated and were shown to be the result of 19th/20th century activity, possibly dredging or cutting of drainage.

6.3 Fieldscape, mid-hill slopes around Cae'r Meddyg, HLCA 15 (PRN 18248)

Historic Background (from HLC report)

There are a few relict late prehistoric settlement sites in the area, but nothing which can be dated to the medieval period. The settlement pattern is of scattered farmsteads, of which there are many of different periods and characters from sub-medieval (for example Penarth and Coed Mawr), through 17th century (Gilfach Goch) to 18th and 19th century examples (notably Gwynfryn and particularly Penrallt, which has an impressive range of stables and outbuildings) north of the river. There is a single small nucleated settlement at Pentre Gwynfryn which is recorded as nucleated in the medieval period, although the buildings there now are 18th and 19th century in date.

Key Landscape Characteristics: Pasture, Woods, Farmsteads

Impacts: The majority of the scheme would be located within this HLCA.

Table 6.3: Fieldscape, mid-hill slopes around Cae'r Meddyg, HLCA 15, Direct Physical Impacts

Absolute Impact (loss of area)		40,900.8m ² = 0.36%		
Magnitude and Score		Very Slight - 1		
Relative and Landscape impacts (loss of known elements or characteristics) and scores				
Element/ % Lost	Status	Magnitude	Landscape Value	Landscape Value Effect
Trackway to Tyddyn Du (16%)	C – 1	Moderate – 3	Medium – 3 – traditional trackway with dry stone walls	Slightly reduced – 2
Trackway to Hen Efail (18%)	D – 1*	Considerable – 4	Very Low – 1	V. Slightly Reduced – 1
Embanked Field Boundary (5%)	C – 2**	Slight – 2	Medium – 3 – may be part of field system but recently modified	V. Slightly Reduced – 1
Bridle Path (1%)	C – 2	Very Slight – 1	Medium – 3	V. Slightly Reduced – 1
Trackway to Llyn y Pin and Ael y Bryn (42%)	D – 1	Considerable – 4	Very Low – 1 – recently modified	V. Slightly Reduced – 1
Driveway to Hafod y Bryn (including gateposts) (21%)	C – 2	Moderate – 3	Medium – 3 – part of Hafod y Bryn estate	Slightly Reduced – 2
Disused Entrance to Modern Yard (100%)	D – 1	Very Severe – 6	Very Low – 1 – associated with modern yard	V. Slightly Reduced – 1
Enclosure and Field System (21%)	C – 2	Moderate – 3	High – 5 – part of relict field system	Moderately reduced – 3
Trackway to Plas y Bryn (59%)	C – 2	Severe – 5	Medium – 3 – part of Hafod y Bryn estate	Moderately reduced – 3
Estate Gate and Fencing (100%)	D – 1***	Very Severe – 6	Medium – 3 – part of Hafod y Bryn estate	Moderately reduced – 3
Estate Planted Woods (33%)	C – 2	Considerable – 4	Considerable – 4 – original features of Hafod y Bryn estate landscaping	Considerably reduced – 4
Mochras Road (15%)	C – 2	Moderate – 3	Medium – 3 – traditional transport route	Moderately reduced – 3
Overall Direct Impact = 114 ÷ 11 = 10.36 + 1 = 11.36 (11 – Moderate)				

* Section of trackway which would be affected is fully tarmacadamed and kerbed and is of different character to the majority of the track.

** Embanked Field Boundary – when this feature was initially recorded during the walkover it was in a condition which suggested it may have early origins. In the time between the walkover and the current assessment the boundary has been replaced by modern dry-stone walling, thus somewhat reducing the landscape value of the feature.

*** Gate and Fence are in a poor state of repair and may not be in their original position, now incorporated into post and wire stock fencing.

6.4 Llanbedr, HLCA 18 (PRN 18251)

Historic Background (from HLC report)

The dedication of the church at Llanbedr is medieval but there is no evidence of early settlement in the present buildings in the village, all of which are more recent (18th to 20th century). The settlement developed as a loosely ribbon development centred on the bridge (a Scheduled Ancient Monument) which carries the main north-south road over the Afon Artro. The church and the nucleus of the earlier buildings appear on the north side of the river which was in the commote of Arduwy Uwch Artro in the earlier medieval period.

Most of the buildings are of 18th and 19th century date, and relate to the development of the settlement in the latter century, probably around the Victoria Inn which was a strategic coaching inn on the main road down the coast. The settlement also forms a cross-roads, with roads heading off eastwards to the remote valleys of Cwm Bychan and Cwm Nantcol, and westwards down to the beach and dunes, where the road ends in the holiday complex of Mochras (Shell Island). The houses and a few commercial buildings grew up (pub, school, stores, post office, garage) along these four roads. In the later 19th and 20th centuries, several holiday 'villas' were built on the outskirts of the village (particularly on the northern side) emphasising the development of the local economy.

Key Landscape Characteristics: 19th and 20th century ribbon settlement

Impacts: There would be no direct impact to any of the key landscape characteristics of the area, the physical impact would be limited to the current carriageway of the A496 at the northern limit of the area, on the outskirts of the village.

Table 6.4: Llanbedr, HLCA 18, Direct Physical Impacts

Absolute Impact (loss of area)		947.3m ² = 0.29%		
Magnitude and Score		Very Slight - 1		
Relative and Landscape impacts (loss of known elements or characteristics) and scores				
Element/ % Lost	Status	Magnitude	Landscape Value	Landscape Value Effect
Overall Direct Impact	1 – Very Slight			

7 Stage 3: Assessment of Indirect Impacts on Development

7.1 Introduction

In this stage of the process the indirect physical and visual impacts on the affected HLCA are described and quantified. Stage 2 has defined the area which would be directly and physically affected, this stage will look at the wider area and the ways in which the HLCAs could be indirectly affected by changes in accessibility, fragmentation from associated features and setting (indirect physical impacts). Changes to views to and from elements and areas will also be considered in this section (indirect non-physical/visual impacts). The locations of all photographs/plates referred to in this section are shown in Figure 4.

Indirect Physical Impacts

The main factors of indirect physical impacts are given in the guidance as:

- i. An increased risk of exposure, erosion, disturbance, decay, dereliction or any other detrimental physical change to elements, during or consequent to development.
- ii. Related to (i), the likelihood of increased management needs to maintain elements as, for example, through altered habitats, water levels, increased erosion, new access provision etc., during or consequent to development.
- iii. The severance, fragmentation, dislocation or alteration of the functional connections between related elements, for example, a field system becomes 'severed' from its parent farmstead by an intervening development.
- iv. The frustration or cessation of historic land use practices, for example, it becomes more difficult or impossible to manage an area in a traditional manner as a result of development.
- v. The frustration of access leading to decreased opportunities for education, understanding or enjoyment of the amenity of elements, during or consequent to development

Indirect Non-Physical Impacts

The Guidance states that non-physical impacts can occur as a result of one, or a combination, of the following factors:

- i. Visual impacts on elements from which a development can be seen (considered up to its maximum height). The impact might be on 'views to' or 'views from' these elements, and it should be assessed with reference to key historic viewpoints and essential settings. These should be considered in relation to a site's original character and function, as well as to vantage points and visual experience of a visitor today.
- ii. Impact on the visual connections between related elements, by occlusion, obstruction etc., for example, an essential line of sight between historically linked defensive sites will become blocked or impaired by an intervening development.

- iii. Conversely, the creation of inappropriate visual connections between elements not intended to be inter-visible originally, by the removal of intervening structures, barriers, shelters, screening or ground.
- iv. the visual impact of the development itself in relation to the existing character of the HLCA considering:
 - its form – the scale, number, density, massing distribution etc. of its constituent features;
 - its appearance – the size, shape, colour fabric etc. of its constituent features.

7.2 Coastal Plain Behind RAE Llanbedr, HLCA 14 (PRN 18247)

There would be an indirect physical and non-physical impacts to the Llanbedr Standing Stones which are a Scheduled Ancient Monument (ME 056). Improved access to the site could potentially increase erosion and management needs. There would also be a visual impact from the north-west to the north towards Llandanwg (HLCA 04) and Llanfair (HLCA 23) (Plate 1). Views to the west are currently obscured by vegetation in field boundaries, it is likely that planting could be used to minimise impact. The setting of the stones has been altered significantly since they were erected, however the current setting would be impacted by the relatively close proximity of the proposed development.

Table 7.1: Coastal Plain Behind RAE Llanbedr, HLCA 14: Indirect Physical Impacts

Impacts	Category & Score	Magnitude and Score
Increased risk of erosion to Llanbedr Standing Stones (SAM)	A – 4	Slight – 2
Increased management needs for Llanbedr Standing Stones (SAM)	A – 4	Slight – 2
Overall Indirect Physical Impact: 6		

Table 7.2: Coastal Plain Behind RAE Llanbedr, HLCA 14: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views from Llanbedr Standing Stones (SAM) towards Llandanwg HLCA and Llanfair HLCA	A – 4	Considerable – 4
Views east from Mochras road between Llanbedr Station and RAE Llanbedr towards HLCA 15, Mid-hill slopes around Cae'r Meddyg and HLCA 15, Upper mountain slopes around Moelfre (Plate 2)	B – 3	Slight - 2

Change in setting of Llanbedr Standing Stones (SAM)	A – 4	Considerable – 4
Development Form	4	Considerable – 4
Development Appearance	4	Moderate – 3
Overall Indirect Non-Physical Impact: 7.2		

Overall Magnitude of Indirect Impacts
$6 + 7.2 = 13.2 \times 28 = 369.6 \div 20 = 18.48 = \mathbf{18 \text{ (Considerable)}}$

7.3 Fieldscape, mid-hill slopes around Cae'r Meddyg, HLCA 15 (PRN 18248)

There would be relatively little impact to this HLCA, largely due to the limited zone of visual influence. Due to the southern end of the scheme tying in with the current route of the A496 and only slight widening there would be very limited impact to views to other HLCA (Plate 3). There would also be a relatively slight indirect physical impact. The exception which could be argued is that of the separation of Hafod y Bryn and Plas y Bryn, the estate's home farm. Both elements of the estate have, however, always been separated by the route of the current A496. There would be severance of relatively small parcels of land, the majority of which is on a significant slope, associated with Plas y Bryn Farm.

Table 7.3: Fieldscape, mid-hill slopes around Cae'r Meddyg, HLCA 15: Indirect Physical Impacts

Impacts	Category & Score	Magnitude and Score
Severance of Hafod y Bryn and Plas y Bryn Farm	C – 2	Slight – 2
Severance of small parcels of pasture from Plas y Bryn Farm	D – 1	Slight – 2
Overall Indirect Physical Impact: 3.5		

Table 7.4: Fieldscape, mid-hill slopes around Cae'r Meddyg, HLCA 15: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views to RAE Llanbedr HLCA	B – 3	Very Slight – 1
Views to Coastal strip behind RAE Llanbedr HLCA	B – 3	Slight – 2
Views to north across the HLCA from the bridle/footpath at Tyddyn Du	B – 3	Moderate – 3
Development Form	3	Slight – 2
Development Appearance	3	Slight – 2
Overall Indirect Non-Physical Impact: 5		

Overall Magnitude of Indirect Impacts
$3.5 + 5 = 8.5 \times 28 = 238 \div 20 = 11.9 = \mathbf{12 \text{ (Moderate)}}$

7.4 Llanbedr, HLCA 18 (PRN 18251)

There would be very little visual impact to views from Llanbedr due to the location of the proposed scheme in relation to the village. Views of the scheme would be minimal from Pont Llanbedr SAM (ME026) (Plate 4) and would not have an adverse impact on the setting of the monument. The scheme would be partially visible from the Church of St Peter (Grade II* Listed Building Ref. 4782) (Plate 5), however as the view would be between buildings to the west the impact would not be substantial. It is likely that there would be a temporary indirect physical impact on the HLCA during construction due to increased traffic. However, HLCA would benefit in the long term due to reduced through traffic, both along the A496 and to and from Mochras.

Table 7.5: Llanbedr, HLCA 18: Indirect Physical Impacts

Impacts	Category & Score	Magnitude and Score
Increased Traffic during construction	B – 3	Slight – 2
Overall Indirect Physical Impact: 5		

Table 7.6: Llanbedr, HLCA 18: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views downstream from Pont Llanbedr (SAM ME026)	A – 4	Very Slight – 1
Views west from Church of St Peter (Grade II* Ref. 4782)	A – 4	Very Slight – 1
Development Form	2	Very Slight – 1
Development Appearance	2	Very Slight – 1
Overall Indirect Non-Physical Impact: 4		

Overall Magnitude of Indirect Impacts
$5 + 4 = 9 \times 28 = 252 \div 20 = 12.6 = \mathbf{13 \text{ (Moderate)}}$

7.5 Royal Aerospace Establishment, Llanbedr, HLCA 11 (PRN 18244)

One of the reasons for the proposed scheme is to improve access to the airfield which encompasses this HLCA. This would obviously have an indirect physical impact on the HLCA due to likely development and the increased management issues such development would bring. Much of the airfield has not been accessible to fully assess the likely visual impact the scheme would have, however it has been established that there would be a very slight visual impact from the entrance to the airfield looking east towards the southern end of the scheme (Plate 6).

Table 7.7: Royal Aerospace Establishment, Llanbedr, HLCA 11: Indirect Physical Impacts

Impacts	Category & Score	Magnitude and Score
Increased management needs for HLCA	B – 3	Moderate – 3
Overall Indirect Physical Impact: 6		

Table 7.8: Royal Aerospace Establishment, Llanbedr, HLCA 11: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views east to HLCA 15, Mid-hill slopes around Cae'r Meddyg and beyond to HLCA 16, Upper mountain slopes around Moelfre	B – 3	Very Slight – 1
Development Form	1	Very Slight – 1
Development Appearance	1	Very Slight – 1
Overall Indirect Non-Physical Impact: 2.67		

Overall Magnitude of Indirect Impacts
$6 + 2.67 = 8.67 \times 28 = 242.76 \div 20 = 12.13 = 12$ (Moderate)

7.6 Llandanwg, HLCA 04 (PRN 18237)

Due to the presence of the Church of St Tanwg, Grade I Listed Building Ref. 4790, the potential visual impact from the church and immediate surrounding area was assessed. It was found that the scheme would barely be visible from any part of the grounds, the main area of potentially having a partial, distant, view of the northern end of the proposed scheme would be from the dunes to the west of the church (Plate 7). It is not expected that there would be any indirect physical impact on the HLCA.

Table 7.9: Llandanwg, HLCA 04: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views south-east towards HLCA 18, Llanbedr and beyond	B – 3	Very Slight – 1
Development Form	1	Very Slight – 1
Development Appearance	1	Very Slight – 1
Overall Indirect Non-Physical Impact: 2.67		

Overall Magnitude of Indirect Impacts
$0 + 2.67 = 2.67 \times 28 = 74.76 \div 20 = 3.738 = 4$ (Slight)

7.7 Llanfair, HLCA 23 (PRN18256)

The potential visual impact was assessed from the crossroads on the A496 at Llanfair (Plate 8). The views of the proposed scheme from this area would be relatively distant and are only expected to have a slight impact on the views south, towards HLCA 15 Mid-hill slopes around Cae'r Meddyg. The views from the Church of St. Mary were also assessed, where it was found that there would be no visual impact whatsoever. There may be a slight indirect physical impact in this HLCA during construction due to increased traffic.

Table 7.10: Llanfair, HLCA 23: Indirect Physical Impacts

Impacts	Category & Score	Magnitude and Score
Increased traffic during construction	B – 3	Slight – 2
Overall Indirect Physical Impact: 5		

Table 7.11: Royal Aerospace Establishment, Llanbedr, HLCA 11: Indirect Non-Physical Impacts

Impacts	Category & Score	Magnitude and Score
Views south to HLCA 15, Mid-hill slopes around Cae'r Meddyg	B – 3	Slight – 2
Development Form	2	Very Slight – 1
Development Appearance	2	Very Slight – 1
Overall Indirect Non-Physical Impact: 3.67		

Overall Magnitude of Indirect Impacts
$5 + 3.67 = 8.67 \times 28 = 242.76 \div 20 = 12.13 = \mathbf{12 \text{ (Moderate)}}$

8 Stage 4: Evaluation of Relative Importance

8.1 Introduction

The Guidance states that the fourth stage of the ASIDOHL process and report evaluates the relative importance of the HLCAs (or part(s) thereof) directly or indirectly affected by development in relation to:

- a. The whole of the Historic Character Areas concerned, and/or
- b. The whole of the historic landscape area on the Register;
Followed by,
- c. An evaluation of the relative importance of the Historic Character Areas concerned in the national context.

Stage 4 should then be completed with a determination of the average, overall value of all the Historic Character Areas (or parts thereof) affected.

8.2 Relative importance: (a) in relation to the whole of the HLCA and (b) the whole of the HLA

Table 8.1: Evaluation of relative importance of the part of HLCA 14, Coastal plain behind RAE Llanbedr, directly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity			X						X	
Representativeness			X						X	
Documentation			X						X	
Group Value				X				X		
Survival			X					X		
Condition			X					X		
Coherence		X						X		
Integrity		X					X			
Potential		X					X			
Amenity			X					X		
Associations					X					X
Score (a) = 37 out of possible maximum of 55: $37 \div 55 \times 100 = 67.27$										
Grade of overall value = 67 = High										
Score (b) = 30 out of possible maximum of 55: $30 \div 55 \times 100 = 54.55$										
Grade of overall value = 55 = Considerable										

Comment: The proposed development area crosses pasture which is defined by cut boundary ditches which also help in managing drainage. The development also crosses a bund associated with the management of the flood plain. The area has high potential for landscape research in the palaeoenvironmental potential of the estuarine deposits of the flood plain.

Table 8.2: Evaluation of relative importance of the part of HLCA 15, Fieldscape, mid-hill slopes around Cae'r Meddyg, directly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity		X						X		
Representativeness			X						X	
Documentation				X					X	
Group Value			X						X	
Survival				X					X	
Condition			X					X		
Coherence			X						X	
Integrity			X						X	
Potential				X						X
Amenity					X					X
Associations			X					X		
Score (a) = 29 out of possible maximum of 55: $29 \div 55 \times 100 = 52.72$ Grade of overall value = 53 = Considerable										
Score (b) = 23 out of possible maximum of 55: $23 \div 55 \times 100 = 41.82$ Grade of overall value = 42 = Considerable										

Comment: The area is typical of the improved pasture which can be seen on the lower slopes of the HLCA. There is evidence of landscaping for the estate of Hafod y Bryn and some associated elements remain. There would be little scope for development as a public educational and recreational amenity.

Table 8.3: Evaluation of relative importance of the part of HLCA 18, Llanbedr, directly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity					X				X	
Representativeness					X				X	
Documentation				X					X	
Group Value					X			X		
Survival			X				X			
Condition			X					X		
Coherence					X		X			
Integrity				X			X			
Potential				X				X		
Amenity				X				X		
Associations					X				X	
Score (a) = 19 out of possible maximum of 55: $19 \div 55 \times 100 = 34.54$ Grade of overall value = 35 = Moderate										
Score (b) = 32 out of possible maximum of 55: $32 \div 55 \times 100 = 58.18$ Grade of overall value = 58 = Considerable										

Comment: The development would have very little direct impact on the HLCA. Llanbedr has a number of elements which indicate the original function of the village and are in relatively good condition. There would be some scope for future research and recreational amenity.

Table 8.4: Evaluation of relative importance of the part of HLCA 11, Royal Aerospace Establishment, Llanbedr, indirectly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity					X	x				
Representativeness	X									X
Documentation		X					X			
Group Value		X							X	
Survival		X					X			
Condition			X					X		
Coherence		X						X		
Integrity	X							X		
Potential		X						X		
Amenity	X						X			
Associations	X					X				
Score (a) = 44 out of possible maximum of 55: $44 \div 55 \times 100 = 80$										
Grade of overall value = 80 = Very High										
Score (b) = 37 out of possible maximum of 55: $37 \div 55 \times 100 = 67.27$										
Grade of overall value = 67 = High										

Comment: The airfield maintains much of its original character despite some later additions. It is not representative of the HLA and is the only airfield within the area. It has potential to be developed as an educational and recreational amenity.

Table 8.5: Evaluation of relative importance of the part of HLCA 04, Llandanwg, indirectly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity		X						X		
Representativeness			X						X	
Documentation				X					X	
Group Value				X					X	
Survival			X					X		
Condition			X					X		
Coherence		X							X	
Integrity			X						X	
Potential			X					X		
Amenity				X					X	
Associations				X					X	
Score (a) = 31 out of possible maximum of 55: $31 \div 55 \times 100 = 56.36$ Grade of overall value = 56 = Considerable										
Score (b) = 26 out of possible maximum of 55: $26 \div 55 \times 100 = 47.27$ Grade of overall value = 47 = Considerable										

Comment: Relatively small 19th and 20th century holiday settlement but does include the medieval church. There is potential for further study in the vicinity of the church as it may have origins in the early medieval period.

Table 8.6: Evaluation of relative importance of the part of HLCA 23, Llanfair, indirectly affected by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	(a) Whole of Historic Character area					(b) Whole of Historic Landscape Area on the Register				
Criterion:										
Rarity				X					X	
Representativeness				X						X
Documentation				X						X
Group Value					X				X	
Survival				X					X	
Condition			X					X		
Coherence				X					X	
Integrity			X						X	
Potential				X						X
Amenity					X					X
Associations					X					X
Score (a) = 21 out of possible maximum of 55: $21 \div 55 \times 100 = 38.18$ Grade of overall value = 38 = Moderate										
Score (b) = 16 out of possible maximum of 55: $16 \div 55 \times 100 = 29.09$ Grade of overall value = 29 = Moderate										

Comment: The early core of the settlement is around the church where there will be no impact. Development during the 20th century has generally been unplanned which has not enhanced the area.

8.3 Relative importance: (c) in the National Context

Ardudwy is recognised nationally as being one of the best preserved upland agricultural landscapes, retaining evidence of land use stretching back to the Bronze Age, alongside Neolithic monuments which demonstrate an established presence during the infancy of agriculture in Britain. Inaccessibility and subsequent lack of development has ensured that much of the distinguishing features of the landscape have survived with little disturbance for the last two millennia. The contrast between the uplands and coastal plain is dramatic, with the significant impact of post-medieval agriculture and tourism clear to see. This coastal area also potentially holds a wealth of information on the development of the landscape from the Mesolithic to the present. Submerged forests and associated deposits of clay and peat, and the potential palaeoenvironmental information they hold, can provide an insight to the changing landscape, and the impact a changing climate had on the communities who lived there.

The contrast between the character areas within the same Landscape Area is rare in the national context and the areas discussed here, although not including any true upland zones, contain many of the elements which make Ardudwy such an important landscape.

Table 8.7: Evaluation of the relative importance in the National Context of HLCA 14 & 15, directly and indirectly impacted by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	Historical Character Area 14: Coastal plain behind RAE Llanbedr					Historical Character Area 15: Fieldscape, mid-hill slopes around Cae'r Meddyg				
Criterion:										
Rarity				X				X		
Representativeness				X					X	
Documentation				X					X	
Group Value			X						X	
Survival			X						X	
Condition			X					X		
Coherence			X						X	
Integrity		X							X	
Potential		X								X
Amenity			X							X
Associations					X			X		
Score	Considerable					Considerable				

Table 8.8: Evaluation of the relative importance in the National Context of HLCA 18 & 11, directly and indirectly impacted by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	Historical Character Area 18, Llanbedr					Historical Character Area 11, Royal Aerospace Establishment, Llanbedr				
Criterion:										
Rarity				X					X	
Representativeness				X						X
Documentation				X			X			
Group Value			X						X	
Survival		X					X			
Condition			X					X		
Coherence		X						X		
Integrity		X						X		
Potential			X					X		
Amenity			X				X			
Associations				X		X				
Score	Considerable					High				

Table 8.9: Evaluation of the relative importance in the National Context of HLCA 04 & 23, directly and indirectly impacted by development

Value	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor	V. High/ V. Good	High/ Good	Mod/ Med	Low	V. Low/ Poor
Score	5	4	3	2	1	5	4	3	2	1
in relation to:	Historical Character Area 04, Llandanwg					Historical Character Area 23, Llanfair				
Criterion:										
Rarity			X						X	
Representativeness				X						X
Documentation				X						X
Group Value				X					X	
Survival			X						X	
Condition			X					X		
Coherence				X					X	
Integrity				X					X	
Potential			X							X
Amenity				X						X
Associations				X						X
Score	Considerable					Moderate				

Table 8.10: Grade of overall value of relative importance of the HLCA affected by development

Historic Landscape Character Area	Grading (average of a+b+c)
HLCA 14: Coastal strip behind RAE Llanbedr	59 – Considerable
HLCA 15: Mid-hill slopes around Cae'r Meddyg	45 – Considerable
HLCA 18: Llanbedr	50 – Considerable
HLCA 11: RAE Llanbedr	70 – High
HLCA 04: Llandanwg	50 – Considerable
HLCA 23: Llanfair	32 – Moderate
Grade of Overall Value	51 – Considerable

9 Stage 5: Assessment of overall significance of impact

Historic Landscape Character Area						
	04	11	14	15	18	23
Value (Stage 4)	Med 4	High 7	High 7	Med 6	Med 5	Low 3
Direct Physical Impact (Stage 2)	None 0	None 0	Med 5	Med 5	V.Low 1	None 0
Indirect Impact (Stage 3)	V.Low 1	Low 2	Med 5	Med 5	Low 2	V.Low 1
Reduction in Value of HLCA	V.Low 1	Low 2	Low 3	Low 2	V.Low 1	V.Low 1
Total Score	6	11	20	18	9	5
Grading	Slight	Moderate	F.Severe	F.Severe	Slight	Slight

9.1 Mitigation against negative impact

Much of the negative impacts of the proposed development could be mitigated against with various measures. Seeding on verges and supplemental planting of trees and shrubs in some of the existing hedgerows has previously been discussed, specifically in relation to the visual impact to the Llanbedr standing stones. The standing stones would also benefit from improved access and interpretation. This would be further improved due to reduced traffic in Llanbedr, allowing pedestrians a safe route to the footpath which leads to the stones. Pont Llanbedr, and the village as a whole, would also benefit from less traffic which would reduce the risk of damage from vehicles to the Scheduled Ancient Monument and other Listed Buildings at the roadside.

10 Concluding Statement

This ASIDOHL2 concludes that the two HLCA, 14 & 15, within which the vast majority of the proposed scheme is located would see a fairly severe impact with the greatest visual impact being from the Llanbedr Standing Stones within HLCA 14. The proposed scheme would however improve access and interpretation to the Scheduled Ancient Monument, and suggested mitigation in the form of seeding verges and supplementing existing hedgerows with trees and shrubs would limit the effects of the change in setting.

The Zone of Visual Influence is relatively small, largely due to the topography of the area which would be utilised effectively to reduce the overall visibility of the scheme. This means that the visual impact would be limited to a small number of HLCA and the impact they would experience is slight and in real terms they would be virtually unaltered.

The proposed scheme has been designed to improve access to Llanbedr Airfield, which is a HLCA (11). This would result in an increase in management needs but is also likely to increase opportunities for improved public access and interpretation. Unfortunately the ASIDOHL process does not allow for positive impacts to be taken into account.

11 Bibliography and Sources Consulted

11.1 Archival Sources

11.1.1 Gwynedd Archives, Dolgellau

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Figures

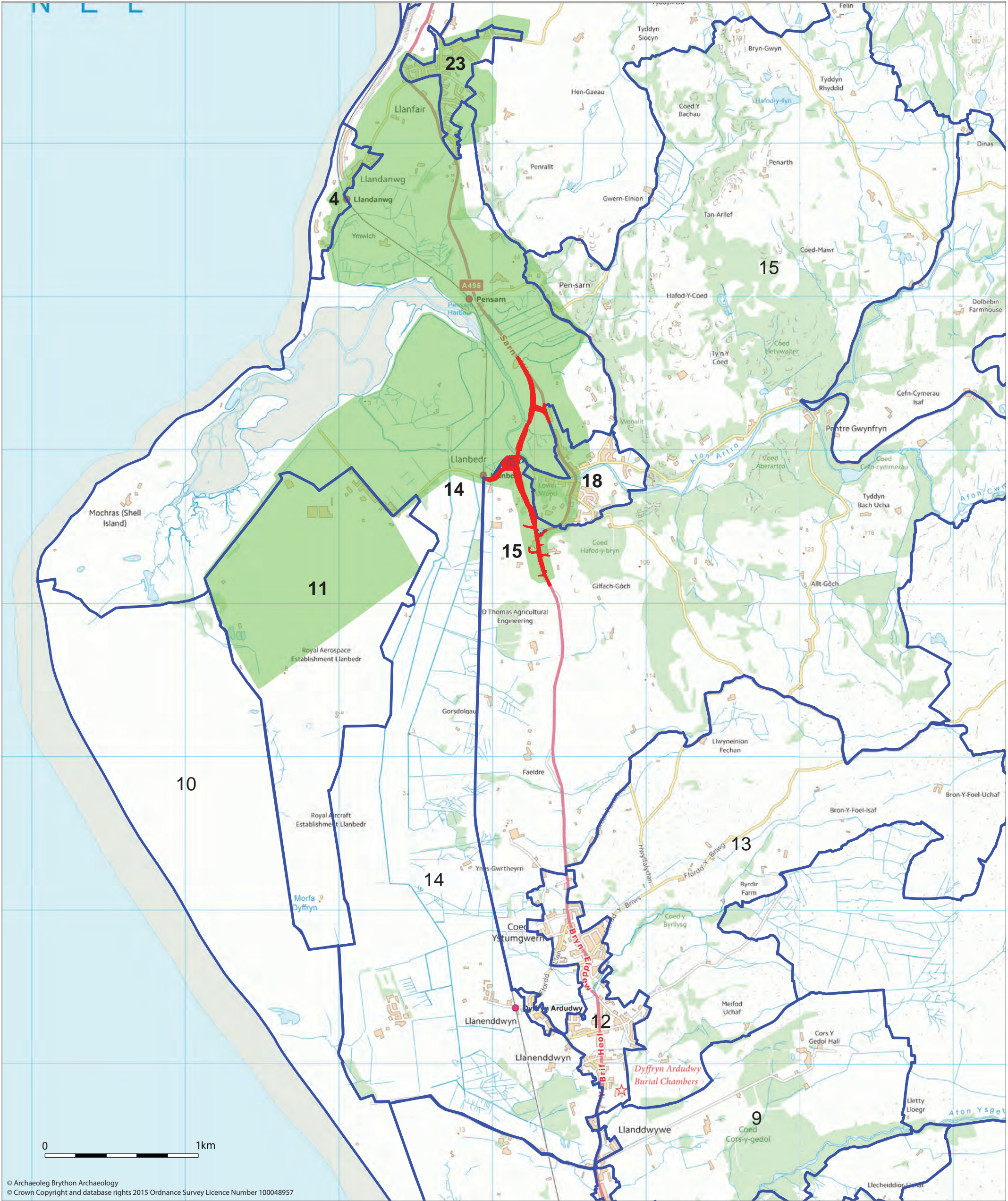


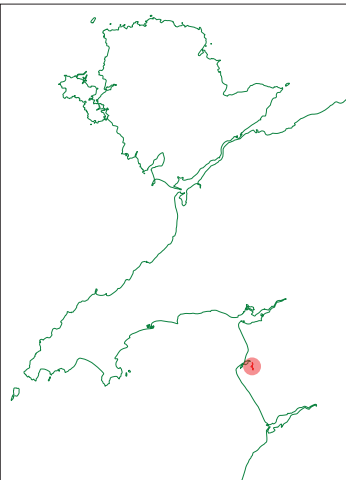
Figure 1
Location figure showing proposed route
with Historic Landscape Character Areas
and Zone of Visual Influence.

Key

Proposed route development boundary

Historic Landscape Character Areas

Zone of Visual Influence



Drawn By:	IGP
Date:	01/12/16
Location:	SH 58220 26850
Project Number:	AB1508
	

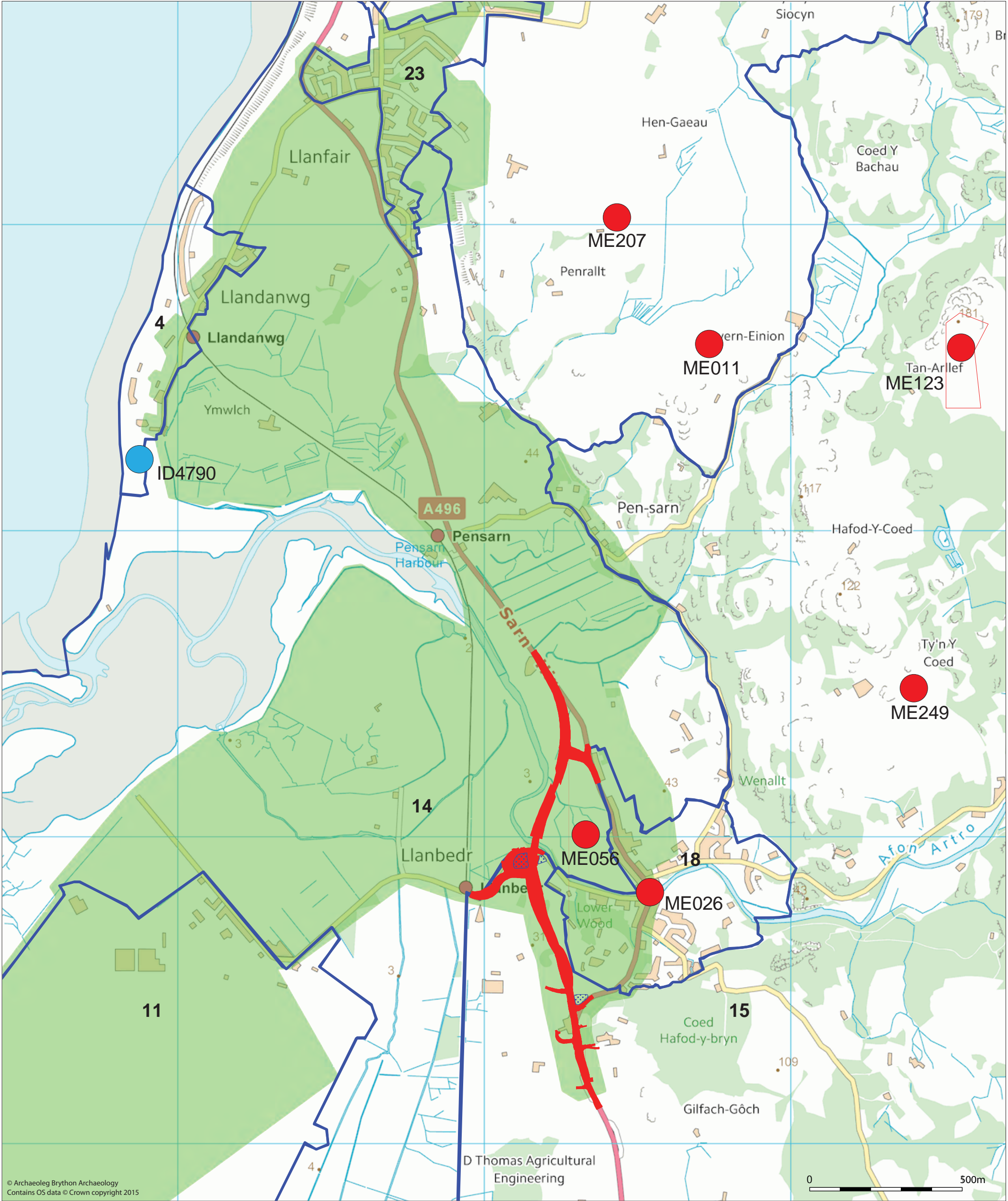
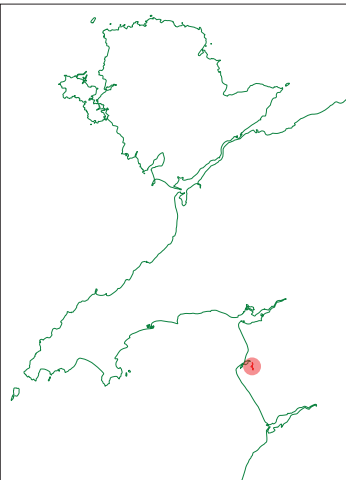


Figure 2
Scheduled Ancient Monuments and
Grade I Listed Buildings within 2km
of proposed development boundary

Key

- Proposed route development boundary
- Scheduled Ancient Monument (Point - not actual scheduled area)
- Grade I Listed Building
- Zone of Visual Influence



Drawn By:
IGP

Date:
02/12/15

Location:
SH 58332700

Project Number:
AB1508

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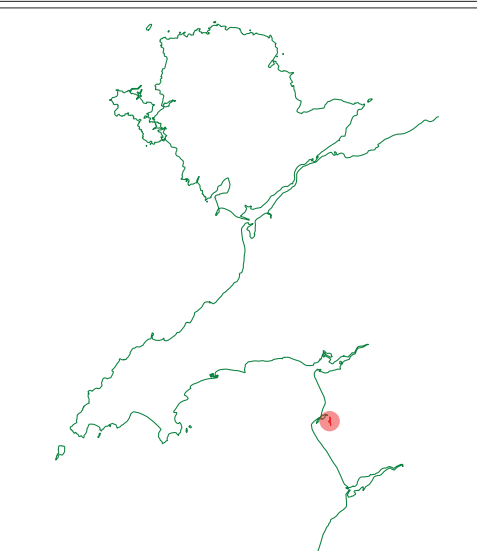
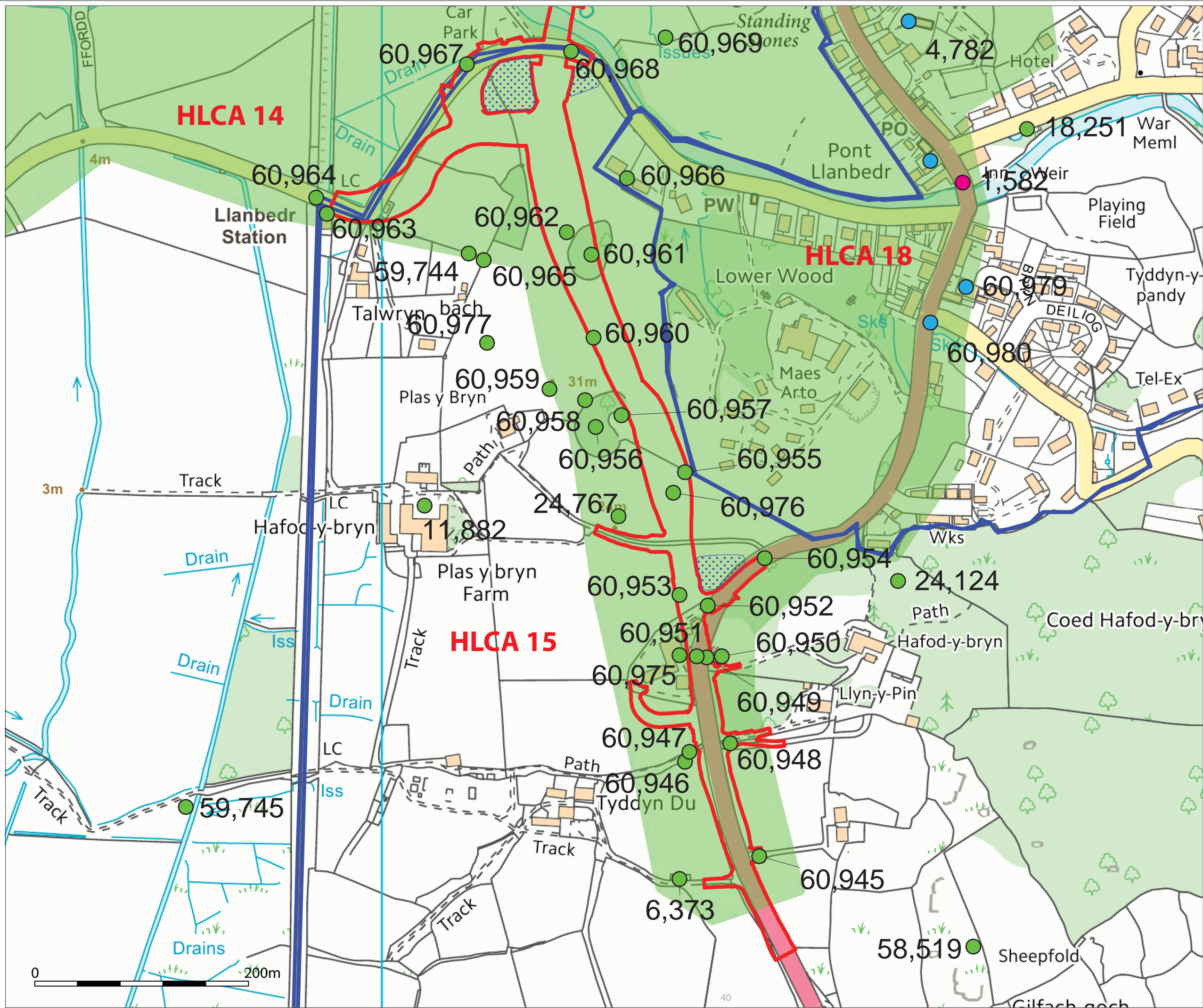


Figure 3a (South)
Location plan showing proposed development boundary and identified sites.

- Key**
- Proposed Development Boundary
 - HLCA boundaries
 - Zone of potential Visual Influence
 - Identified Assets (PRN numbers)
 - Listed Buildings (PRN numbers)
 - Scheduled Ancient Monuments (PRN numbers)
 - Listed Building and Scheduled Ancient Monument (PRN number)

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Project:	AB1508



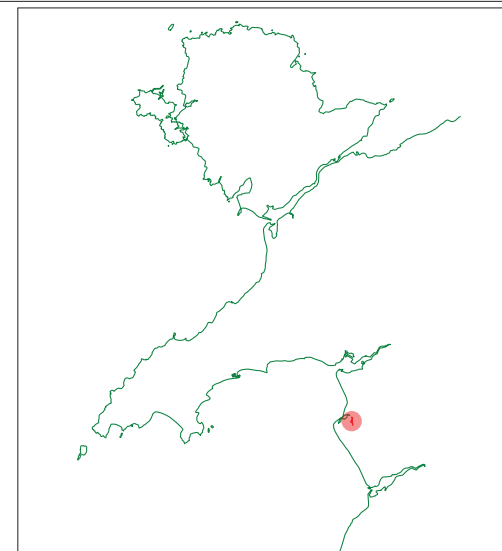
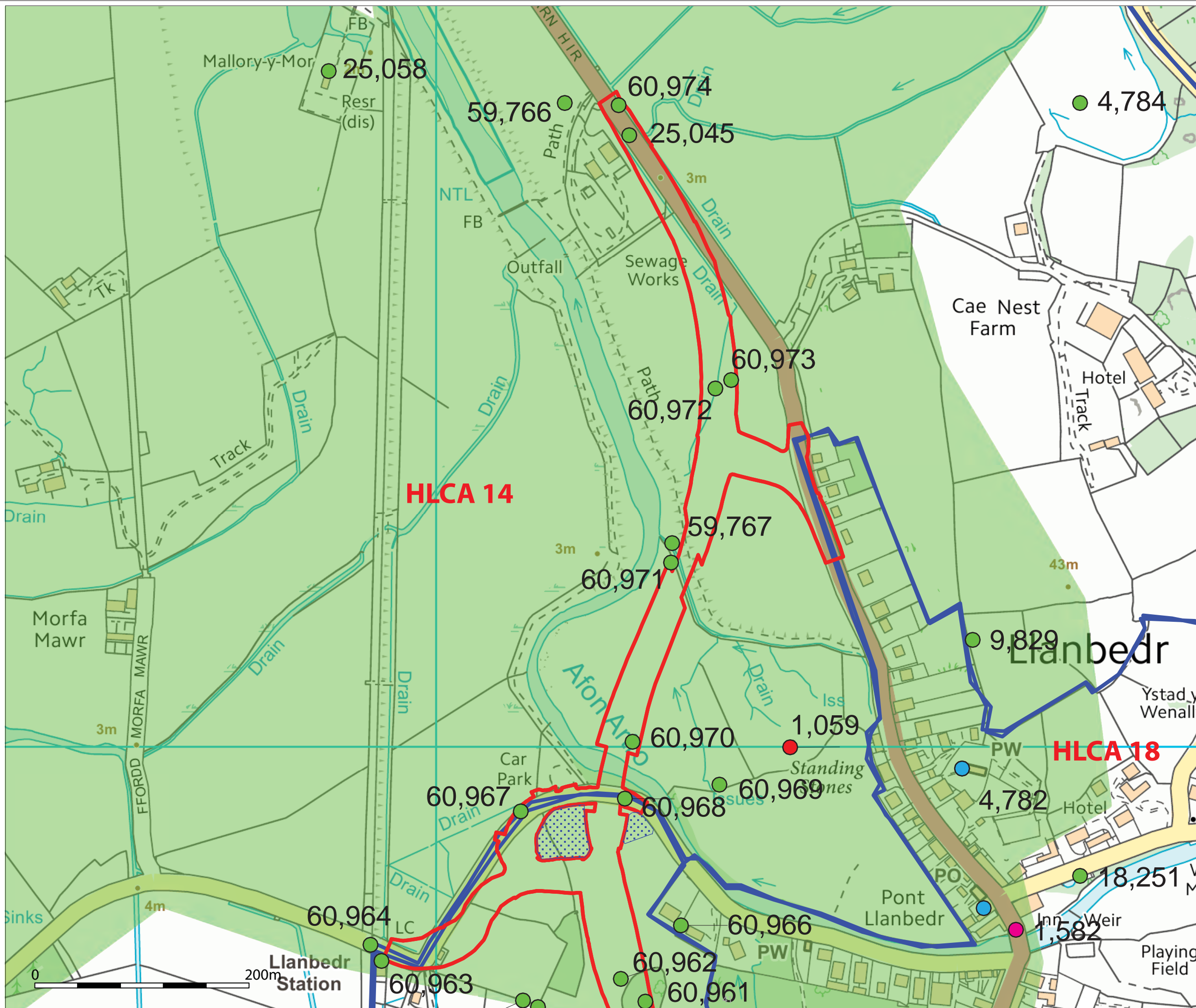


Figure 3b (North)
Location plan showing proposed development boundary and identified sites.

- Key**
- Proposed Development Boundary
 - HLCA boundaries
 - Zone of potential Visual Influence
 - Identified Assets (PRN numbers)
 - Listed Buildings (PRN numbers)
 - Scheduled Ancient Monuments (PRN numbers)
 - Listed Building and Scheduled Ancient Monument (PRN number)

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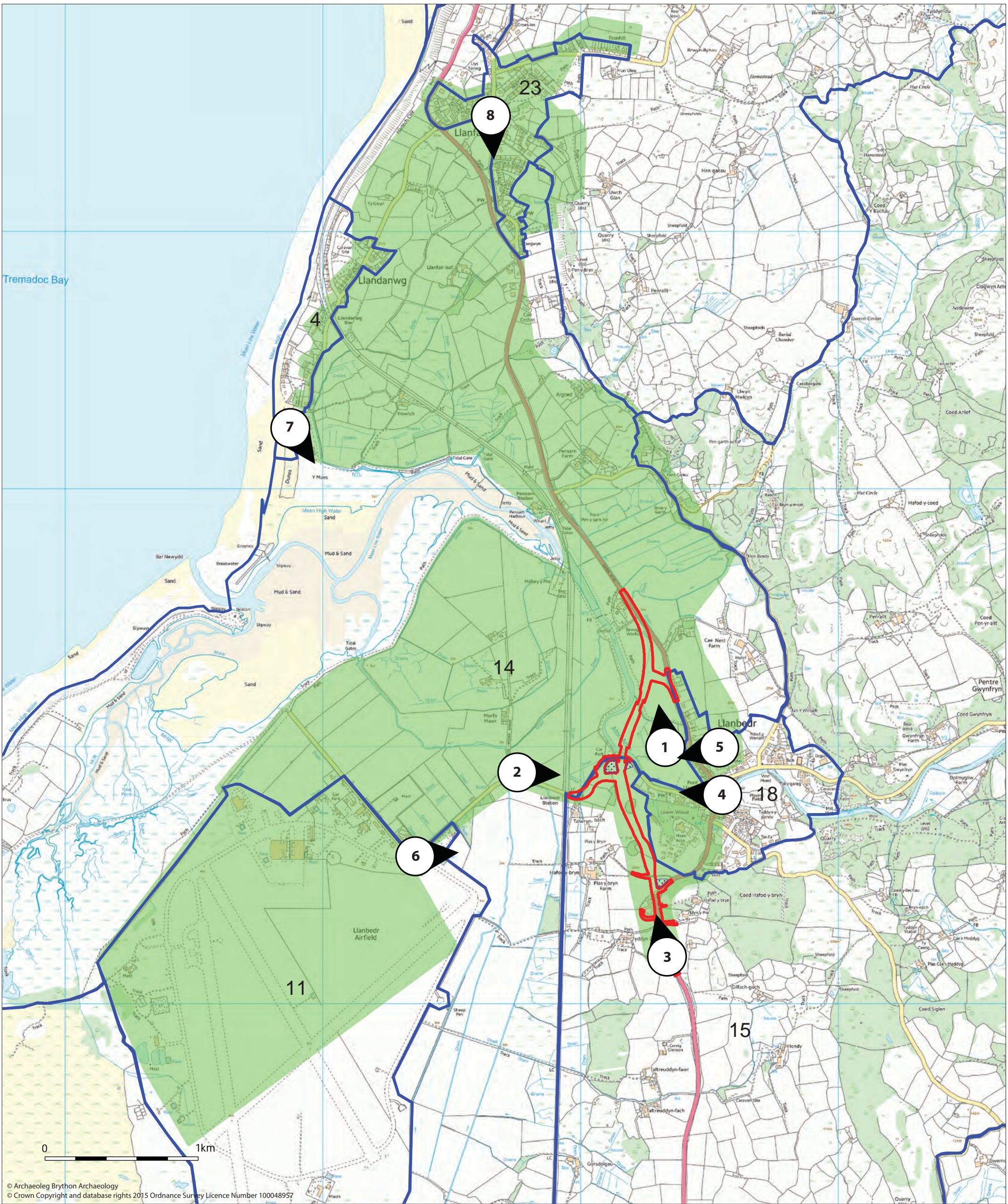


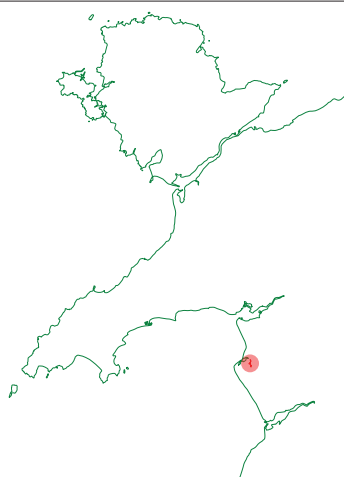
Figure 4
Location of views shown in plates 1-8.

Key

Proposed route development boundary

Historic Landscape Character Areas

Zone of Visual Influence



Drawn By:

IGP

Date:

01/12/16

Location:

SH 58220 26850

Project Number:

AB1508

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12 Plates



Plate 1: View north-northeast from Llanbedr Standing Stones showing general location of proposed scheme. *Nikon D5200 f/8 18mm*



Plate 2: View east from Mochras Road. *Nikon D5300 f/3.5 18mm*



Plate 3: View from southern end of scheme looking North. *Nikon D5300 f3.5 18mm*



Plate 4: View from Pont Llanbedr looking west. *Nikon D5300 f/3.5 18mm*



Plate 5: View from St Peter's looking west. *Nikon D5300 f/8 18mm*



Plate 6: View from entrance to RAE Llanbedr looking east. *Nikon D5300 f/3.5 18mm*



Plate 7: View from Llandanwg looking southeast. *Nikon D5300 f/3.5 18mm*



Plate 8: View from Llanfair looking south. *Nikon D5300 f/3.5 18mm*

APPENDIX I: HLCA Descriptions from Ardudwy HLC Report

18 Llanbedr (PRN 18251)

Historic Background

The dedication of the church at Llanbedr is medieval but there is no evidence of early settlement in the present buildings in the village, all of which are more recent (18th to 20th century). The settlement developed as a loosely ribbon development centred on the bridge (a Scheduled Ancient Monument) which carries the main north-south road over the Afon Artro. The church and the nucleus of the earlier buildings appear on the north side of the river which was in the commote of Ardudwy Uwch Artro in the earlier medieval period.

Most of the buildings are of 18th and 19th century date, and relate to the development of the settlement in the latter century, probably around the Victoria Inn which was a strategic coaching inn on the main road down the coast. The settlement also forms a cross-roads, with roads heading off eastwards to the remote valleys of Cwm Bychan and Cwm Nantcol, and westwards down to the beach and dunes, where the road ends in the holiday complex of Mochras (Shell Island). The houses and a few commercial buildings grew up (pub, school, stores, post office, garage) along these four roads. In the later 19th and 20th centuries, several holiday 'villas' were built on the outskirts of the village (particularly on the northern side) emphasising the development of the local economy.

Key Historic Landscape Characteristics

19th and 20th century ribbon settlement

The settlement is an attractive small nucleation based on the crossing of the Artro. The older buildings (late 18th century) lie on the north side of this and include the main commercial buildings (for example the Victoria Inn, a single-storey building with a typically-intricate internal layout whose substantial stables and outbuildings lie across the minor road to the north), the Wenallt Stores (a large imposing, double fronted building) and other buildings which are now restaurants serving the holiday trade. Other commercial and domestic buildings extend along the road towards Llanfair, where the medieval church, shops, a couple of 19th century chapels and 20th century 'villas' standing in their own grounds add to the character of the settlement. Many of the commercial buildings appear to have substantial yards and outbuildings behind them.

The majority of the domestic buildings in the settlement are detached houses, some standing in large gardens (to the north and south of the river). Plas Gwynfryn, for example, is a large complex, but others such as Ty'n Ddol and Bronafon are smaller but substantial dwellings, probably early 19th century. Most of the houses are of two stories and usually two bays; the use of ground floor covered verandas along the fronts is a common feature.

There are also fine examples of terraced housing in the settlement, all of which are south of the river: these include one of five houses (which includes Mona and Derwen) along the main road which are again of two stories with dormers in small front-facing gables on the upper floor, and Moelfre Terrace which is on the road out to the beach. This is an interesting terrace of small groups built in different but compatible styles with upper dormers, built onto the road. To the west is a more imposing short terrace of large three-storeyed houses with substantial front gardens, probably early 19th century in date.

There is an imposing group of 20th century detached houses within their own landscaped grounds (for example Craig Artro), to the south of the nucleated settlement. Typically of the 19th century

settlements which have grown up along the main road, the railway station is some distance outside the main centre on the road down towards the beach (area 14).

All the buildings are of ashlar stone (dark granite), with the odd exception of a building immediately south of the bridge (now a youth hostel) which is incongruously built of brick. To the east of the village is a well-preserved mill and accompanying race, associated with a small slate quarry.

Conservation Priorities and Management

Several of the buildings in the settlement are listed, and the centre is a Conservation Area. In addition, the bridge is a Scheduled Ancient Monument. The conservation of these should be a management priority.

15 Fieldscape, mid-hill slopes around Cae'r Meddyg (PRN 18248)

Historic Background

There are a few relict late prehistoric settlement sites in the area, but nothing which can be dated to the medieval period. The settlement pattern is of scattered farmsteads, of which there are many of different periods and characters from sub-medieval (for example Penarth and Coed Mawr), through 17th century (Gilfach Goch) to 18th and 19th century examples (notably Gwynfryn and particularly Penrallt, which has an impressive range of stables and outbuildings) north of the river. There is a single small nucleated settlement at Pentre Gwynfryn which is recorded as nucleated in the medieval period, although the buildings there now are 18th and 19th century in date.

Key Historic Landscape Characteristics

Pasture, Woods, Farmsteads

This area is quite unlike any other in Arddudwy. It is divided into two by the east-west running Afon Artro but is generally of consistent, although varied, character. Generally low-lying, it has a variety of different characters based on intermingled areas of largely improved agricultural pasture (for example around Hendy and Gilfach Goch south of the river), rocky outcrops (particularly north of the river, for example the one on which the scheduled Clogwyn Arllef is situated), ancient and semi-natural woodland (Coed Lletywalter being the best example, see below) and unimproved marsh wastes (for example above Allt-Goch in the upper part of the southern area).

Apart from Clogwyn Arllef and Gelli-las hut circle, there are virtually no recorded relict prehistoric or medieval archaeological sites in the area (although no fieldwork has been undertaken here), and generally fewer sites on the SMR. Outside Pentre Gwynfryn (see above), the settlement pattern of post-medieval scattered farmsteads has already been described. The area does contain several good examples of outlying field barns (for example connected with Penrallt), and there are also sheepfolds. All the building stock is of stone, mostly with slate roofing (although in places tin is common for farm outbuildings).

The main north-south road runs through the lower part of the area, while another important heads off east from Llanbedr and divides in two to carry on up Cwm Nantcol and Cwm Bychan. There are just three other roads which cross the area. Most of the smaller farms lie at the end of minor trackways.

Conservation Priorities and Management

Two woods within the area have been designated SSSIs. Coed Aber Artro (CCW ref. 31WFQ) was designated for its oceanic bryophyte interest, while the tree species in the wood are dominated by sessile oak with ash and wych elms and some beech. On the opposite side of the Artro, Coed Lletywalter (CCW ref. 31WMZ) is a large area (38ha) of broadleaved woodland at low altitude with a bedrock of Cambrian grit. Most of the woodland is comprised of sessile oak, with birch and some sycamore. Beech is also abundant in parts. The almost complete absence of old trees indicates substantial selected felling, perhaps during WWII. It has extremely varied and interesting habitats with cliffs, rocky knolls, streams, small glades with boulder-strewn slopes. It is ungrazed and has good regeneration. Both these woods are owned and managed by the Woodland Trust.

In addition, these areas of semi-improved grassland and unimproved neutral grassland around Caeau Bwlch (SH5925, CCW ref. 31WGM) covering 26.5ha have been designated a biological SSSI selected for its invertebrate interest (hornet robberfly; nationally scarce and a UK BAP priority species).

14 Coastal plain behind RAE Llanbedr (PRN 18247)

Historic Background

This area contains the rest of the low-lying coastal floodplain behind Morfa Dyffryn (area 10) and RAE Llanbedr (area 11), in effect up to where the ground begins to rise. It includes land to the south and the north of the Afon Artro where it flows from the hillslopes across the plain and into the sea. The area includes the Llanbedr standing stone right near the mouth of the Artro which have been interpreted as the start of a prehistoric trackway across the upland above Harlech (see also area 25).

Settlement within the area is limited and varied and concentrated on the north side of the river. Here farms (there are no other houses) include Cae Nest farm (important sub-medieval farm) near Llanbedr, Agored (early 16th century farm with later additions, a good example of the unit system arrangements of linked dwellings with attached buildings at the heart of an extensive farmstead) and Llanfair Isa farm (possibly 18th century, but with earlier origins and a set of outbuildings). South of the river there are a couple of minor farms (including one 'ynys' placename) and a couple of 20th century 'seaside holiday estates'. The area also includes Mochras ('Shell Island'), which is a 20th century tourist holiday location based on earlier 19th century farmstead (this is cut off from the mainland at high tide).

Key Historic Landscape Characteristics

Cut Drainage Features, Farmsteads, Drystone Walls

For the most part the area is characterised by large enclosures defined by cut features (see also area 30), although in the north of the area, around Llanbedr, there is a definite pattern of improved pasture fields around the three afore-mentioned farms which are defined by the distinctive white, boulder, neat drystone walls (see area 01). However, cut drainage features occur across the area, concentrated around the Artro itself.

Llanbedr station lies on the edge of the area on a road which comes down from the village and leads to RAE Llanbedr (area 11) and eventually (allowing for the state of the tides) to the holiday location of Mochras.

Conservation Priorities and Management

The area around the Afon Artro is part of the Morfa Dyffryn SSSI and is renowned for wading birds: this is being suitably managed. There is a single Scheduled Ancient Monument in the area, whose appearance and management could be improved (the stones could be released from behind their iron railings). The afore-mentioned farms (especially Agored which is Listed) should be suitably managed, and the field pattern around should be retained. The drainage features will also need continuous management.

04 Llandanwg (PRN 18237)

Historic Background

The present church at Llandanwg, set immediately behind the beach (and unusually partially buried) may be of 13th century origin, with a 15th century extension. The presence of two 6th century inscribed stones and a cross-incised stone imply earlier activity here (it is at the mouth of the Artro, the principal river of Ardudwy), as does the dedication to St Tanwg, traditionally a Breton saint who accompanied Cadfan to Bardsey.

There are many 17th and 18th century burials at different levels in the churchyard implying a thriving local population, although the church itself fell out of use in 1841 when a new one was built in Harlech (area 31) which was then expanding its population.

There is a Listed terrace of three two-storey buildings which appear on the 1842 tithe map and are assumed to be 18th century in date, and there is a small cluster of farms and associated buildings near the station to the east of the road which are probably late 18th or early 19th century in date (they obviously pre-date the railway).

The Cambrian Coast railway which now bisects the settlement was finished in 1867 and the station is of this date. Llandanwg as it is today expanded after this date as a holiday-related seaside settlement and most of the 19th and 20th century building stock reflects this (although even today it is still small).

Key Historic Landscape Characteristics

Small, 19th and 20th Century Holiday Settlement

Llandanwg remains a small settlement of probably fewer than a hundred houses set right on the cast below the modern main road. It is bisected by the railway and the station is one of only a handful of non-domestic buildings here (there are several small 'seaside' shops catering almost entirely for the summer tourist trade, but there are no other 'amenity' buildings for which people need to travel to Harlech or Llanbedr).

The church is medieval in date (see above) but the earliest surviving buildings appear to be 18th century in date (the Listed terrace and farm complex mentioned above). Otherwise, the building stock is mainly detached holiday 'villas' and houses, set irregularly in their own grounds along the western side of the road (i.e. on the beach side) which leads down from the main A496 arterial thoroughfare to the beach (originally built to link the railway station to Llanfair). The houses are mainly single storey, and of a variety of designs in typical 'holiday-style', surrounded by poorly-developed gardens. The houses are mainly 'individual' – there are not massive estates.

Conservation Priorities and Management

The church and surrounding graveyard and environs are a priority both for conservation and further investigation (potential for revealing evidence for early activity). Otherwise the Listed

terrace is the main building conservation priority. The settlement has a fairly distinct 'sense of place' which should be retained by any future development.

11 Royal Aerospace Establishment, Llanbedr (PRN 18244)

Historic Background

There was an enormous expansion of the RAF during World War II as a result of which many new airfields were required. As a matter of policy, navigation and air gunnery training schools were to be located in north-western Britain which was regarded as relatively safe. Thus the county of Gwynedd came under close scrutiny of surveyors looking for potential sites, and seven locations were chosen for new airfields, the most southern of which, sandwiched between the mountain and sea, was on the coastal flats below Llanbedr.

It acted under the control of Valley as a forward airfield for day operations against enemy raiders in the local sea areas. It was also connected with a training school which continued throughout the war with little change. It was also later used as a base for rather unglamorous army co-operation units, towing targets for artillery practice.

By 1945, the airfield was operating at a much-reduced level, and during the 1950s Llanbedr became an outstation for Royal Aerospace Establishment, Farnborough, where research into pilotless target drones was carried out. Only it and Valley continued to be used by the RAF.

Key Historic Landscape Characteristics

World War II and Later RAF Airfield with Infrastructure

The basic layout of the present-day airfield is remarkably much as it was in the 1940s, except that of course it has been developed into a modern airfield with much new building having taken place, especially in the 1980s (including some 'industrial-type' units). However, many of the original hangars and wooden buildings remain and are in good condition, and the whole has an almost-unchanged atmosphere.

Conservation Priorities and Management

The main priority must be to retain in good condition any original surviving hangars and buildings, as well as the original layout.

23 Llanfair (PRN 18256)

Historic Background

Llanfair is a straggling, loosely-nucleated settlement set above the main north-south A496 road (rather than along it as are the other settlements in the area, such as Dyffryn Ardudwy, Llanbedr etc.). The church is medieval in date, and although there is no further evidence for medieval occupation here, there appears to be a loose core of late 18th/early 19th centuries houses around it (on the early route of the main road before re-alignment).

Most of the settlement is to the north, initially set out along the southern route of what begins as Ffordd Uchaf from Harlech (possibly an early route of the main road), and the 20th century houses (mainly rows of unimaginative single storey bungalows) which numerically comprise the main part of the settlement range up the hillslope to the north again (above the current main road). An

incongruous row of late 20th century, semi-detached houses lies along the northern side of the minor road which leads out on to the uplands (area 25), and aerial photographs show how close there are to late prehistoric settlement sites.

Key Historic Landscape Characteristics

Modern settlement off-set from an earlier core

The early core of the settlement lies around the medieval church, while the rest struggles up the hill slopes above the road to the north. There is no overall plan, and even the 20th century houses appear to have been built in *ad hoc* arrangements. Some of the early houses (there are no non-domestic buildings in the settlement, the nearest amenities being in Harlech) are built with their long axes perpendicular to the slope within an organic settlement lay-out (many of these houses are white-washed, and the whole gives an impression of being 'tidy').

There are also some short 19th century terraces of tall houses, and a lot of 20th century inter-war 'holiday' type houses. Llanfair slate caverns extend south of the settlement along the cliff edge.

Conservation Priorities and Management

The character of the early houses around the church should be conserved, Further extensions to the settlement would adversely impact on the surrounding areas, especially the uplands (not necessarily on the settlement itself).



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