

GLAMORGAN
GWENT
ARCHAEOLOGICAL
TRUST

GLAMORGAN-GWENT ARCHAEOLOGICAL TRUST
CONTRACTS SECTION

ARCHAEOLOGICAL DESK-BASED ASSESSMENT
PORT TALBOT - MARGAM DUPLICATE WATERMAIN

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Report prepared for Dwr Cymru (Welsh Water)
by the Glamorgan-Gwent Archaeological Trust Ltd
(Contracts Section)

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Summary

Prior to the construction of a duplicate watermain between the A48 opposite Bron-y-Carn Farm south of Margam (NGR SS 8120 8490) and the M4 on Baglan Moors (NGR SS 7510 9185), Dwr Cymru (Welsh Water) through its agents Wallace Evans commissioned the Glamorgan-Gwent Archaeological Trust (Contracts Section) to undertake a desk-based assessment of the likely impact of the proposals on the archaeological resource.

The narrow coastal plain between Margam and Baglan has been utilised as a major route of communication with adjacent settlement and concomitant land exploitation from prehistoric times onwards. Much of this resource has, however, been destroyed or at best obscured by the industrialisation and associated urbanisation of the area in the past two centuries. It is only at the eastern end of the proposed route that the line passes through a rural environment containing visible evidence of past human activity, although vestigial traces of an earlier man-made landscape may be detected below more recent deposits on the Baglan and Aberavon Moors.

The route does not impinge on any sites, with certain remains, of national or regional significance, apart from three Roman roads and the remains of seventeenth century estate features in Margam Park; these should be examined and recorded either in advance of or in conjunction with the construction programme. Certain other parts of the route pass through areas where there is a reasonable expectation of archaeological remains, not previously recorded, surviving and these should be monitored through an archaeological watching-brief geared to run in accord with the construction programme.

Acknowledgements

The report was prepared by AG Marvell BA MIFA (Principal Archaeological Officer, GGAT Contracts). The author is grateful to staff at the Central Registry of Air Photography for Wales, Cardiff and the Glamorgan County Archives Service, Cardiff and Swansea offices for their co-operation and assistance.

1. Introduction

1.1 Development proposals and commission

Prior to the construction of a duplicate watermain between the A48 opposite Bron-y-Carn Farm south of Margam (NGR SS 8120 8490) and the M4 on Baglan Moors (NGR SS 7510 9185), Dwr Cymru (Welsh Water) through its agents Wallace Evans commissioned the Glamorgan-Gwent Archaeological Trust (Contracts Section) to undertake a desk-based assessment of the likely impact of the proposals on the archaeological resource.

The proposed watermain is to be constructed as part of a series of related works (some already completed) to improve existing supplies in the Porthcawl - Margam - Port Talbot - Aberavon - Baglan areas. This study has been undertaken following consultations by Dwr Cymru (Welsh Water) with conservation and related interests.

1.2 Specification for the report

The specification for this report was prepared by the Glamorgan-Gwent Archaeological Trust (Contracts Section) in accordance with the draft Standard in British Archaeology for Archaeological Desk-Based Studies, issued by the Institute of Field Archaeologists in September 1992. The specification is included in the report as Appendix One.

1.3 Scope of the report

The report describes the physical environment of the proposed development area (Section 2), summarises the likely archaeological resource (Section 3), before outlining the likely impact of the development on the archaeological resource (Section 4). Recommendations and suggestions on possible mitigatory measures are made in Section 5. Supporting and other data is given in a series of appendices.

1.4 Abbreviations

Sites directly affected by the proposed route (listed in appendix 5) are prefixed PT-M; these include a number of sites and monuments recorded in the county Sites and Monuments Record (SMR) which with other sites therein recorded in the vicinity of the route are also referred to by their Primary Record Numbers (PRNs). References to primary and secondary sources are given in the bibliography.

2. The Physical Environment

2.1 Surface Geology

The greater part of the route runs through fluviially deposited alluvium underlying modern fill. At Groes (now under the M4) this meets glacial sands and gravels, which continue under the section of the route running through Margam.

2.2 Topography

The eastern section of the route between its commencement and the M4 runs through gently undulating pasture and parkland with frequent copses and small woods; this landscape has essentially remained unchanged since the eighteenth century. At the crossing of the M4, where the Vale, Border Vale and Blaenau Morgannwg geographical regions converge, the route, descends down to, and then passes through, a narrow (0.7km max.) low-lying coastal plain. Most of this region has suffered the effects of modern urbanisation and industrialisation and only vestigial traces of the earlier landscape survive.

3. The Archaeological Resource

3.1 General

The proposed route passes through an area that has produced archaeological evidence dating from the Neolithic period onwards. However, apart from excavations by Wheeler of prehistoric sites in the 1920s and by the Glamorgan-Gwent Archaeological Trust of the deserted post-medieval village of Margam (unpublished) and a small section across the Roman road crossing the eastern end of Margam Park (PRN 2738), no systematic examination of the archaeological resource through excavation, survey or other method has occurred.

The history and archaeology of the area, particularly for the medieval and later periods is, nevertheless, reasonably well understood. This is partly as a result of the recovery of a large number of archaeological finds through chance discoveries and because of the existence of extensive documentary and cartographic collections and references to the Lordship of Aberavon, Margam Abbey, and the Mansel and Port Talbot estates. This information is extensively detailed in the relevant sections and volumes of the Royal Commission on Ancient and Historical Monuments (Wales) Inventories for Glamorgan and the relevant chapters and volumes of the Glamorgan County History. There is little scope or point in reiterating this evidence here other than in the most condensed fashion, with the salient matters with direct implications for the known or likely archaeological resource along the pipeline focused in the summary below by historic period.

3.2 Prehistoric

Neolithic

Evidence of activity in this period is represented by the chance discovery of three axe-heads (PRNs 737w, 961w). These were all recovered from locales which imply marine or fluvial deposition. Therefore, they cannot be taken to imply the existence of settlement or land exploitation.

Bronze Age

Apart from a chambered tomb (PRN 747w) excavated by Wheeler in the 1920s with uncertain results, which is possibly the westernmost example of a series of such sites centred on Mynydd Margam, the only other finds of this period are six axes (PRNs 1211w, 2251w, 2340w) which have been recovered from the foreshore and are possibly marine deposited, and therefore do not necessarily indicate the presence of settlement or land exploitation nearby.

Iron Age

The remains of two hillforts and a defended enclosure (PRNs 745w, 756w, 1996w) exist on the hills above the Port Talbot/Aberavon coastal plain. The only other evidence for activity in this period is a ring-headed pin (2344w) found on the foreshore and are possibly marine deposited, and therefore do not necessarily indicate the presence of settlement or land exploitation nearby.

3.3 Roman

The general route of the main road through South Wales, Iter XII of the Antonine Itinerary has been long known, even if the actual course of certain sections is uncertain. This road (PRN A02) approaches the study area from Kenfig, following roughly the line of Water Street before crossing the A48 and entering Margam Park. Here it should join another road (PRN A03) running roughly southeast-northwest across Margam Park, which in turn is joined from the south by a further route (PRN 2738). The southeast-northwest route has been partly surveyed with a central grid reference at SS 8060 8580 in a field to the north of Nursery Dywyll Wood but is then lost until it appears again as a distinct agger (Pl. 1), previously unrecorded, in a field between the A48 and Margam village (NGR SS 7995 8605) to the south of Margam vicarage and from here swings to the north to follow the inner edge of the Port Talbot/Aberavon coastal plain where its presence but not the actual course, is attested by four milestones (PRNs 732w, 734w 790w, 803w) of third and fourth century date. A coin (739w) of the Emperor Galba AD 69 attests to the likely early existence of this route, which in any case would have been needed to secure lines of communication with the Roman stations at Neath, Loughor and further west, established in AD 73-4 after the Frontinian annexation of South Wales. The apparent converging of several routes here is not surprising given the immediate topography and the need to find the easiest access between the Vale of Glamorgan and Gower. Other activity in this period is only attested by chance finds, two further coins (735w, 2345w), a pin (819w) and a brooch (1997w), which with the exception of 735w, have all come from the foreshore, and bear the same caveat as that for similarly located finds from earlier periods. The absence of coin hoards, which have been noted further west, particularly Gower, and may be indicative of settlement and concomitant land exploitation, is notable.

3.4 Early Medieval

The period between the collapse of Roman rule and the Norman conquest is one of the least well understood in South Wales. In this respect, in terms of monumental finds the Margam-Port Talbot area is exceptional and in Glamorgan is only paralleled by North Gower and Penychen on the borders of Brecon. These can be divided into two groups, marker stones dating from the period AD 400-650, and pre-Norman ecclesiastical stones.

The three marker stones (767w, 768w, 783w) do not necessarily confirm any continuity of occupation, but rather do no more than confirm the survival of earlier routes (here the Roman road) of the preceding culture. Nor can they be taken, with any certainty as representing territorial or other boundaries. The major nucleus in this period, a hill-top settlement at Hen Gastell on the west bank of the River Neath at Briton Ferry, has recently been excavated by the Glamorgan-Gwent Archaeological Trust (report in prep.), but it is not certain how far the influence of this site extended. There is otherwise no evidence of activity here in this period.

The other early medieval monuments are a series of commemorative stones incised with crosses and dating from the 8th-10th centuries. These have been taken as evidence for a pre-Norman ecclesiastical settlement in the Margam area, but there are no contemporary documentary records and the more extensive abbey records make no reference to previous religious settlement. However, it is possible that some of the granges of Margam Abbey (see below) were sited on or close to earlier sites of worship in the study area, from where these finds have originated.

3.5 Medieval

At the end of the pre-Norman period the Margam-Port Talbot-Aberavon area fell within the remnants of the Kingdom of Glwysing, which had once comprised most of South Wales, this was superseded by the Kingdom of Morgannwg (Morgan's Land) in the tenth century, prior to Robert Fitzhamon's conquest. The division of the subsequent Lordship of Glamorgan entailed, in the most general terms, the retention of the most fertile lands, particularly the Vale and Border Vale, in Norman hands as demesne or member lordships with the uplands (Blaenau Morgannwg) given over to Welsh member lords, who acknowledged the suzerain of the Lord of Glamorgan. The lords of Afan, descendants of the last "prince" of Morgannwg, Caradog ap Iestyn ap Gwgrant, were the most successful of these Welsh lords of Glamorgan, retaining their lands until the fourteenth century, and were the only lords with sea-borne access to their territory. In the twelfth century their holdings stretched as far east as Bridgend, where they were briefly tenants of Newcastle.

That the lords of Afan became fully assimilated into the new order is attested not only by their long hold on their lands but also their ability to found a Borough adjacent to their castle (PRN 1771w) at Aberafan. This settlement, apart from St. Mary's Church, now lies under the M4 and the adjacent conurbation. The land to the east of the River Afan was formerly part of the lordship, but following the founding of Margam by the Cistercians in 1147 was partly granted to the monks by the lords of Afan and partly taken by the main Lord of Glamorgan. This area was then farmed through a series of planted granges. Of particular significance to the study area is the Grange of Melis (PRN 725w), centred on Upper and Lower Court Farms (Cwrt Uchaf and Cwrt Isaf)

which lay to the south and southwest of the railway station. These sites were still extant at the turn of the century as their presence on early OS Maps (1885 ed) and other pictorial sources (now in Longueville Jones Collection in the Royal Institution, Swansea) attests, but were destroyed in 1913. From the grange, and associated with it, are a number of cross slabs (724w, 726-8w) which may indicate that it was sited above or close to an earlier place of worship.

3.6 Post-medieval, Industrial & Modern

The early post-medieval period was dominated in this area by the activities of the Mansel family of Penrice, whose rise to being the most prominent of the South Wales gentry in the seventeenth and early eighteenth century was founded on their purchase of the Margam Abbey Estates following Henry VIII's dissolution of the monasteries. Their original seat at Penrice Castle was moved to Margam, where a new mansion, and formal gardens and other estate features, part of which survive as earthworks (PT-M 3; Pl. 2) in a field to the southeast of Margam Cricket Ground, were built above the partially demolished abbey or in the adjacent grounds, but later removed to make way for the mansion of their successors the Mansel Talbots and only the Orangery now survives. The earlier monastic granges continued to function as farms, but tenanted to the Mansels, and a small village, subsequently deserted was established to the west of the mansion. The borough of Afan, now much shrunken, regenerated with the onset of the industrial revolution. From the late eighteenth century onwards, copper, tinsplate, zinc, iron and latterly steelworks were all established and docks constructed at Port Talbot resulting in the diversion of the River Afan to its present course. Although industrial expansion destroyed some of the earlier landscapes, it is the expansion of the Port Talbot Steelworks in the twentieth century that has led to major urbanisation of the area and the destruction or at best concealment of earlier settlement patterns.

4. Archaeological Implications

4.1 General

Archaeological interests affect three sections of the route:-

Section A - From the eastern end of the route to the M4 crossing.

Section B - From an arbitrary point at NGR SS 7675 8945 to the River Afan.

Section C - from the western end of the route to the B4526.

Although the implications for section A are much greater than those for B & C, appropriate mitigation strategies will nevertheless need to be devised for each area.

The remaining sections of the route can now be considered as being archaeologically sterile.

The route does not impinge on any sites, with certain remains, of national or regional significance, apart from three Roman roads (PT-M 6, 8-10: 6 & 10 are sections of the same route) and the remains of seventeenth century estate features (PT-M 3).

4.2 Section A (Fig. 1)

Section A covers the part of the route that passes through Margam Park, a landscape whose present form has remained largely intact from at least the seventeenth century and within which earlier features can be detected. The route crosses a number of predominantly linear features (PT-M 2-4, 6-10) of varied origin. The most significant of these are three Roman roads (PT-M 6, 8-10: 6 & 10 are sections of the same route; Pl. 1 for PT-M 6) which are part of three separate routes approaching from the Vale of Glamorgan and converging in Margam Park before descending in a single route to cross the Port Talbot/Aberavon coastal plain. At least one, which is adjacent to a later cross base (PT-M 1), and probably all of these routes continued in use in the medieval periods. It is possible that a junction of routes such as this would have stimulated settlement, but no evidence to support such an assertion has been recovered to date. Other interests, comprise a track (PT-M 4) and formal estate features (PT-M 3; Pl. 2) of seventeenth century date, and features (PT-M 2, 5, 11 & 12) related to the late medieval/early post-medieval village at Margam. All of these may be affected by the proposed route.

4.3 Section B

This part of the route passes through an area of semi-redundant land currently occupied by light industry and depots of associated services. The area was formerly occupied by a medieval grange (PT-M 14) replaced by two farms sometime after the

dissolution of the monasteries. In the nineteenth century the Mansel tinsplate works (PT-M 18) were sited here next to the River Afan. Although these interests were sited away from the route and are now removed, features associated with them may still survive; in particular the medieval sea-defence known to link the old course of the River Afan with a stream the Ffrwd-wyllt, these defences were still visible in 1949 and are crossed by the pipeline route.

4.4 Section C

Much of the south Wales littoral consists of "levels" the upper parts of which are formed from a sequence of Holocene estuarine silty clays and peats. The Gwent and Rhymney levels have been subject to considerable recent archaeological and geological exploration, which has clearly demonstrated the potential value of the resource in preserving registers of prehistoric and later human activity within definable palaeoenvironments. Investigation west of Cardiff has been limited, but observations along the coast line at Kenfig, Swansea Bay and North Gower, suggest that evidence of similar landscapes and related exploitation survives.

Documentary evidence clearly indicates that artificial drainage networks and sea-defences were employed to enable the exploitation of Margam Moors prior to the onset of besandment in the fourteenth century, and the same problems would have been faced in any attempt to exploit the Baglan and Aberavon Moors; that some form of land regulation occurred here is demonstrated clearly on air photographs (PT-M 19). Work on the Gwent levels suggests that pre-Medieval settlement of such a landscape is virtually impossible to detect and here this has been further exacerbated by industrialisation and urbanisation which, if it has not destroyed buried evidence for such settlements and their environments, has certainly obscured them to such an extent that only vestigial traces now survive. Nevertheless, such evidence that does exist may still be of some value in setting the known history of the area in a more accurate palaeoenvironmental framework.

5. Recommendations

The following recommendations have been discussed with officers of the Glamorgan-Gwent Archaeological Trust (Curatorial Section) who act as approved advisers to Cadw, Local Authorities, Conservation Bodies, Statutory Undertakers and Development and related interests on archaeological matters.

Archaeological interests affect three sections (A, B, C defined below) of the proposed pipeline route.

Section A - From the eastern end of the route to the M4 crossing.

Section B - From an arbitrary point at NGR SS 7675 8945 to the River Afan.

Section C - From the western end of the route to the B4526.

The remaining sections of the route are considered to be archaeologically sterile.

Section A

This section crosses Margam Park which is included on the Cadw/ICOMOS Register of Landscapes Parks and Gardens of Special Historic Interest in Wales. The route impinges on features within this landscape of early seventeenth century date and on extant features of Roman origin.

Movement of the pipeline route, from the proposed alignment, within Margam Park will not reduce, and may even increase, the affect on archaeological interests. Movement of the route outside of Margam Park to the southwest of the A48 may affect other archaeological interests, consideration should, therefore be given to Recommendation 1, and if this is not feasible Recommendations 2-4 will need to be enacted.

Recommendation 1.

It is recommended that consideration be given to constructing the pipeline alongside the present alignment of the A48.

Reason - Reduce impact on archaeological interests.

Recommendation 2.

It is recommended that visible earthworks crossed by the proposed route within Margam Park be surveyed in advance of construction work commencing.

Reason - Construction of the pipeline will entail the destruction of these upstanding features.

Recommendation 3.

It is recommended that the features of Roman and early Post-Medieval origin crossed by the proposed route be excavated in advance of construction commencing.¹

Reason - To ensure the adequate protection (by record) of archaeological interests.

Recommendation 4.

It is recommended that this part of the route be subject to an archaeological watching-brief to occur in conjunction with the construction works and that provision be made to allow recording of previously unidentified features.

Reason - Given the general archaeological sensitivity of Margam Park it is reasonable to expect that the proposed route may impinge on other archaeological interests not identified through this assessment.

Sections B & C

These parts of the route pass through areas of known archaeological interest, which may not have been completely removed by modern development.²

Recommendation 5.

It is recommended that these parts of the route be subject to an archaeological watching-brief to occur in conjunction with the construction works and that provision be made to allow recording of archaeological features.

Reason - To ensure the protection (by record) of possible archaeological interests.

1. This work could be undertaken as part of the construction programme.

2. It is noted that to date no data (eg test pit, borehole logs) on below ground conditions in respect of the proposed route has been obtained. Such information here may indicate that the putative remains no longer exist and thereby negate the watching-brief need).

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- 1976b An Inventory of the Ancient Monuments in Glamorgan, I Pre-Norman, Part III The Early Christian Period.
- 1982 An Inventory of the Ancient Monuments in Glamorgan, III Medieval Secular Monuments, Part II Medieval Non-defensive Secular Monuments.
- 1991 An Inventory of the Ancient Monuments in Glamorgan, III Medieval Secular Monuments, Part Ia The Early Castles.

Appendix 1 Project Specification

Definition of Study

The project will conform to the draft Standard in British Archaeology for Archaeological Desk-Based Studies, issued by the Institute of Field Archaeologists in September 1992.

1. Objectives

- 1.1 Assessment of existing archaeological information to determine the extent, character and significance of archaeological interests in both local regional and wider contexts, and the likely effects of the proposed development on such interests by means of documentary study and field visit.
- 1.2 Identification of areas or features requiring further assessment where there is good reason to believe that present archaeological knowledge is insufficient for informed decisions to be made during the planning process.

2. Documentary Searches

- 2.1 Collation of information pertaining to sites recorded in County Sites and Monuments Record (SMR).
- 2.2 Searches of relevant cartographic sources for additional archaeological information and collation of information relating to archaeological interests.
- 2.3 Analysis of aerial photographic coverage held by the Central Register of Air Photography for Wales for additional archaeological information and collation of information relating to archaeological interests.
- 2.4 Analysis of relevant historic documents for additional archaeological information and collation of information relating to archaeological interests.
- 2.5 Analysis of borehole data, geotechnical studies etc. for additional information and collation of information relating to archaeological interests.

3. Fieldwork

- 3.1 Site visit to check present condition of visible archaeological features identified through the execution of 2.1 - 2.4 and to assess factors that may have

influenced the condition and/or visibility of these features.

3.2 Identification of previously unknown archaeological features or sites.

3.3 Rapid recording of archaeological features or sites (eg sketch plotting and photographs).

4. Assessment

4.1 Assessment of the importance of information acquired from the execution of 2 and 3.

4.2 Assessment of the impact of the development proposals on defined archaeological interests.

5. Report

5.1 Client - Synthesis of data gathered through the execution of 2-4 together with inclusion of supporting evidence in appendices as appropriate and identification of areas or features of archaeological interest onto scale drawings and/or listing of such features by eight figure National Grid References. Identification of legal constraints (eg scheduled ancient monuments, listed buildings etc) relating to archaeological interests.

5.2 Academic - Digest report of significant archaeological information in appropriate outlet (eg regional/national journal or bulletin).

5.3 Other - Initial notification of sites without statutory protection which may satisfy the Secretary of State's criteria for national importance which are a prerequisite for statutory protection.

6. Archive

6.1 Preparation of an ordered archive of records made during the assessment, but excluding matters affected by confidentiality or copyright

6.2 Deposition of the assessment archive with an appropriate organisation, preferably the County SMR.

7. Staff

7.1 The project will be managed by the Trust's Principal Archaeological Officer (Contracts) AG Marvell who is a

member of the Institute of Field Archaeologists validated at Member grade and carried out under the supervision of one of the Trust's Assessment Officers or Project Managers (to be identified) all of whom have wide experience of undertaking such works.

8. Insurance

8.1 GGAT holds insurance cover for all risks involved in this type of project, including substantial Professional Indemnity cover.

9. Scope of the work

9.1 The work outlined in this specification will be carried out to the highest professional standards, and the conclusions drawn will be based on a considered review of the evidence available. However, the archaeological resource is unpredictable, and the encountering of unexpected archaeological deposits on the site cannot be ruled out.

Appendix 2 Summary of Relevant Entries on the County Sites and Monuments Record

The Sites and Monuments Record (SMR) for the three Glamorgan counties and Gwent is maintained by the Glamorgan-Gwent Archaeological Trust and had been formally adopted as an official record by the relevant county authorities. The record for West Glamorgan includes 75 entries which lie within 0.5km of the proposed route; 13 of these impinge directly on the proposed route and are included in a separate list (see Appendix 6). The relevant entries are summarised below in groups ordered by historic period.

PRN no	NGR	Type
<u>Neolithic</u>		
737w	SS 7830 8762	Find: Axe
961w	SS 7895 8502	Find: Axes (2)

<u>Bronze Age</u>		
747w	SS 7450 8940	Chambered Tomb
1211w	SS 7690 8520	Find: Axe
2251w	SS 7690 8520	Find: Axe
2343w	SS 7695 8500	Find: Axes (4)

<u>Iron Age</u>		
745w	SS 7996 8673	Hillfort
756w	SS 8061 8655	Hillfort
1996w	SS 7990 8676	Defended Enclosure
2344w	SS 7675 8555	Find: Pin

<u>Roman</u>		
732w	SS 7564 8898	Milestone
734w	SS 7834 8733	Milestone
735w	SS 7808 8836	Find: Coin
739w	SS 7742 8652	Find: Coin
790w	SS 8160 8485	Milestone
803w	SS 7730 8980	Milestone
819w	SS 7770 8520	Find: Pin
1997w	SS 7705 8510	Find: Brooch
2345w	SS 7680 8580	Find: Coin
2738w	SS 8095 8515	Road
A02	SS 8015 8593	Road
A03	SS 8060 8580	Road

<u>Early Medieval</u>		
674w	SS 7628 9011	Cross Slab

675w	SS 7629 9011	Cross Slab
723w	SS 7633 8958	Cross Slab
724w	SS 7651 8958	Pillar Stone
726w	SS 7670 8955	Cross Slab
728w	SS 7670 8941	Cross Slab
767w	SS 8019 8625	Wheel Cross
768w	SS 8017 8633	Single Stone
778w	SS 8000 8600	Cross Slab
779w	SS 8000 8600	Cross Slab
780w	SS 8000 8600	Cross Slab
782w	SS 8009 8555	Cross Slab
783w	SS 8009 8555	Single Stone
808w	SS 8017 8633	Inscribed Slab

Medieval

725w	SS 7670 8955	Chapel
727w	SS 7670 8955	Disc Cross
729w	SS 7633 8998	Chapel
730w	SS 7759 8955	Grange
736w	SS 7815 8831	Grange
738w	SS 7701 8637	Grange
740w	SS 7815 8605	Grange
744w	SS 7978 8706	Grange
765w	SS 8012 8657	Chapel
766w	SS 8029 8652	Mill
770w	SS 8013 8629	Church
771w	SS 8018 8628	Abbey
1095w	SS 8140 8630	Grange
1099w	SS 8031 8612	Fish Ponds
1159w	SS 7652 8957	House
1163w	SS 7630 9013	Church
1412w	SS 8093 8518	Cross
1771w	SS 8055 8630	Castle
1994w	SS 7869 8827	Platform House
2183w	SS 8800 8635	Almshouses

Post-Medieval

769w	SS 8011 8628	Building: Orangery
861w	SS 8009 8503	House
885w	SS 8000 8630	Deserted Village
1079w	SS 7960 8620	Hamlet
1731w	SS 7620 9010	Dwelling: Farm
1863w	SS 7700 8520	Finds: Coins
1875w	SS 8055 8630	Dwelling: Mansion
1947w	SS 7620 9040	Church
1993w	SS 7867 8803	Terracing
2184w	SS 7989 8612	Dwelling: Vicarage
2725w	SS 8034 8550	House
2727w	SS 7814 8831	House
2729w	SS 7985 8611	House
2737w	SS 8155 8286	Dovecot

D25	SS 79	Railway
D25c	SS 79	Railway

Incerta

1698w	SS 8122 8472	Cropmark
2610w	SS 7810 8880	Quarry
A95	SS 7957 8721	Track

The Sites and Monuments Record includes a number of monuments scheduled under the provisions of the 1979 Ancient Monuments and Archaeological Areas Act. The works as proposed have no bearing on these sites or their physical setting.

Appendix 3 Aerial Photographic Evidence

Air Photographs in the collections held at the Central Register of Air Photographs for Wales (Welsh Office), Cardiff were examined. Generally, aerial photographs are of limited value as a research tool for retrieving evidence of past sites and monuments in urban environments and this was also the case here, where they were only of value for the parts of the route crossing Margam Park and Aberavon Moors. Other collections of air photographs were not examined.

The following sorties were consulted:-

Sortie	Date	Scale	Frames
1069G/UK 1625	07/07/46	1: 9600	2291, 3288, 3289, 4253-4256, 5305-5311.
CPE/UK 1871	04/12/46	1:10000	2149-2151, 3141, 3143.
CPE/UK 1997	13/04/47	1: 9800	1117-1120, 3121-3128, 4123-4127.
CPE/UK 2081	19/05/47	1: 9800	3060-1.
58/497	09/06/50	1: 7000	5573-5.
540/748	21/05/52	1: 6000	5112-3.
58/3506	21/04/60	1:19999	0075-6, 0041-3.
OS 67-91	10/05/67	1: 7500	-
OS 69-306	29/06/69	1: 7500	-
1PRU RAF 2301	10/09/91	1:35000	0092

Flights 106G/UK1625, CPE/UK 1871 and 58/497, the first two in 1946 and 1950 proved to be of most value. Such features (see Appendix 6, nos. PT-M 2, 3, 4, 19) as exposed by these sorties were no longer apparent in the records from the later flights.

Appendix 4 Cartographic Evidence

Sources consulted.

OS 6" Maps First Edition 1885 sheets XXV & XXXIII (surveyed in 1876).

Margam Estate Maps 1814 Maps A, B & T (surveyed by Michael Hick Beach, William Beach Hick Beach and Rev. John Hunt).

Results

Inspection of these sources confirmed that much of the study area was still in agricultural use up to the late nineteenth century, apart from a conurbation at Aberavon on the west side of the river and scattered industrial sites (eg Morfa colliery and Margam and Mansel tinplate works).

OS sheet 25 shows Upper and Lower Court Farms (Cwrt Uchaf and Cwrt Isaf) to the east of the old course of the River Afan - the site of the Grangia de Melis Grange of Margam Abbey - still extant despite the construction of Port Talbot Docks and surrounded by fields apart from the Mansel tinplate works (PT-M 18) by the River Afan. The same sheet shows a series of smaller fields to the west of Aberavon, with the Castle site still marked; these are possibly medieval in origin but have now been certainly removed by modern development. Further west traces of (?) earlier fields and creeks, also apparent on air photographs (PT-M 19), are shown on Aberavon Moors, which is crossed by a "sand siding" (PT-M 20) of the Great Western Railway.

OS sheet 33 shows that the landscape evident on the earliest air photographs was in existence in the late nineteenth century. A maze of tracks and other features is evident to the south and east of the current cricket ground, these are better shown on air photographs (PT-M 3). The sheet also shows a house and adjacent well (PT-M 12), now removed, which may have been part of Margam Village.

This building is marked as two cottages on the 1814 estate map (Map T) which also shows the later hollow way (PT-M 2) as an established road. This map shows that the current land use pattern was largely in existence in 1814. The estate map (Map A) also shows Upper and Lower Court Farms (PT-M 14) and (Map B) land held to the west of Aberavon in burgess ownership.

Appendix 5 Report on Field Inspection

An inspection of the route was carried out on the 30th January 1993; the weather conditions were favourable.

Archaeological interests along the route in the Port Talbot and Aberavon areas (PT-M 13-20) are all no longer visible. Examination of their locales was undertaken simply to determine firstly the likely survival of remains below ground (especially in regard to PT-M 19); the route is only likely to affect evidence for activity on the periphery of the other sites (apart from PT-M 20 and this is of only passing interest) and secondly factors affecting possible investigation. Although all these interests lie within built up and more significantly raised and levelled areas, evidence of activity associated with these interests may still survive along certain sections of the route, in particular in the areas passing through Baglan Industrial Estate and immediately to the northwest of Port Talbot Docks.

Archaeological interests in the Margam area are more evident to visual inspection, however access to the route between Star Clump and Engine House Plantation woods was restricted and the current land form could only be observed from a distance. Most of the route here passes across open fields, crossing which the only known features are two Roman roads (PT-M 9 & 10) and a (?) post-medieval track (PT-M 4).

The most significant observations were made in fields to the south-east and north-west of the cricket ground. In the former a series of earthworks, representing the remains of an avenue and (?) other estate/(?) garden features laid out in the eighteenth century, apparent on air photographs, were clearly visible (PT-M 3; Pl. 2), in the latter the distinct agger and accompanying side ditches of a Roman road (PT-M 6; Pl. 1), c 6-8m wide, almost certainly a continuation of PRN A03 was clearly visible running north-west from the highest point of the field to the A48, but was not visible to the south-east of this point. The road was joined at right angles by a (?) boundary (PT-M 7) of uncertain date. A further "L-shaped" earthwork (PT-M 5) of uncertain date and function was noticed in a field to the north-west of Grove Cottages. The hollow-way (PT-M 2) visible on air photographs and as a road on the 1814 Estate Map is now partly followed by a short length of track crossing the northeast part of the same field. The cottages (PT-M 12) apparent on the Estate and OS Maps on the east edge of ten acre wood and adjacent road now underlie an extension of that plantation.

Appendix 6 List of Identified Archaeological Interests

Section A (Fig. 1)

- PT-M 1 Medieval Cross Base, now removed (PRN 1412w) (NGR SS 8093 8518).
- PT-M 2 Former Parish Road to Margam, partly lined with cottages, now partly preserved as a track, shows as a hollow Way on Air Photographs (CPE/UK 1871, 2149), and as a road, on the 1814 Estate map and sixteenth century paintings. Possibly partly overlies PT-M 9. Medieval(?)/Post medieval (Spot NGR SS 8000 8595).
- PT-M 3 Earthwork Features (probably remnants of tree lined avenue leading to the Mansel Mansion at Margam), still visible, appears on Air Photographs (CPE/UK 1871, 2149); the remains of the avenue appear on the first edition OS (1875) and 1814 Estate Maps. Post-medieval (Spot NGR SS 8020 8580) (Pl. 2).
- PT-M 4 Road/Track now obscured, appears on Air Photographs, (58/497, 5575; 58/3506, 0041). (?)Post-medieval (spot NGR SS 8110 8520).
- PT-M 5 Earthwork in field to north of Margam Village, identified during field visit. Date uncertain (NGR SS 7977 8638).
- PT-M 6 Earthwork (Roman Road) in field to south of Margam Village, identified during field visit, probably a continuation of PRN A03 (PT-M 10) (Spot NGR SS 7974 8598) (Pl. 1).
- PT-M 7 Earthwork (? Boundary) in field to south of Margam Village, identified during field visit. Date uncertain, probably post-medieval (Spot NGR SS 7983 8608).
- PT-M 8 Road Roman (PRN 2738w) (Spot NGR SS 8093 8518).
- PT-M 9 Road Roman (A02w) (Spot NGR SS 8015 8593).
- PT-M 10 Road Roman (A03w) (Spot NGR SS 8040 8580).
- PT-M 11 Deserted Village (PRN 885w). Medieval(?)/Post-medieval (NGR SS 8000 8630).
- PT-M 12 House(s) on 184 Estate Map and OS First Edition (part of PT-M 17), now demolished and under woodland. Post-medieval/(?)Medieval (NGR SS 7945 8610).

Section B

- PT-M 13 Early Medieval Pillar Stone, now removed (PRN 724w) (NGR SS 7651 8958).
- PT-M 14 Medieval Grange (Grangia de Melis), later preserved as two farms Upper and Lower Court (Cwrt Uchaf and Cwrt Isaf), now destroyed, apparent on OS first edition (1875) and Estate (1814) maps, (PRNs 725w, 1159w) (NGR SS 7670 9855).
- PT-M 15 Early Medieval Cross Slab, now removed (PRN 726w) (NGR SS 7670 8955).
- PT-M 16 Medieval Cross Slab, now removed (PRN 727w) (NGR SS 7670 9855).
- PT-M 17 Early Medieval Cross Slab, now removed (PRN 728w) (NGR SS 7670 8941).
- PT-M 18 Mansel Tinsplate Works, now destroyed, on OS first edition (1875) map. Industrial (NGR SS 7610 8970).

Section C

- PT-M 19 Relict field systems on Air Photographs (CPE/UK 1871, 4253-6). (?)Prehistoric/(?)Roman/(?)Medieval (Spot NGR SS 7540 9075).
- PT-M 20 Railway, sand siding of PRN D25 crossing Aberavon Moors and Burrows, now destroyed, on OS first edition (1875) map. Industrial (approx NGR SS 7520 9020).

Appendix 7 Catalogue of Research Archive

The research archive is held by the Glamorgan-Gwent Archaeological Trust, Swansea, and is ordered in the sections listed below.

1. Final Report
2. Annotated draft copies of final report.
3. Research notes
4. Catalogue of photographs (colour print; 35 mm)
5. Annotated maps
6. Correspondence, excluding financial or other restricted matters.

Plates



Pl. 1 Previously Undiscovered Roman Road Crossing Margam Park (PT-M 6).



Pl. 2 Earthworks in Margam Park, formerly Avenue leading to Mansel Mansion (PT-M 8).

Figures

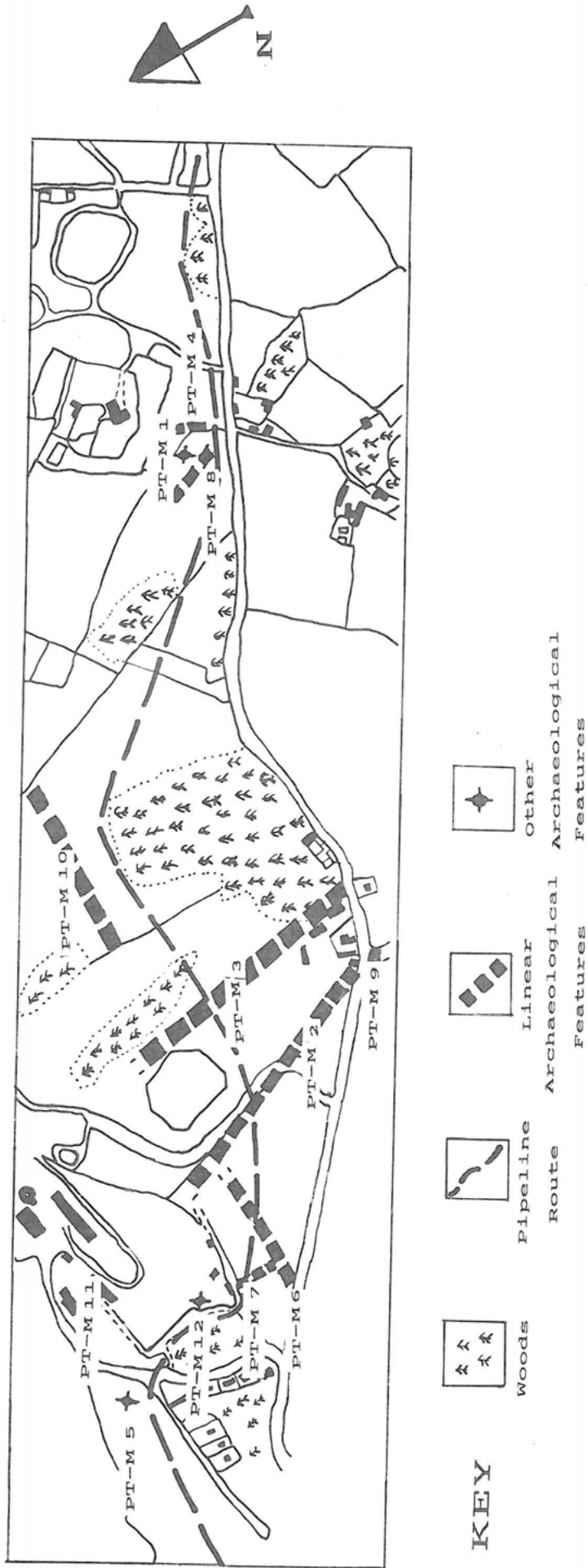


Fig. 1 Archaeological Interests Affected by the Proposed Route in Margam Park (Scale 1:10560)