

**Results of Archaeological Works at
Old Station Yard, Red Wharf Bay,
Anglesey**



NGR SH 52182 81282

Report Number CR08-2012



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Results of Archaeological Works at Old Station Yard, Red Wharf Bay

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Contents

1.0	Introduction	6
2.0	Project Aims	8
3.0	Scheme of Works – Methodology	9
3.1	Desk Based Research	9
3.2	Walkover Survey	9
3.2.1	Equipment	10
3.3	Health and Safety	10
3.4	The Report	10
3.4.1	Copyright	11
4.0	Geographic and Geological Context	12
4.1	Topography	12
4.2	Geology	12
5.0	Archaeological and Historical Background	13
5.1	Prehistoric	13
5.2	Mesolithic	13
5.3	Neolithic	13
5.4	Bronze Age	14
5.5	Iron Age	14
5.6	Romano-British	15
5.7	Early Medieval	16
5.8	Medieval	18
5.9	Post Medieval	19
5.9.1	Holland arms to Red Wharf Bay Railway Line	19
5.9.2	Later Railway History	23
5.9.2.1	Red Wharf Bay and Benllech Station	24
5.9.3	Later Site Use	24
6.0	Results of Walkover Survey	31

7.0	Conclusion	34
8.0	Bibliography	35

Illustrations

Figure 1.	Old Station Yard, Red Wharf Bay Location Map
Figure 2.	First Edition Ordnance Survey Map 1887
Figure 3.	Second Edition Ordnance Survey Map 1901
Figure 4.	Third Edition Ordnance Survey Map 1914
Figure 5.	Act of parliament 1812 Ratifying the Construction of a Railway Line to Red Wharf Bay
Figure 6.	Plan of Intended Railway Line c.1812
Figure 7.	Map of Anglesey Showing Position of L.N.W.R Central and Branch Lines
Figure 8.	London and North-Western Railway Timetable Brochure
Figure 9.	Timetable Extract from Timetable Brochure
Figure 10.	Branch Line Route Taken from Timetable Brochure
Figure 11.	L.N.W.R Red Wharf Bay Station Plan Dated 1923
Figure 12.	L.N.W.R Red Wharf Bay Station Carpenter 1983
Figure 13.	L.N.W.R Red Wharf Bay Station Plan Dated 1951
Figure 14.	L.N.W.R Red Wharf Bay Station Plan Dated 1951 Detailing Salvage Plans for the Station
Figure 15.	L.N.W.R Red Wharf Bay Station Plan Dated 1951 Detailing Salvage Plans for the Station
Figure 16.	Red Wharf Bay & Benllech Station Shortly After Opening in 1909
Figure 17.	Red Wharf Bay & Benllech Station Shortly After Opening in 1909
Figure 18.	L.N.W.R Autoset No. 78 & 79 Prior to its use on the Red Wharf Bay Line
Figure 19.	Facing Towards the Buffer Stops at Red Wharf Bay & Benllech Station in May 1947
Figure 20.	View From the Carriage Dock 1949
Figure 21.	General View of Red Wharf Bay Station Layout Taken 1949
Figure 22.	Red Wharf Bay Cattle Dock Taken 1937
Figure 23.	Pentraeth Station c.1952 Showing Weighbridge Office Similar to that at Red Wharf Bay
Figure 24.	Goods Yard Taken 1937 Showing Crane and Goods Shed
Figure 25.	View Facing Holland Arms Taken 1937

- Figure 26.** Site Entrance
- Figure 27.** Photograph Taken Inside Site Entrance Showing Surviving Curbing
- Figure 28.** Surviving Curbing
- Figure 29.** Surviving Curbing
- Figure 30.** Corrugated Storage Building at Southern End of Side
- Figure 31.** Corrugated Storage Building at Southern End of Side
- Figure 32.** Eastern Bank at Southern end of Site
- Figure 33.** Clearing in Wooded Area at Southern end of Site
- Figure 34.** Clearing in Wooded Area at Northern end of Site
- Figure 35.** Brick Surface and Waterlogged Area at Southern End of Site
- Figure 36.** Brick Surface and Eastern Bank Northern end of Site
- Figure 37.** Brick Surface Detailed Shot

Appendices

- Appendix A.** Location Map Detailing the Positions of Sites Discussed Within the Text and their Locations Relative to the Old Station Yard Site
- Appendix B.** Descriptive List of Sites Mentioned in Text
- Appendix C.** 1951 Station Plans With an Overlay of Architects Plans of the Proposed Development
- Appendix D.** Site Map Showing Approximate Positions of Photographs Taken During Walkover Survey

1.0 Introduction

C.R Archaeology has been instructed by Mr M. Fell of Fairacre, Benllech to conduct archaeological works at Old Station Yard, Red Wharf Bay in compliance with a pre-determination assessment placed on the planning application (Planning Application 30C727A).

A specification was written following a discussion with Development Control Archaeologist Jenny Emmett of GAPS (30th March 2012) as a methodology for a programme of works relating to an email dated 8th March 2012 (reference 0308je01/D1654).

Old Station Yard, Red Wharf Bay, Anglesey (Figure 1) is located on the site of the Red Wharf Bay and Benllech Station and Goods Yard. The station was operational from 1909 to 1930 as a passenger line and continued to be used to carry freight until 1950. It formed the terminus of a branch line from Holland Arms off the Anglesey Central Railway (Rear 1994 21-22). The railway line and associated structures on the site were demolished within a few years of the lines closure. The walkover survey did however reveal that certain elements of the railway station do survive at the site.

Old Station Yard is located within the vicinity of known Viking and Prehistoric archaeological sites of national importance and there is a high potential that significant archaeological remains from these periods will be encountered during groundworks.

Planning permission is being sought to erect nine holiday chalets with an associated sewerage treatment plant at the site. Groundworks associated with the proposed works will have a negative impact on any surviving archaeological remains within the Old Station Yard plot. It is therefore recommended that archaeological mitigation be undertaken prior to development.

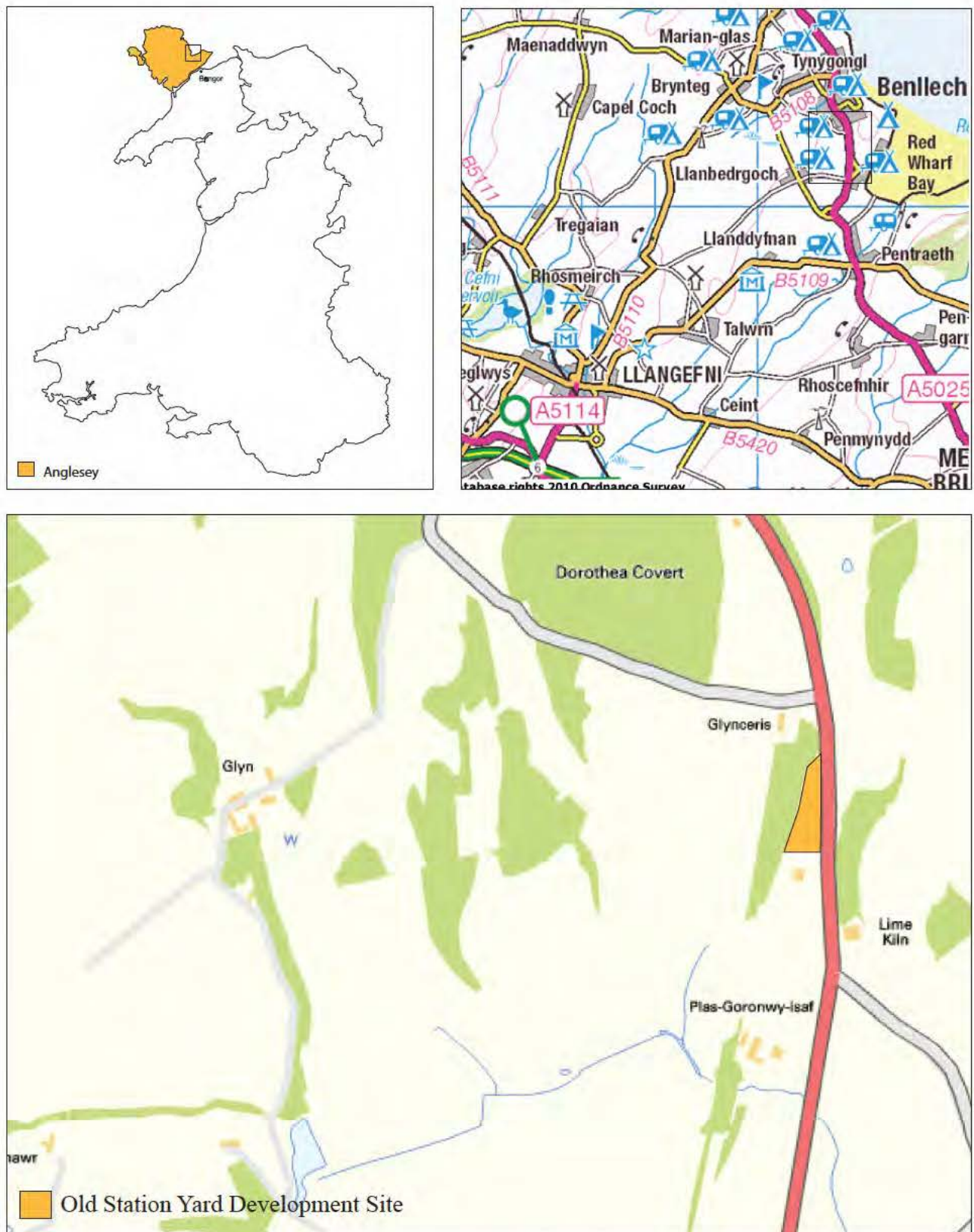


Figure 1. Old Station Yard, Red Wharf Bay Location Map (Source OS Open Data Mapping)

2.0 Project Aims

The programme of works proposed for Old Station Yard aimed to undertake a desk-based assessment and walkover survey.

The first aim of this scheme of works was to undertake desk based historical research exploring the site history and the development of the Red Wharf Bay Railway Station. This information included a map progression, photographic illustrations and detailed archival research. It was utilised to compile a coherent narrative history of the site and the surrounding area.

The Gwynedd Historic Environment Record (HER), the Royal Commission of Ancient and Historical Monuments Wales (RCAHMW) database and local publications/journals were consulted to compile a record of known archaeological sites in the vicinity. This enabled C.R Archaeology to assess the potential and significance of archaeological remains which may survive at Old Station Yard.

The second aim of this archaeological investigation was to undertake a walkover survey of the site and to assess the survival of any above ground archaeological remains (i.e. earthworks).

It is intended that this document be utilised to inform further archaeological planning decisions/conditions at the site and allow an assessment of the impact of the proposed development on potential archaeological remains.

3.0 Scheme of Works - Methodology

The Old Station Yard works was conducted in two sections and each is detailed separately below.

3.1 Desk Based Research

A complete and coherent history of the site was compiled utilising material sourced from local archives including Anglesey Archives, Bangor University Archives and Flintshire Record Office. A full map progression was undertaken. This was supplemented with information from local libraries and specialist interest websites & journals.

In order to identify the character of archaeological remains in the vicinity of Old Station Yard a search of the Gwynedd HER was conducted examining an area within a radius of c. 1km of the site. The RCAHMW database and the commission's survey of Anglesey was also consulted. Sites from outside this limited area were included if it was felt that their significance may be of importance in understanding the archaeological potential of the Old Station Yard site.

The work was carried out accordance with the IfA Standards and Guidance for Historic Environment Desk-based Assessment (The Institute for Archaeologists 2011) and the IfA 2009 Standards and Guidance for Archaeological Desk-Based Assessment (The Institute for Archaeologists 2009).

This material forms the historical background for this archaeological report. This report also includes the results of the walkover survey.

3.2 Walkover Survey

A walkover survey of Old Station Yard was undertaken by Matthew Jones of C.R Archaeology. The work consisted of:

- 1) A visit to the site and an examination of visible archaeological remains, in particular standing structures and surviving earthworks
- 2) A photographic record of the site was created showing the general character of the area. Detailed photographs with an appropriate scale were taken of all features of archaeological interest. The location of photographs taken were noted on the site plan. The measurements and location of all features were recorded on an annotated site plan and in notebook form.

The works were carried out accordance with the IfA Standards and Guidance for Archaeological Field Evaluation (The Institute for Archaeologists 2008).

3.2.1 Equipment

The photographic record compiled during the walkover survey was undertaken using a 13 mega-pixel Sony A350 digital camera with a variety of standard and other lenses. Images were captured in RAW format for later processing into high resolution JPG and TIF files.

3.3 Health and Safety

A risk assessment was conducted prior to the commencement of works and site staff were familiarised with its contents. The assessment was written in accordance with health and safety guidelines laid out in “Essentials of Health and Safety at work (Fourth edition)”. A first aid kit was located in the site vehicle.

3.4 The Report

The report clearly and accurately incorporates information gained from the programme of archaeological works. It presents the documentary evidence gathered in such a way as to create a clear and coherent record. The report contains a site plan showing the locations of photographs taken.

A bound paper copy and PDF digital copy of the report will be submitted as part of the formal submission. A digital Adobe PDF version and a bound paper copy of the final report and will be lodged with the Gwynedd Historic Environment Record within six months of completion of fieldwork.

A short article on the results of the archaeological works will be submitted to the Archaeology in Wales Journal.

3.4.1 Copyright

C.R Archaeology and sub-contractors shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs and Patents Act 1988 with all rights reserved; excepting that it hereby provides a licence to the client and the local authority for the use of the report by the client and the local authority in all matters directly relating to the project as described in the Project.

4.0 Geographic and Geological Context

The site of Old Station Yard (Grid Reference SH52182 81282) is located within the Parish of Llanfair-Mathafarn-Eithaf on the island of Anglesey. The region predominantly comprises low-lying, agricultural land and is characterised by a pattern of dispersed farmsteads situated within irregular field systems. The area is bounded by the Anglesey coastline and the station was built in this location to allow goods to be exported via Red Wharf Bay.

4.1 Topography

The site is situated adjacent to the western side of the A5025, a main road which circles most the island of Anglesey. It is at a slightly lower level than the road but is at approximately the same level as the fields to the west. It would therefore seem unlikely that the original height of the plot has been greatly reduced by modern land use. There may however be the possibility that demolition material from the dismantling of the station has been used as infill to raise the ground level.

The division between the road and the site is a low stone wall which is heavily overgrown with trees and bushes. The entrance is situated at the northern end of the site and there is evidence of water logging or a shallow stream to the north east of the entrance between the station house and the plot. At the southern end of the site there is some evidence of quarrying although this activity appears to have been localised and was conducted to square-off this area of land.

A modern earth and rubble bank divides the site along an approximate north-south axis. The height of this bank varies between 1 and 1.5m with width measurements varying between 0.80m and 3m. To the west of the area defined by the bank the plot is filled with rough, overgrown scrub and woodland. The western edge of the plot is bounded by a wire and post fence. The fields on the opposite side of this fence appear to have been artificially flatten in places and there are low linear earthworks visible.

4.2 Geology

The geology of the site is described as limestone with outcrops of both the Clywd Limestone Group and Cefn Mawr Limestone Formation within the vicinity (www.bgs.ac.uk). The limestone bedrock is also evidenced by the presence of a post-medieval lime kiln and quarry scoop (NPRN408292) located c.200m to the south of the site along the A5025.

5.0 Archaeological and Historical Background

The site is located close to the parish boundaries of both Llanbedrgoch and Pentraeth. Archaeological material situated within these parishes may therefore be included where these sites/artefacts are listed as either being in these neighbouring parishes (near the Llanfair-Mathafarn-Eithaf boundary) or as being associated with the communities of Red Wharf Bay and Benllech.

Where the exact location of sites mentioned in the text is known they are included in Appendix A. Appendix B lists the sites by PRN/NPRN/ID for Portable Antiquities Scheme and the numbers attributed to the features correspond with those utilised for identification in Appendix A. The approximate distances of the features from the Old Station Yard site are also noted.

5.1 Prehistoric

Please note that from this point onwards all PRN/ ID numbers relate to the records held by Gwynedd Historic Environment Record (HER).

A total of eleven flint cores have been recovered to the west of the development area. The date of these flints is uncertain and it is believed that these artefacts are likely to be of Mesolithic to Early Bronze Age origin. PRN Numbers 5229, 5230, 5231, 5232, 3613, 24012, 24014, 24015, 3612, 5348, ID 122834 (Gwynedd Historic Environment Record).

5.2 Mesolithic

A single flint blade preliminary dated to the Mesolithic period has been recovered during field walking in Llanbedrgoch near Glyn farm (ID 381140). The potential for remains from this period is very low and this item is believed to have been recovered from an individual find spot. Similar remains are therefore likely to be ephemeral and of low significance.

5.3 Neolithic

The aforementioned field walking project near Glyn Farm also produced a flint scraper (PRN 24015) and an arrow head of Neolithic date (PRN 24013). A number of flint scrapers were recovered during the course of the National Museums excavation at Llanbedrgoch (Matthew Jones excavated on this site as a student when the material was first identified). A single unclassified polished axe is rumoured to have been taken from a barrow somewhere in the Pentraeth area . A hoard of three further stone axes were recorded in the Pentraeth area sometime during the 1920's but are unfortunately now lost (Lynch 1991: 113).

Although one is located outside the 1km radius of the study two Neolithic burial chambers, Coed Y Glyn (NPRN 300835) and Pant Y Saer (NPRN 3601), are located within the parish of Llanfair-Mathafarn-Eithaf. Coed Y Glyn consists of a number of low stones and a large, now broken, capstone. There is evidence that the tomb was once covered by a mound measuring approximately 14m in diameter (RCAHMW 1937: 48, Lynch 1991: 90).

The Pant-Y-Saer burial chamber was heavily damaged during a 19th century excavation and was fully excavated in the 1930's (Scott 1933: 185-228). The site consists of a Neolithic tomb that was later reused during the Bronze age. A Bronze Age cist burial, Beaker pottery and finds of both Neolithic and Bronze Age date were recovered during the 1930's excavation (Lynch 1991: 79- 83, 115-116).

A contemporary diary written during to the construction of the second stage of the Red Wharf Bay branch line (between Pentraeth and Red Wharf Bay) recorded the destruction of two tumuli (mounds) and that this activity uncovered skeletons, flints and bronze implements (Carpenter 1981: 3). The exact location of these sites is not known but they are described as it is likely that they fall within the study area. The sites are recorded as PRN 5576.

The Red Wharf Bay area appears to have been a focus for activity during the Neolithic Period with both settlement and funerary archaeology represented. Although it must be noted that systematic field walking by knowledgeable individuals is likely to identify a higher incidence of worked flint than would otherwise be recorded there does appear to be a concentration of material within the study area. The potential for archaeological remains from this period is high and the significance of any remains is also likely to be high, particularly given the opportunity to place any new sites within a regional context.

5.4 Bronze Age

Aside from the aforementioned flint cores of possible Early Bronze Age date and the Beaker activity at Pant Y Saer, few Bronze Age artefacts have been recovered from the area around Old Station Yard.

There have however been a significant number of undated burnt mounds discovered within the surrounding area. The Royal Commission lists two 'boiling mounds' within the Pentraeth area (RCAHMW 1937: 141) and commercial excavations undertaken during the 1970's revealed three

spreads of burnt stone and charcoal again noted as being located within the Pentraeth area (White 1977: 468-76). As part of the National Museum excavation at Llanbedrgoch (NPRN 405456) a burnt mound was uncovered in a water logged area close to the later Viking period settlement (Redknap 2004: 149).

It must be noted that all these burnt mound sites have been found at the heads of small streams or springs and there does appear to be a possible spring or wet area on the Old Station Yard site. The potential of encountering a burnt mound is high and the significance of such a feature is considered moderate.

5.5 Iron age

At Pant Y Saer in the parish of Llanfair-Mathafarn-Eithaf an enclosed settlement (PRN 60) was identified and excavated in 1932-33 (Phillips 1934). Originally given a later date Lynch has suggested that it can be attributed an Iron age date (Lynch F 1991, 376). This theory is supported by Manley who also states that there are reservations at keeping this site at a later date (Manley 1990: 36).

These sites were originally identified through the discovery of Roman coins and metalwork (listed below) but fully excavated sites of this type in North Wales have been found to have Iron age foundations (Longley 1998, Longley, Johnstone & Evans 1998, Frasham, Kelly, Mason. & White 1998). It is for this reason that the sites have been included in this section.

The Royal Commission also lists an unclassified site of six depressions (PRN 3613) indicating an unenclosed circular hut group (RCAHMW 1936: 40) within the aforementioned parish of Llanfair-Mathafarn-Eithaf. A further unexcavated site and associated earthworks has been identified through aerial photography at Plas Gwyn c.500m from Old Station Yard (NPRN 300523 & 406990).

The RCAHMW records three native style sites in the neighbouring parish of Llanbedrgoch (RCAHMW 1936: 40) and two further sites were identified through works carried out by the National museum in the area of Glyn farm (SH51878108). A Geophysical survey carried out on a field named Cae Hywel (PRN 5347) identified a range of curvilinear anomalies. The follow up excavation revealed a possible round house drip gully relating to other cut features (Redknap 2004: 156). The second site was situated on higher ground to the west of the farm (Redknap 1999: 58). A contour survey of this site suggested that a small walled enclosure surrounded the top of hill and

enclosed at least three building platforms. Excavation confirmed that these were man made features although unfortunately no direct dating evidence was recovered (Redknap 2001: 133).

Very few Iron age artefacts have been identified within the study area. The most well known is a late copper alloy brooch from Glyn in Llanbedrgoch. This brooch stands out as it is in a style more commonly seen in south west England (Lynch 1983: 123-4, Lynch 2000: 379-80). Rotary querns and spindle whorls made from local stone were found through the National Museum project (Redknap 2000: 79-80) could possibly also be attributed an Iron age date due to stylistic similarities with examples recovered from secure Iron age contexts such as at Ty Mawr, near Holyhead (Kenney 2007).

The potential for remains from this period is moderate/high and the significance of such remains is considered high particularly should these remains date to the Iron Age/Romano-British transitional period. Artefact types recovered from this area are noted as unusual within the context of North Wales.

5.6 Romano-British

Large quantities of Roman material have been recovered from the Llanbedrgoch area. This material has either been associated with, or have led to the discovery of, the settlements listed in the above Iron age section. A National Museum project working closely with a responsible local metal detector has led to this extensive recovery of metal artefacts (Redknap 2000). The concentration of work within a specific area is likely to have led to a bias in favour of this area and the quantity of material recovered may not be as unusual as first appears.

The main concentration of finds come from a field named Cae Hywel (PRN 5347), located approximatively one hundred meters west of Glyn farm. Geophysics and excavation has demonstrated that there is a possibility that at least one round house is located within this area. Finds from Cae Hywel comprised three brooches (dating from the 1st to 2nd century) and a strap fastener (Redknap 1999: 56 & 58, Redknap 2004: 155), a scatter of late Roman pottery (Redknap 2001: 133) and a number of coins ranging in date from AD141- AD400 (Redknap 1999: 56 & 58, Redknap 2001: 133).

A 'zoomorphic brooch' in the shape of a duck was recovered from the enclosed settlement located to the west of Glyn Farm (Redknap 1999: 58). This settlement is discussed in the Iron Age section.

A fragment of a copper ingot was found during the 1970's at Parc Newydd, Llanbedrgoch (Livens 1970: 248). Livens suggests that this fragment is likely to have come from a "copper bun" a number of which have been found on Anglesey (RCAHMW 1936: Appendix IV: p.lxxxvii). All these buns have been assigned a Roman date due to some of them carrying Roman inscriptions.

A single Roman coin was identified through the Portable Antiquities Scheme (ID 381140) and Roman coins/metalwork and pottery were recovered from within 1000m of the site (PRN 24010, 24011 & 24017).

The potential for remains from this period is high and the significance of such remains is considered high particularly should these remains date to the Iron Age/Romano-British transitional period. Artefact types recovered from this area are noted as unusual within a North Walian context.

5.7 Early Medieval

The National Museum has conducted extensive works on an Early Medieval site at Glyn farm, Llanbedrgoch (Redknap 1999, 2000, 2001, 2004). Excavation has uncovered a native settlement that became enclosed in the 6th century (NPRN 405456). Settlement within this enclosure has been described as a mix between round house and large hall-type structures (Redknap 2000: 69). This mixed earlier phase was replaced by 'Hiberno-Norse type rectangular buildings' (Arnold & Davies 2002: 164). The site defences were improved during the 9th century with the addition of a dry stone wall (Redknap 2000: 69-70). A notable finds discovered within the enclosure was a fine pendent whetstone with a silver cap. This artefact has been described as an image of power (Redknap 2000: 53).

Artefacts recovered during this excavation demonstrate that Llanbedrgoch was involved in an extensive trade network from the 8th to 10th centuries (Redknap 2000: 61-64). Evidence of this trade and contact is indicated when one examines finds from nearby Cae Hywel field. These finds include a cut silver penny of Charles the Bald (823-6) (Redknap 2001: 143) and a hoard containing Carolingian deniers of Louis the Pious (778-840) and Charles the Bald (823-6) (Redknap 1995: 58). A large number of weights were also recovered from the main settlement which are indicative of a trade relationship (Redknap 2000: 61, GAT-A820D1 2006).

The 1930's Pant Y Saer settlement excavation recovered Early Medieval pottery and a very impressive penannular brooch which led to the excavator originally assigning the site an Early

Medieval date (Phillips 1934: 18-19). A second penannular brooch was found near Pentraeth and reported through the Portable Antiquities Scheme (GAT-9271F5 2007).

Four burials have been recorded in a field between Pentraeth and Llanbedrgoch near a farm named Rhos Y Gad (Hughes 1904: 82, TAAS 1935: 189-90). All four burials were laid in stone lined cists and were aligned on an east-west orientation. Both Hughes and the Anglesey Antiquarians assigned the graves a 12th century date but recent work carried out by David Petts has assigned an Early Medieval date to this form of cist burial (Petts 2004: 77-78). Associated artefacts described by Hughes would support the hypothesis of an earlier date.

A further burial was uncovered by children in the sand dunes between Benllech and the Bay View Estate (Williams 1945: 21-2). The Benllech burial was set into a slope facing Benllech sands and was orientated north or north east with no evidence of a mound or stone cist (Edwards 1985: 20). The body was accompanied by a bone comb and four iron nails. Nancy Edwards has dated the Benllech burial to the 10th century and has suggested an association with the Viking expulsion from Dublin in 902 (Edwards 1985: 23). Eleven Norse raids on Anglesey are recorded between 855 and 993 (Carr 2011: 8). The Benllech burial site is located within the vicinity of a hoard of Viking arm rings found in the community of Lligwy. There is no evidence that these artefacts were associated with a burial (Baynes 1928: 359-60, Edwards 1985: 24).

In his diary of travels in Wales, Pennant records two large mounds in a gully close to Llanddona church near Red Wharf Bay. Pennant ascribes these mounds to Viking activity (Danes) and suggests that they were built to protect their boats when they are brought ashore (Rhys 1883: 42). There is however no supporting evidence for this hypothesis.

The potential for remains from this period is high and the significance of such remains is considered very high and would be of National significance. The Nationally important Viking settlement site of Llanbedrgoch is located around 800m to the west of the site and there has been a concentration of Viking material in the Red Wharf Bay and Pentraeth area.

5.8 Medieval

Old Station Yard is situated within the Medieval Cantref of Rhosyr in the Commotes of Dindaethwy, with the closest freehold townships being Pentraeth and Castell Bwlchgwyn. Carr states that Treath Coch (Red Wharf Bay) is mentioned as a port on a number of occasions in

Medieval manuscripts (Carr 2011: 80).

The wider area is mentioned on two further occasions, both relating to the violent struggles which were endemic during in the Medieval period. In 1157 Henry II invaded Gwynedd and the main battle was fought against Owain Gwynedd at Ewloe in the north east of Wales. However one of Henry fleets landed at Moelfre in Anglesey and records state that the knights began attacking the area including the church at Llanbedrgoch. These knights where defeated by a local militia (Thorpe 1978: 189).

In the late 1100's Hywel ab Owain Gwynedd was killed at Pentraeth by his brothers in a battle over the succession to the throne of Gwynedd. Hywel had recently returned from Ireland and it is likely that his fleet landed at Red Wharf Bay (Maund 2004: 113). Medieval manuscripts dating from 1516 suggest that there was a great 'close' called Y Cae Glas in Llanbedrgoch (Carr 2011: 80)

Aside from the parish church of St Peters at Llanbedrgoch (NPRN 43641), there is little definitive evidence for Medieval structures within the area surrounding Old Station Yard. The Royal commission survey records 15th and 17th fabric still surviving at the aforementioned church although it was heavily remodelled during the 18th century (RCAHMW, 1937, 38). It is unclear if this church is the same structure mentioned in Gerald of Wales as being attacked by Henry men's in 1157 (Thorpe 1978: 189). A possible deserted Medieval settlement is recorded at Plas Goranwy Isaf (NPRN 402772) but this hypothesis has yet to be proven and the site is evidenced only by aerial photography. A Medieval Cross (Croes Wion - PRN 3603) is located within the study area but little comment can be made as the cross was erected in its current location in 1921 and the original find spot is unknown. The Portable Antiquity Scheme has recorded a medieval sword pommel in the Llanbedrgoch area (ID 448488).

The potential for remains from this period is low - moderate and the significance of such remains is considered to be moderate.

5.9 Post Medieval

Two buildings dating from the post medieval period are listed by RCAHMW within the Llanbedrgoch area. Glyn farm (PRN 3612) to the south west of the site, has a single fragment of 14th century door way but is noted by the RCAHMW. The surviving building is however primarily 17th century and later in date. The second building “Plas Bach” is of predominately later 19th century

date but some evidence of an earlier 16th century fabric is recorded (RCAHMW 1938: 39).

A study of the Ordnance Survey maps shows little development of the site and the surrounding area and the land is utilised for agriculture. The site appears to have been divided into two small fields and the plot also encroached onto a larger field to the south. Built against the north face of the dividing wall between the two small fields there appears to be a small rectangular structure which appears on the First (1887) and Second (1901) Ordnance Survey maps (figures 2 & 3). This feature and the dividing wall were both removed as part of the construction of the railway and station as is evidenced in the Third Edition map dated 1914 (figure 4).

The first edition map shows a small quarry and limekiln to the south-west of the site (NPRN 408292). The limekiln disappears from the second and third edition maps but a larger quarry is recorded to the north of the earlier site.

The potential for remains from this period is low and the significance of such remains is considered to be low.

5.9.1 Holland arms to Red Wharf Bay Railway Line

The building of a railway line to Red Wharf Bay was first proposed in the 1800's and was ratified by an act of parliament in 1812 (figure 5) (Brown 1941:39). It was intended that the line would transport coal from the quarry at Penrhyn Mawr and carry it by train from Holland Arms to Red Wharf Bay (figure 6). From here it would then be exported to Ireland from a purpose built port (Bassett & James 1969-70:144).

The second stage of the plan would see the extension of the line along the coast where it would have have the opportunity to pick up other local products such as slate, flagstones and farm stock (Carpenter 1983: 3). A large archive containing documentation and plans relating to the construction of this track is held in Anglesey archives, but the line appears to have never been built (Brown 194: 39). It appears that trouble with investors, coupled with and the decision of one of the main members of the group behind the scheme (Mr Holland Griffiths), to lease his coal seams to a local group for sale to the local market put an end to the scheme (Bassett & James: 1969-70: 145-46). The scheme was finally abandoned in 1831 (Carpenter 1983: 3). The plans for the railway line were later used for the Holland Arms to Pentraeth section of the 1909 Red Wharf Bay Branch line (Bassett & James 1969-70: 145).

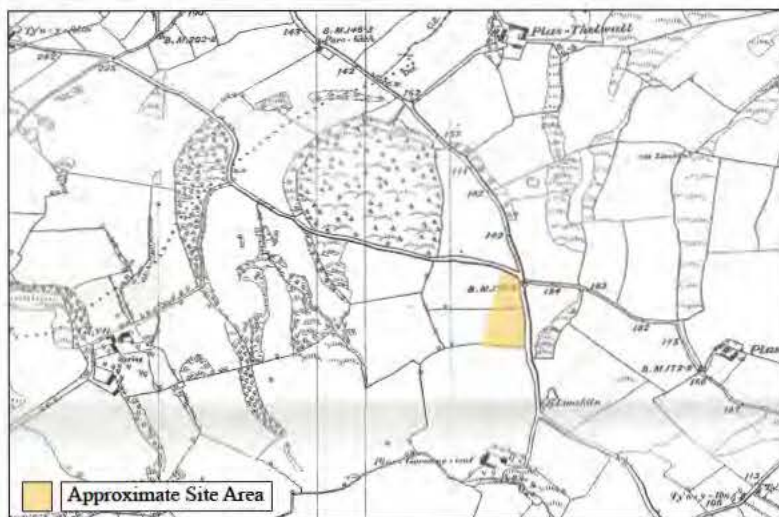


Figure 2. First Edition Ordnance Survey Map 1887

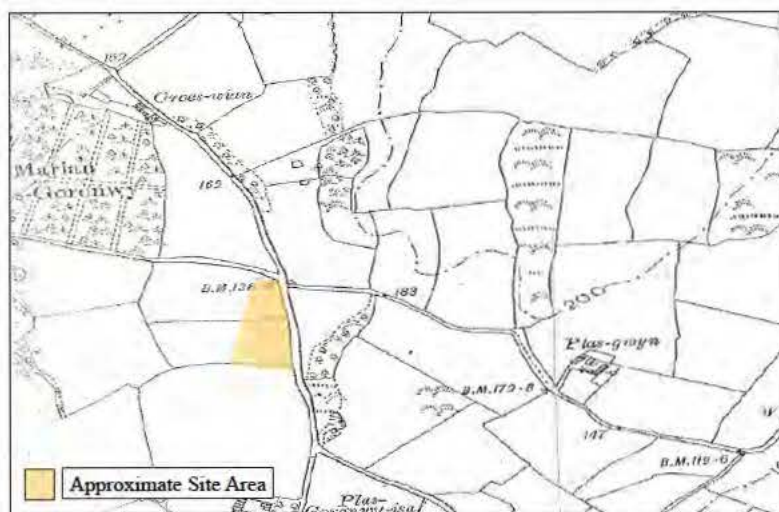


Figure 3. Second Edition Ordnance Survey Map 1901

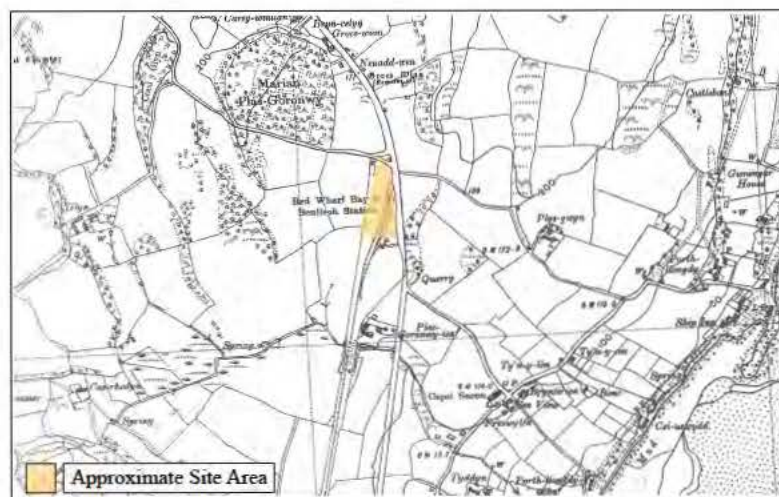


Figure 4. Third Edition Ordnance Survey Map 1914

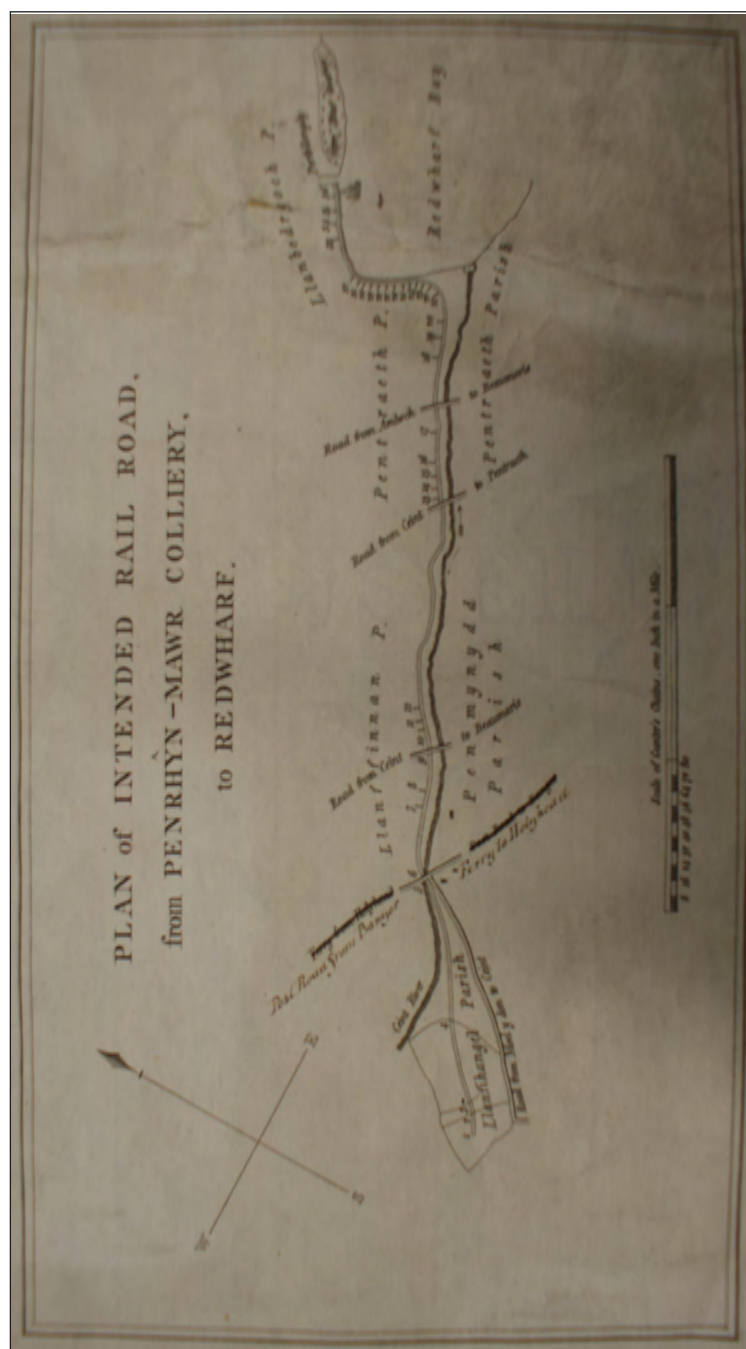
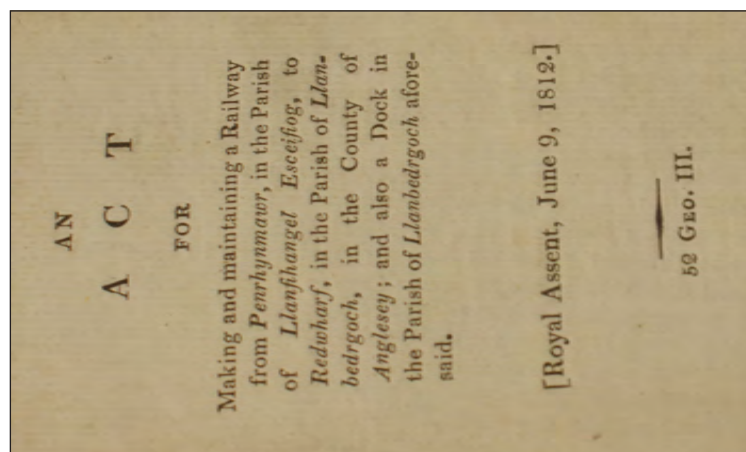


Figure 5. Act of Parliament 1812 Ratifying the Construction of a Railway Line to Red Wharf Bay (Source & Copyright Anglesey Archives)

Figure 6. Plan of Intended Railway Line Produced c.1812 (Source & Copyright Anglesey Archives)

5.9.2 Later Railway History

In 1899-1900 the London and North Western Railway Company (L.N.W.R) were granted permission to build a branch line on the Anglesey Central Branch Line (Gaerwen to Amlwch) running from the Holland Arms station to Red Wharf Bay. Negotiations between the landowners and L.N.W.R were carried out between 1903-1907 and papers relating to these discussions are held at Anglesey Archives. These papers detail the landowners demands for high prices and pleas made by Lord Boston for reasonableness and not to “*demand the uttermost farthing*” in an effort to keep the project afloat (Lligwy Papers MSS 358 & 360). A map showing the locations of these branch lines is shown in figure 7.

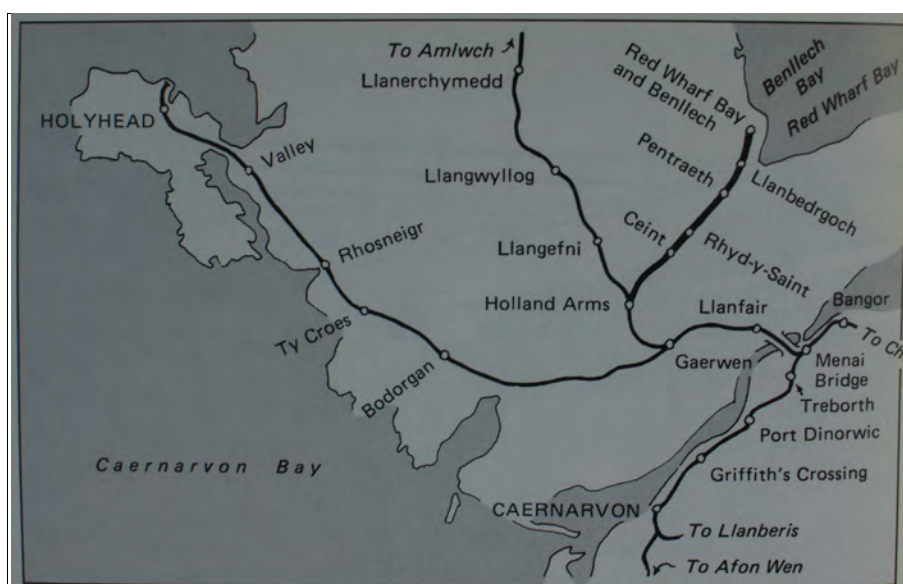


Figure 7. Map of Anglesey Showing Position of L.N.W.R Central and Branch Lines (Source Carpenter 1983)

The line was built in two stages. The first stage, Holland Arms to Pentraeth, was completed on the 1st of July 1908. The second stage - Pentraeth to Red Wharf Bay & Benllech (the station was sited between the two areas) was completed on the 24th May 1909 (Carpenter 1983: 3, Anglesey Archives Misc papers WDAA6 189). The station was sited on land owned by local farmer Mr John Rice Roberts (Flintshire Record Office R.J. Dean MSS Ref 334).

The rail line was operational as a passenger and freight line until 1930 when a fall in passenger numbers coupled with an increased use of buses led to the service being removed (Rear 1994). The freight line was reduced to running only three times a week and continued in reduced usage until the line was finally closed in 1950 (Carpenter 1983: 8). Figures 8, 9 & 10 show the brochure cover, timetable and route map produced in 1909 to promote the service.

5.9.2.1 Red Wharf Bay and Benllech Station

The site of the station and yard covers an area of approximately seven and half acres. The eastern edge of the site is bordered by the main road to Benllech, whilst the western edge of the site is bordered by agricultural land. The main access to the site is located at the northern end of the site and leads onto the main Benllech road (Flintshire Record Office: R.J. Dean MSS Ref 335).

It is evident from a 1923 plan (R.J. Dean MSS Ref 335) held in the Flintshire Record Office that the main line spits into four on the termination of the line at the station (figure 11). Carpenter (1983) also produces a plan which clarifies the station layout (figure 12). Both plans show that the platform housing the main station buildings were located to the east of the site within the proposed development area. The line is split into two passenger lines running either side of the platform with the easternmost line leading to a horse platform. In his work Rear (1994: 75) details the platform as being “much longer than at other stations and halts on the line, being 260ft in length (excluding the ramp when built, cut cut back to 160ft in January 1944). The main platform was constructed of timber and ended in a brick built loading ramp from which the public were excluded with a gated access to the platform. The platform building at the Red Wharf Bay Station were more extensive than at neighbouring stations and appears to have been a timber structure. Within this block were housed a booking hall, general waiting room, booking office, ladies waiting room, toilets and a porter's room (Rear 1994: 75).

The third line is a goods line and terminates at a group of wooden storage buildings to the west of the platform. Also in this area is a brick built weigh machine office. The fourth line terminates next a cattle dock wooden built with stone frontages. A track links the cattle pen to the Benllech road to allow for easy movement of animals to and from the station without affecting the rail passengers.

A large, roughly triangular area separates the train station structures from the main road and appears to have a bank at its eastern edge. A small boundary wall creates an east-west axis cutting off the wider part of this parcel of land.

London & North Western
• • Railway. • •



MOTOR OMNIBUS

AND

RAIL MOTOR CAR

SERVICES IN

NORTH WALES.

MAY and JUNE, 1909.



FRANK REE,
General Manager.

of Connecticut & Co., Limited, Publishers, Newtown-Willow,

GAERWEN, LLANGEFNI, AND RED WHARF BAY.									
	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Bangor	dep	9 30	12 10						
Holyhead	arr	9 40	9 55	12 10					
Caerwen	dep	9 30	10 45	12 10					
Holland Arms	arr	9 35	10 49	12 10					
Ambleth	dep	8 30	11 40						
LLangefni	dep	8 40	10 50	12 10					
Holland Arms	dep	9 30	10 50	12 10					
Ceint	arr	9 40	10 55	12 15					
Edyrd yslint	arr	9 44	10 58	12 15					
Pentraeth	arr	9 53	11 55	12 25					
Harborth-goch	arr								
Red Wharf Bay and Benllech	arr								
Red Wharf Bay and Benllech	dep								
Harborth-goch	dep								
Pentraeth	dep								
Edyrd yslint	dep								
Ceint	dep								
Holland Arms	arr								
LLangefni	arr								
Ambleth	arr								
Holland Arms	arr								
Caerwen	arr								
Holyhead	arr								
Bangor	arr								

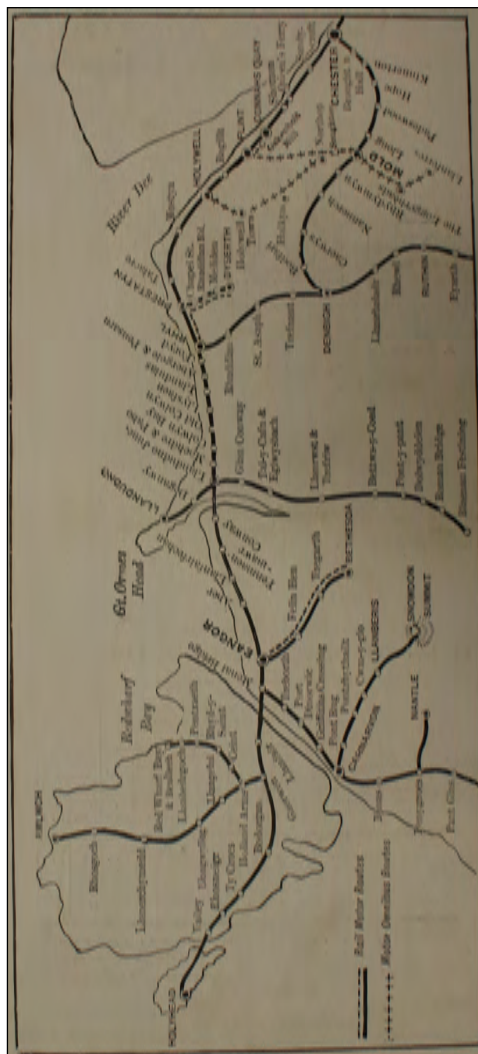


Figure 8 (Left). London & North Western Railway Timetable Brochure

Figure 9 (Above). Timetable Extract from the Timetable Brochure

Figure 10 (Below). Branch Line Route Taken From Timetable Brochure

Source & Copyright Anglesey Archives

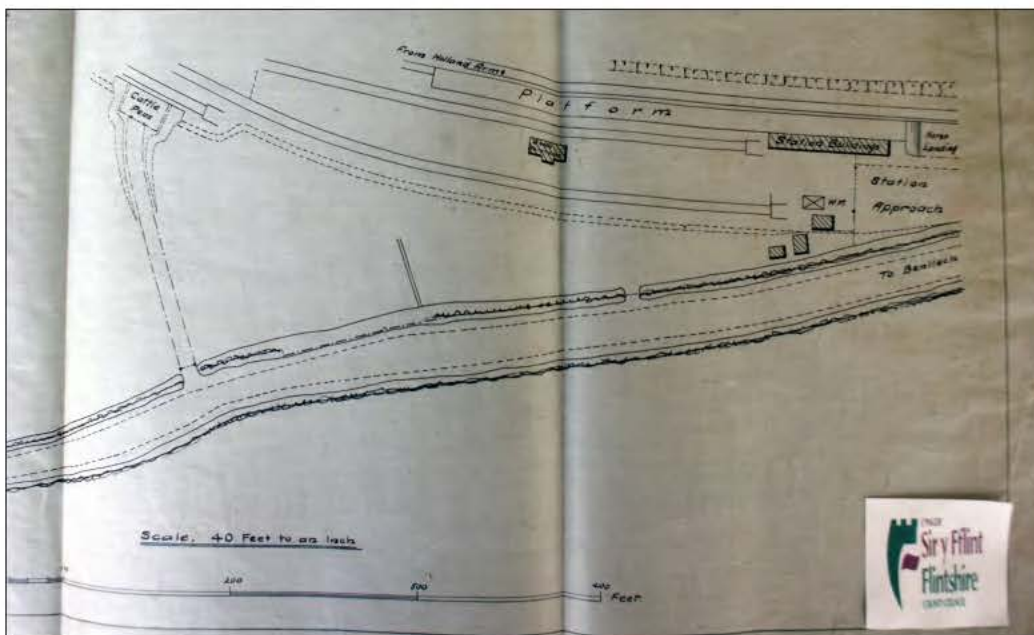


Figure 11. L.N.W.R Red Wharf Bay Station Plan Dated 1923.
Source & Copyright Flintshire Archives

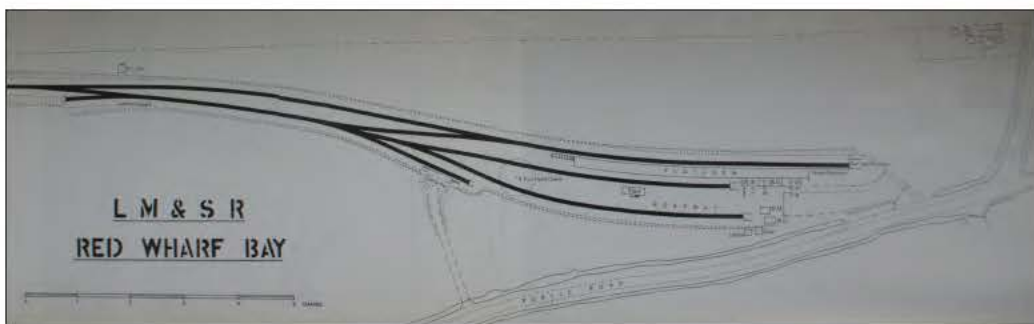


Figure 12. L.N.W.R Red Wharf Bay Station Plan.
Source & Copyright Carpenter 1983

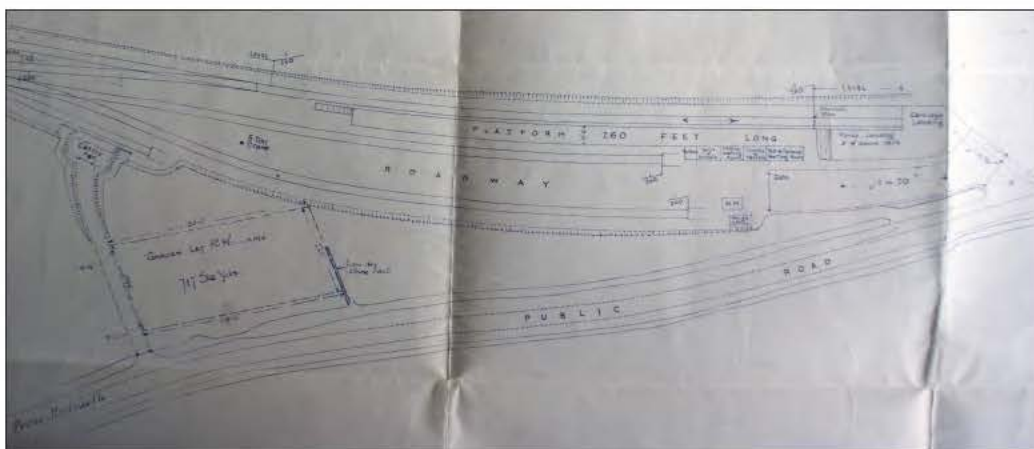


Figure 13. L.N.W.R Red Wharf Bay Station Sale Plan 1951.
Source & Copyright Flintshire Archives

When comparing the 1923 plan against a plan (figure 13) dating from 1951 (which was drawn following the closure of the station) it is evident that very few changes occurred during the life of the station. Two of the stores have been removed from the end the third line, and a crane is marked between the second and third line. The southern section of the wider part of the triangular land parcel appears to have be let to a R. Williams as a garden (Flintshire Record Office: R.J. Dean MSS Ref 339). Figures 14 & 15 were also drawn following the decommissioning of the line and the station and provide a little more detail about the surviving buildings on the site. It states that “*no structures are worth recovering and are to be disposed of with adjoining land or sold for removal*”.

A report written in 1958 records that the tracks have been removed but the platform, station buildings, cattle pens, approach road and the crane (now dismantled) still remain insitu. All the buildings are described as being in poor condition. The report also states that the land is in poor condition but “could be developed as a caravan site” (Flintshire Record Office: R.J. Dean MSS Ref 342).

In his 1983 paper recording the history of the Holland Arms to Red Wharf Bay & Benllech line Carpenter collected a number of photographs of the station whilst still in use and these have been reproduced as figures 16 – 25.

The potential for remains from this period is very high and features believed to be associated with the train station were noted during the walkover survey. However given the number of documents and photographs detailing the station and that a number of papers have also been written detailing the history of the Holland Arms to Red Wharf Bay & Benllech line the significance of these remains is considered low - moderate.

Appendix C overlays historic station plans with a modern site map allowing the location of site features to be identified. It is clear from these overlays that the land to the south of the proposed development was undisturbed when the station was operational and this area is marked as a garden.

5.3 Later Site Use

Discussion with Mr Fell, the current landowner, revealed that his family demolished the site buildings, erected the corrugated storage building (for a family business) c.1970 and constructed the earth bank seen in the walkover survey.

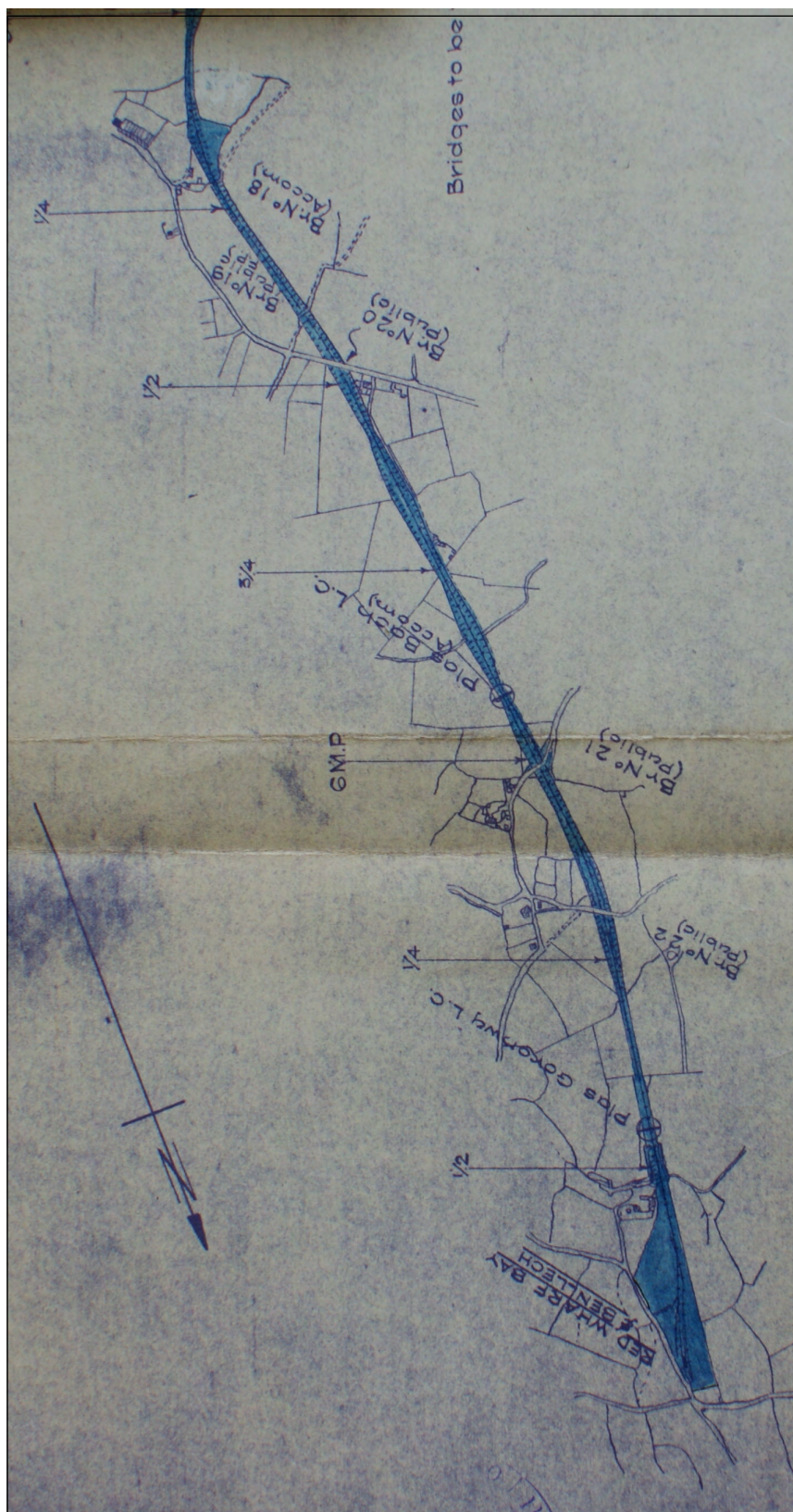


Figure 14 & 15. L.N.W.R Red Wharf Bay Station Plan Dated 1951 Detailing Salvage Plans for the Station Following The Decommissioning of the Line. Source & Copyright Flintshire Archives

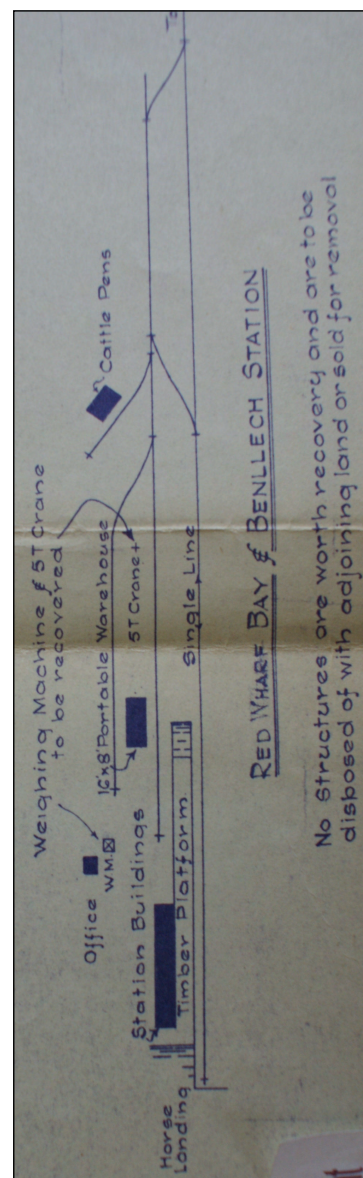




Figure 16. Red Wharf Bay & Benllech Station Shortly After it Opened in 1909 (Source Rear 1994: 21)

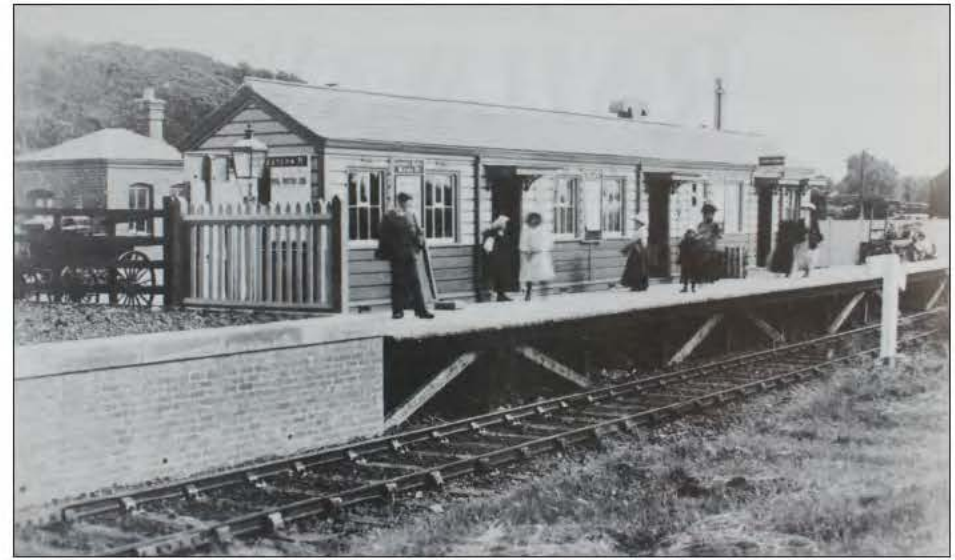


Figure 17. Red Wharf Bay & Benllech Station Shortly After it Opened in 1909. Note the Weigh Machine Office to the Rear of the Platform (Source Carpenter 1983: 2)



Figure 18. The L.N.W.R Pioneer Auto Set No. 78 & 79 Prior to Being Dispatched for use on The Red Wharf Bay line (Source Carpenter 1983: 14)



Figure 19. Facing Towards the Buffer Stops at Red Wharf Bay & Benllech Station in May 1947 (Source Carpenter 1983: 11)



Figure 20. The View From the Carriage Dock 1949 Shortly Before the Station Closure (Source Carpenter 1983: 13)



Figure 21. General View of the Red Wharf Bay Station Layout
Taken 1949 (Source Carpenter 1983: 12)



Figure 22. The Red Wharf Bay Cattle Dock 1937. Two Small Pens
Were Provided Allowing Two Wagons to use the Dock
(Source Carpenter 1983: 12)



Figure 23. Pentraeth Station c.1952 Showing
Weighbridge Office Similar to that at
Red Wharf Bay (Source Carpenter 1983: 11)



Figure 24. Goods Yard Taken 1937 Showing
Crane and Goods Shed
(Source Carpenter 1983: 13)



Figure 25. View Facing Holland Arms
Taken 1937 (Source Carpenter 1983: 11)

6.0 Results of Walkover Survey (Figures 26 - 37)

A walkover survey of the Old Station Yard site was conducted on April 4th 2012. The owner, Mr Martin Fell, was on site to allow access and to provide additional information about the later history of site.

The site is accessed from the north through a gate way set back from the main road. The site is divided along a roughly north-south axis by a large earth and rubble bank. The bank is shown in figures 26, 32 & 36.

A single gravel track-way leads south from the site entrance to a corrugated storage building located on the eastern area of the site (figures 27, 30 & 31). The structure is individually fenced off by a chain link and concrete post fence. The rest of this area is covered by grass. The grass is patchy in places and there is some waterlogging on the south-western side of track. This area is partially covered by a rubble spread, presumably intended to level and dry the wet areas.

Certain aspects of the 1900's railway station are still visible at ground level and stone curbing was recorded in two places near the site entrance. A small area of brick flooring was recorded running beneath the earth and rubble bank (figures 36 & 37). The style and shape of this brick flooring corresponds with a brick floor surface observed on a photograph of the station platform taken in 1949. A wall aligned on a north-south axis (possibly brick built with stone corners) was observed near the aforementioned floor surface. It is visible in the top left-hand corner of figure 37. A further area of brick flooring was identified at the southern end of the site (figure 35).

On the west side of the north-south bank the ground was overgrown with a mixture of scrub and trees. A thick layer of mulch covered the ground and this area has clearly been used for the dumping of rubble and modern appliances. Due to the overgrown nature of this portion of the site access was only possible through a small number of cleared areas. No archaeological evidence was observed within this area although this is not to say that there are no surviving remains. The area beyond the trees is farmland (figures 33 & 34).

Appendix D is a modern map of the site detailing the positions of all photographs taken during the walkover survey.



Figure 26. Site Entrance



Figure 28. Surviving Curbing



Figure 27. Photograph Taken Inside Site Entrance Showing Surviving Curbing

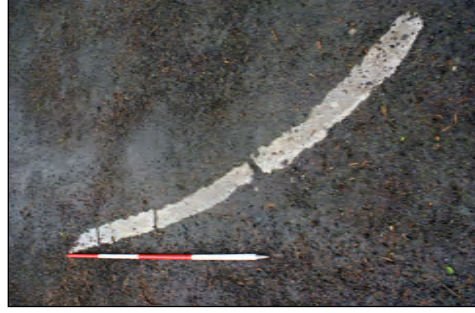


Figure 29. Surviving Curbing



Figure 30. Corrugated Storage Building at the Southern End of the Site. Front Elevation



Figure 31. Corrugated Storage Building at the Southern End of the Site. East Elevation



Figure 32. Earthen Bank
at Southern End of Site



Figure 34. Clearing in Wooded Area
at Northern End of Site



Figure 36. Brick Surface and Earthen Bank
at Northern End of Site



Figure 33. Clearing in Wooded Area
at Southern End of Site

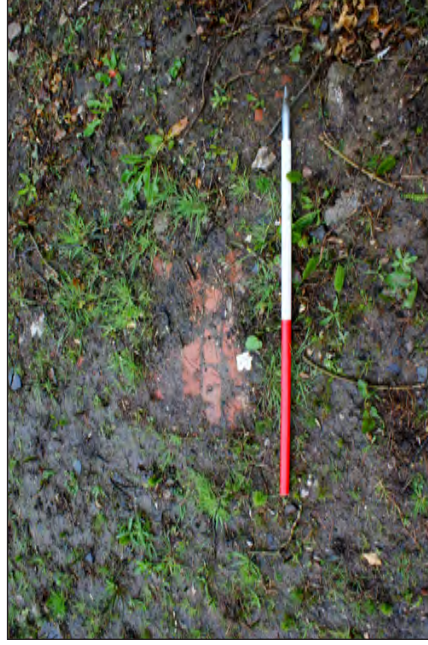


Figure 35. Brick Surface and Waterlogged
Area at Southern End of Site



Figure 37. Brick Surface Detailed Shot

7.0 Conclusion

Searches of the historical and archaeological record undertaken by C.R Archaeology have clearly demonstrated a wealth of material in the area surrounding the site. This includes evidence of artefacts, settlements and burials dating from the Mesolithic through to the post-medieval/modern period. The high level of activity and settlement focused on the surrounding area is likely to have been due to the prime agricultural land and easy access to the sea.

The site itself appears to have had little recorded activity aside from agricultural usage and prior to the advent of the railway the land appears on cartographic sources as two small fields. The plans for railway station have been discussed above and these plans show that the whole area proposed for development was not utilised for the train station activities. This is particularly clear when examining the southern area of the site. This area is shown as a garden right up until the sale of the land in 1950's. The only development after this point is the construction the store house in the 1960's.

The quantity of material discovered in the area surrounding the site would indicate a high potential for Prehistoric and Early Medieval material to be encountered – particularly in areas of the site which were undisturbed by the later train station. The wet areas of the site may indicate the possibility of springs/watercourses which may have attracted activity associated with burnt mounds as is discussed above. Remains of the Red Wharf Bay and Benllech Station were clearly observed during the walkover survey and it is unclear as to what extent these structures have disturbed any underlying deposits. There is a high potential that if archaeological remains are encountered that they could be of National significance.

As previously mentioned the site is at a slightly lower level than the road but is at approximately the same level as the fields to the west. It would therefore seem unlikely that the original height of the plot has been greatly reduced by modern land use.

Groundworks associated with the proposed works will have a negative impact on any surviving archaeological remains within the Old Station Yard plot particularly within the southern and eastern areas of the site. It is therefore recommended that archaeological mitigation be undertaken prior to development. The scope and methodology of archaeological works to be undertaken will be agreed with GAPS before on-site works commence.

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Bangor University Archives

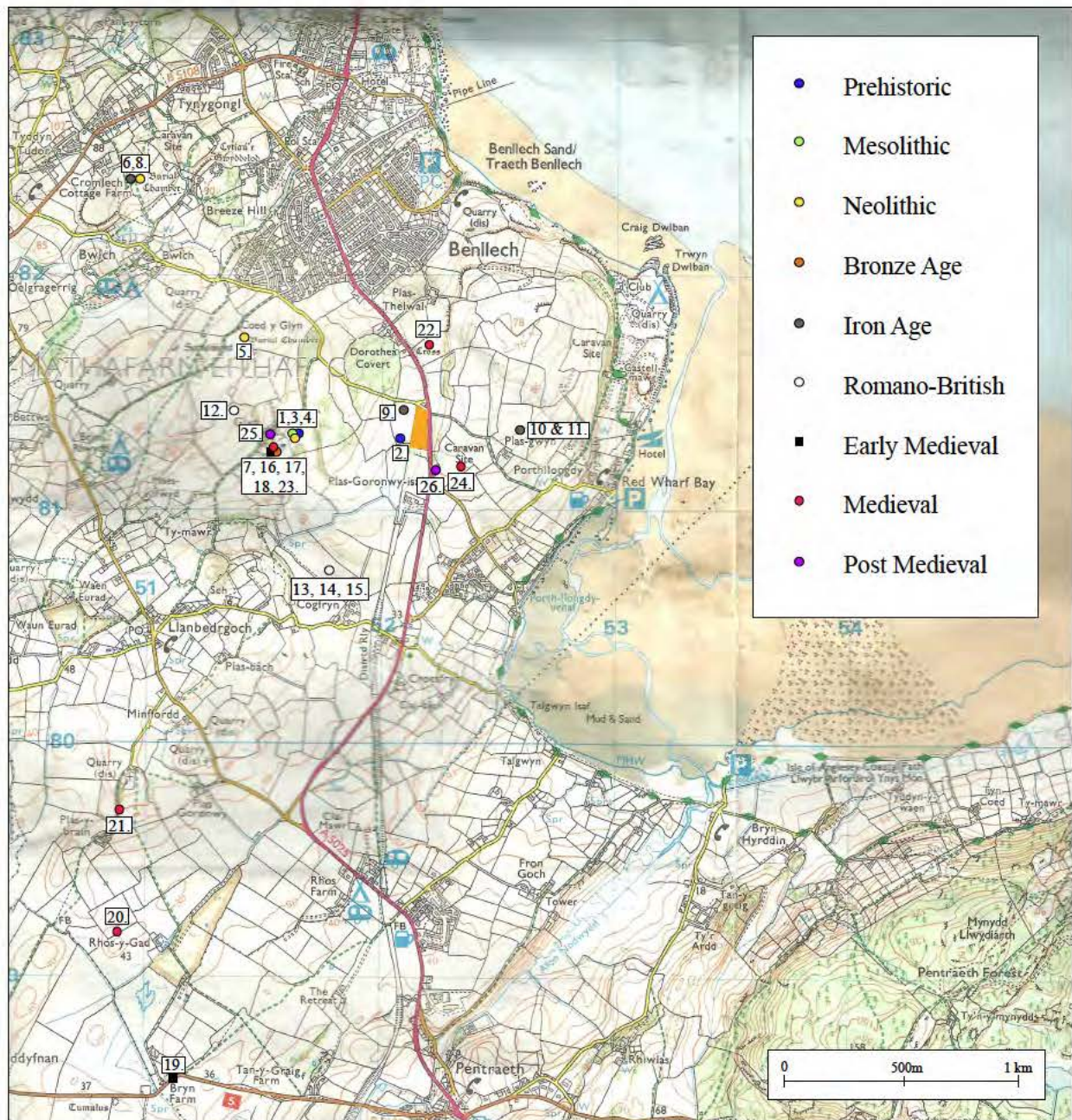
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Flintshire Record Office

R.J. Dean MSS Ref 334, Deposited 1910, Plan 1900, 25" scale.

R.J. Dean MSS Ref 339, Sketch plan of proposal of the removal of service.

R.J. Dean MSS Ref 342, Report and site Inspection, Red Wharf Bay Branch (sale to Mrs W. J. Mills).



Appendix A. Location Map Detailing the Positions of Sites Discussed Within the Text and Their Location Relative to the Old Station Yard Site.

Please Note the Numbers Correspond with the Map Numbers Listed in Appendix B.

(Base Map Source: Ordnance Survey)

Appendix B. Descriptive List of Sites Mentioned in Text

Identifying Registration	Map Number	Site Name	Brief Description	Period	Designation	Approximate Distance from Old Station Yard Site
PRN 5229	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 5230	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 5232	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 3613	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 24012	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 24014	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 24015	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 3612	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 5348	1	Find spot	Flint core	Prehistoric	-	c. 700m
ID 122834	1	Find spot	Flint core	Prehistoric	-	c. 700m
PRN 5231	2	Find spot	Flint core	Prehistoric	-	c. 100m
ID 381140	3	Find spot	Flint blade	Mesolithic	-	c. 700m
PRN 24015	4	Find spot	Flint scraper	Neolithic	-	c. 700m
PRN 24013	4	Find spot	Flint arrowhead	Neolithic	-	c. 700m
NPRN 300835	5	Coed Y Glyn	Burial Chamber	Neolithic	Scheduled Ancient Monument	c. 900m
NPRN 3601	6	Pant Y Saer	Burial Chamber	Neolithic & Bronze Age	Scheduled Ancient Monument	c. 1700m
PRN 5576	-	-	2 tumuli mounds removed during construction of Red Wharf Bay branch line	Bronze Age?	-	Exact location unknown
PRN 3828	-	-	2 boiling mounds in Pentraeth area	Bronze Age?	-	Exact location unknown
NPRN 405456	7	Discovered during Glyn Farm excavation	Burnt mound	Bronze Age?	-	c. 750m

PRN 60	8	Pant Y Saer hut group	Hut group	Iron Age	Scheduled Ancient Monument	c. 1700m
PRN 3613	9	-	6 depressions indicating enclosed hut group	Iron Age?	-	c. 400m
NPRN 300523	10	Plas Gwyn	Hut group & field system	Iron Age?	-	c. 500m
NPRN 406990	11	Castle Bank, Plas Gwyn	Earthworks associated with Plas Gwyn	Iron Age?	-	c. 500m
PRN 5347	12	Features in Cae Hywel field	Possible roundhouse and associated field system Scatter of Roman coins Strap fastener and three brooches Roman pottery	Iron Age? Romano-British Romano-British Romano-British	-	c. 800m
ID 381140	-	-	Single Roman coin	Romano-British	-	c. 800m
PRN 24010	13	Find spot	Roman coins	Romano-British	-	c. 900m
PRN 24011	14	Find spot	Roman metal artefacts/ coins	Romano-British	-	c. 900m
PRN 24017	15	Find spot	Roman Samian ware	Romano-British	-	c. 900m
NPRN 405456	16	Enclosure Glyn Farm	Llanbedr Goch Viking settlement	Viking/ Early Medieval	-	c. 750m
GAT/A820D1 2006	17	Metal detector find from Glyn Farm	Lead weights	Viking/ Early Medieval	-	c. 750m
GAT/9271F5 2007	18	Metal detector find from fields around Pentraeth	Penannular brooch	Viking/ Early Medieval	-	c. 800m

PRN 7313	19	Rhos Y Gad	Burials	Viking/ Early Medieval	-	c. 2900m
NPRN 404315	20	Rhos Y Gad	Battle site	Medieval	-	c. 2700m
NPRN 43641	21	St Peters Church	Church	Medieval	Grade II* Listed	c. 2000m
PRN 3603/ NPRN 302548	22	Croes Wion	Reset Medieval Cross	Medieval	-	Erected in this spot in 1921. Original location unknown
ID 448488	23	Find spot, Llanbedr Goch	Sword Pommel	Medieval	-	c. 750m
NPRN 402772	24	Plas Goranwy Isaf	Deserted Medieval settlement	Medieval	-	c. 250m
PRN 3612	25	Glyn Farm	Farm house and outbuildings	Post Medieval	Grade II* Listed	c. 800m
NPRN 408292	26	-	Lime Kiln	Post Medieval	-	c. 200m

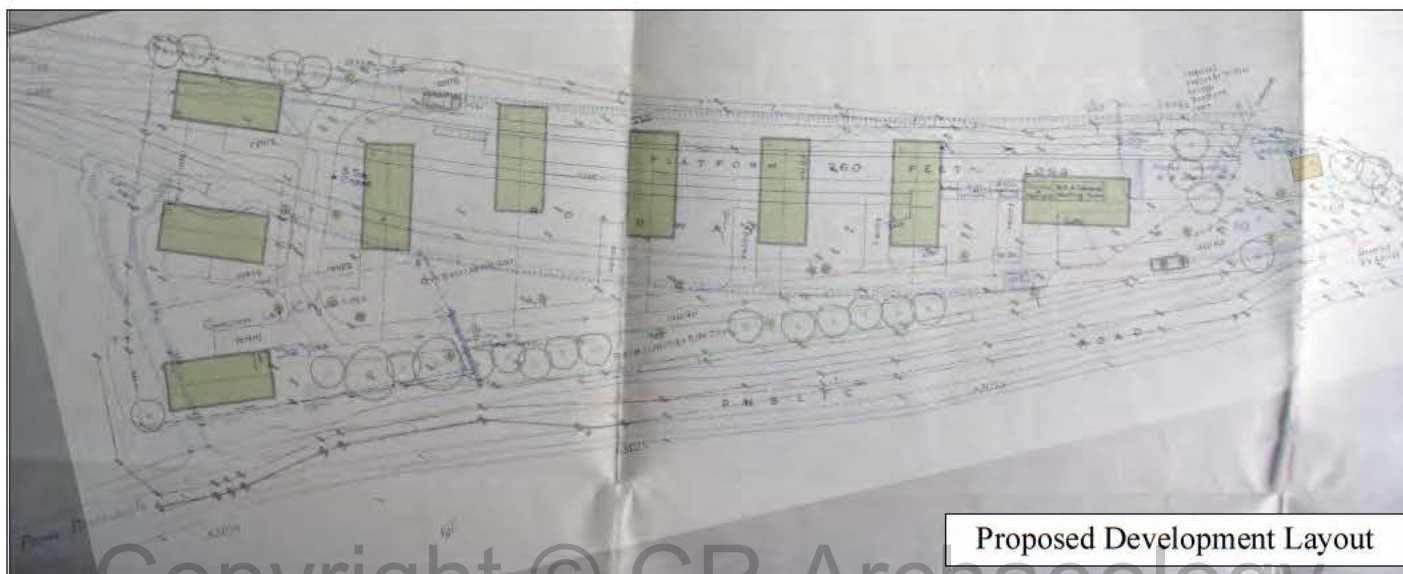
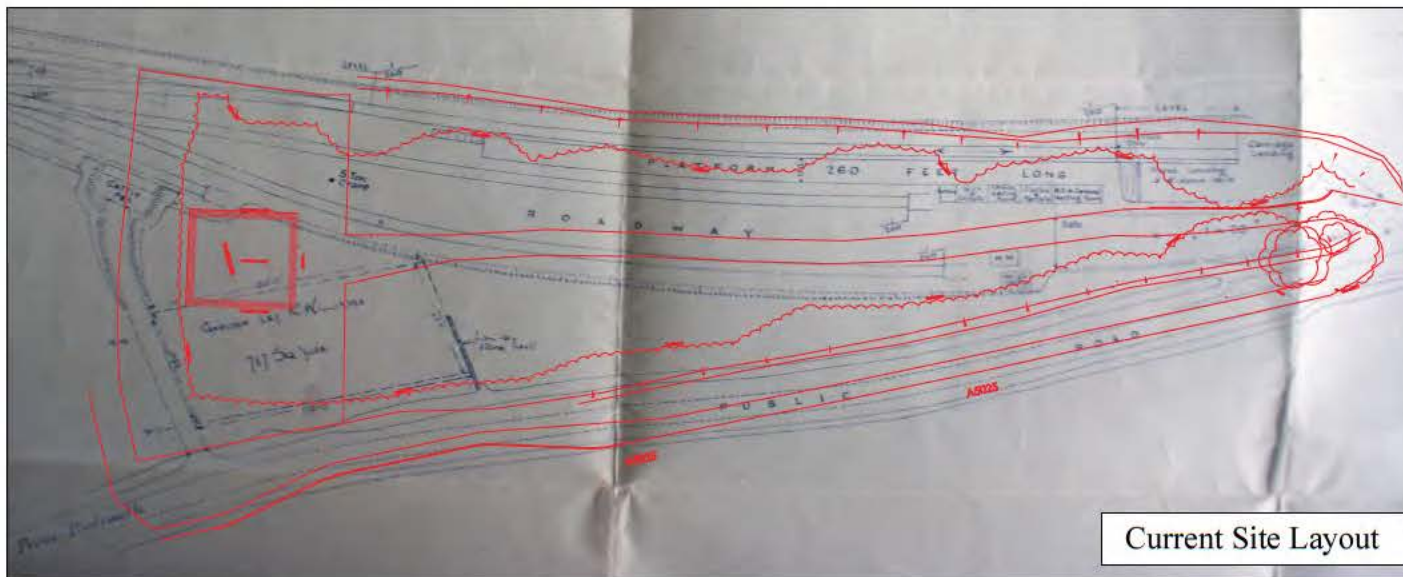
Please note any archaeological features or finds which are mentioned in academic books/ journal articles but which do not have an NPRN or PRN number assigned are not included in this table.

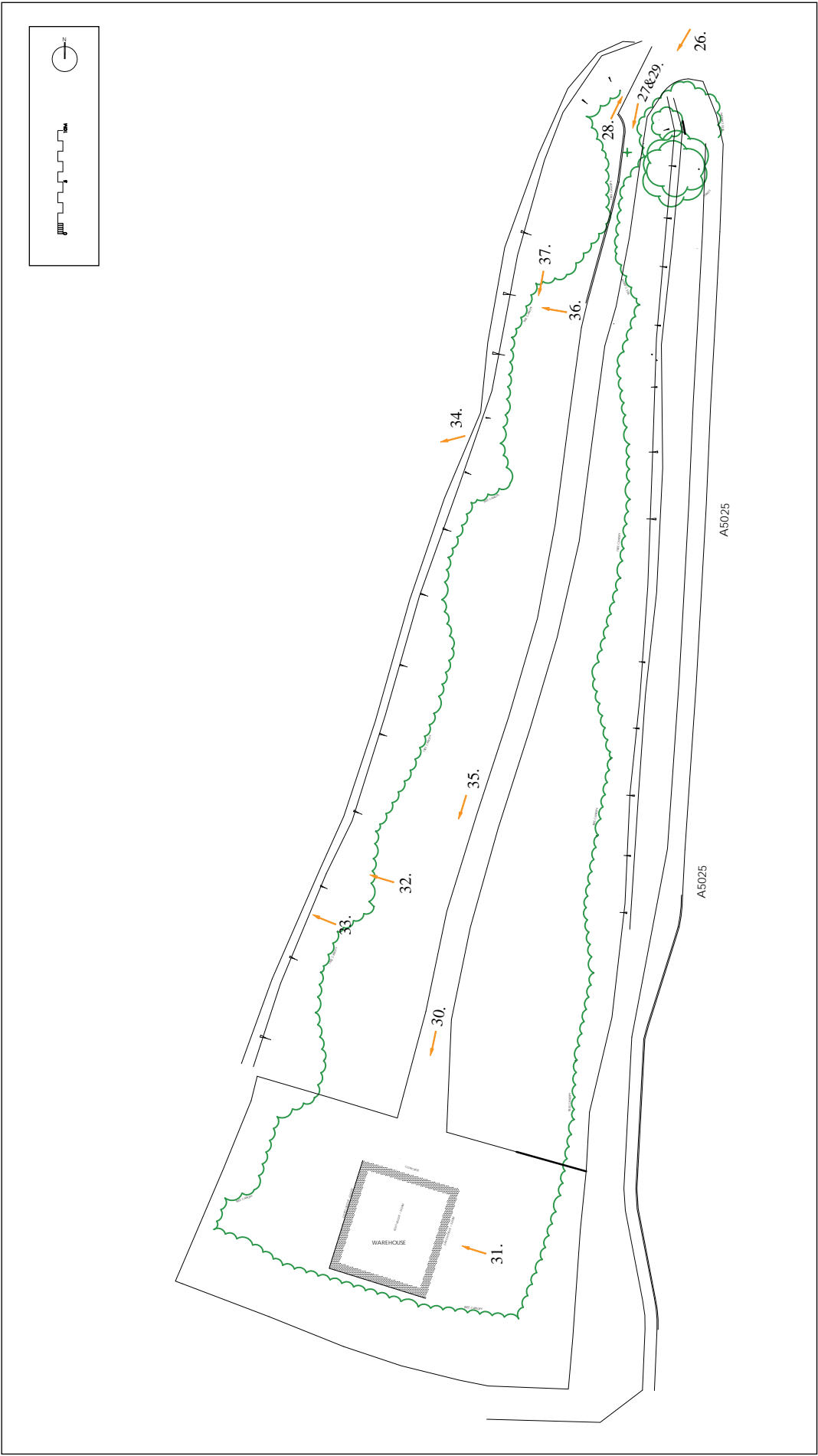
NPRN – Number assigned by RCAHMW

PRN – Number assigned by Gwynedd HER

ID – Portable Antiquities Scheme Number

Appendix C. 1951 Station Plans With an Overlay of Architects Plans of the Proposed Development.
Of Particular Relevance is the Placement of Chalets Over the Platform Area and the Area to the South of the Site Which Sites 3 Chalets on an Area not Previously Disturbed by the Station. Please Note Overlay Position is Approximate Only as there is a Degree of Discrepancy Between the Two Phases of Plan.





Appendix D. Site Map Showing Approximate Positions of Photographs Taken During Walkover Survey
(Original Drawing Produced by and Copyright Tarmaster Jones Architects)