

A ROMAN ROAD WEST OF CARMARTHEN

REPORT

by

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FIGURES AND CAPTIONS

Fig.1: The course of the road between Carmarthen and the Eastern Cleddau. The course has been reconstructed from aerial photographic and documentary sources along with field investigation.

Fig.2: Section drawings of the excavation trench at Bryn Farm.

Fig.3: Section drawing of the excavation trench at Pwll-y-hwyaid

Fig.4: Route detail of the Roman road between Carmarthen and Zabulon Farm: Nos refer to sites mentioned in the text: 1, Tre-Wynt; 2, Glan Rhyd; 3, Bryn Farm; 4, Llanlliwe; 5, Llwyn-drissi; 6, Bridleway to Whitland Abbey; 7, Pwll-y-hwyaid; 8, Dolecoed; 9, Fforest; 10, Zabulon.

Fig.5: Route Detail of the Roman road between Zabulon Farm and the Eastern Cleddau River. Nos refer to sites mentioned in the text: 11, Bryngwyn; 12, Ddyryd; 13, Wenallt; 14, Pontcowin; 15, Sarnau.

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INTRODUCTION

In the minds of many archaeologists a newly discovered Roman road requires, merely, the addition of a thin black line to the road map of the Roman Empire. Roman road studies and scholars have a bad reputation, and one which is sometimes justified. The perception is epitomised by Margary's "Roman Roads in Britain" which remains the definitive work, even though it is 40 years old. Margary's is an extremely thorough, descriptive account of the routes of all the Roman roads in Britain. A study which combined the rambler's love of the countryside and its history, with a sense of awe at the engineering prowess of the Roman engineer and soldier. The roads were seen as part of a "civilising" process of the previously untamed wilderness and native inhabitants of Britain, on a par with railways through India or the African colonies.

"..the land to be traversed was often thickly forested and the survey must often have been made in country only recently conquered and liable to be infested with the remnants of a hostile population" (Margary, 1955,17)

It is clear that Margary's sympathies lay with the Roman military rather than the native British population.

Our view of the Romano-British period has moved on since 1955 but Roman roads have rather been left behind, with little to offer the academic developments of the last 20 years. They are still viewed as isolated monuments concerned primarily with the interests of military conquest or, at best, civil administration.

Taken on their own Roman roads are too often seen as boring and predictable, monuments which give very little insight into the societies that produced and used them. But it would be naive to write them off because of the unimaginative way in which they have been studied in the past. In our case, the discovery of a Roman road west of Carmarthen has rewritten the history of the Roman conquest of the area and has made us look again at the old ideas about the relations between Rome and the native societies of south west Wales. Beyond the Romano-British period Roman roads are a key part of landscape history with many stretches having been re-used and adapted as boundaries of fields and territories. The way in which this linear feature has undergone adaptation, fossilisation and abandonment is part of the reworking and transformation of the landscape and tells us a great deal about the post-Roman period. The road has also provided a well dated and sealed context, for the extraction of environmental samples, in the form of a linear transect across a significant portion of south-west Wales.

MORIDUNUM AND THE ROMAN CONQUEST

The Roman conquest of south Wales was a protracted affair which took place over about 25 years from 49 AD following the foundation of forts and fortresses in the territory of the Dobunni, probably used as bases for the campaign (Millett, 1990). The foundation of the fort of Moridunum (Carmarthen) was part of the latter stages of the campaigns during the early 70's AD (H.James, 1991). The conquest of this area may have been organised as a pincer movement which involved approaches by land through Loughor and down the Towy Valley and also by sea from the south up the Towy estuary (ibid). The fort was sited at a strategic location where major river valleys meet the sea and was probably already an important settlement or focus of activity. A number of prominent hill-tops surround the modern town which are strong candidates for pre-Roman Iron Age (PRIA) centres of power and socio-economic organisation (Williams, 1988; T.James, 1990). Moridunum is the only local fort to retain its importance and become a Romano-British (RB) town and is recorded as the civitas capital of the Demetae, the major tribal grouping of south-west Wales according to Roman documentary sources. Extensive excavations within the former Roman town have been carried out by the Dyfrd Archaeological Trust (DAT) and attest to its undoubted administrative and economic importance throughout the centuries of Roman occupation (H.James, forthcoming). The town emerges as a major centre also in the Medieval period when it was sited at the junction of a number of large territorial units. It would obviously be tenuous to transfer this situation back into the pre-Roman Iron Age but the siting of Roman towns at PRIA boundary locations is not without precedent elsewhere in Britain (Millett, 1990; 51). Williams has already suggested that the pre-Roman significance of the site was based on its strategic location as a centre for the articulation of contact between major settlement areas to east and west (Williams, 1988).

The Roman roads that converge on Carmarthen have been known for some time and are well documented by Heather James (1991). Only one of these, through the fort of Loughor to Wroxeter is documented in the Antonine Itinerary. The other two are well known from archaeological evidence and run, respectively, along the Towy valley to Llandovery and north through the fort at Llanio to north Wales. Clearly the foundation of forts and roads in the area east and north of Moridunum was integral both to the conquest and initial stages of control and administration of the native societies. To the west there are no known forts or towns and for this reason it has been suggested that the native communities here enjoyed amicable relations with Rome or else posed little threat to the new order. It is also possible that the decentralised settlement pattern which the western area seems to possess was not one which could easily be incorporated into the Roman administrative structure and thus lay outside the province. Alternatively, as Millett has argued that forts are important

as bases for the conquest of adjacent areas, it follows that the need for such installations was lessened in geographically peripheral zones such as the western reaches of the south Wales peninsular.

THE ROAD WEST: DISCOVERY AND RE-DISCOVERY

The presence of a fourth route emerging west from Carmarthen brings a whole new dimension to this debate as it implies the additional presence of forts and perhaps even urban centres along the route. Such a route is recorded on the early editions of the OS map for Roman Britain as "Via Julia", leading ultimately to St. David's. The idea of its existence stems originally from an itinerary and map which came to the attention of William Stukeley through correspondence with a Dutch academic, Charles Bertram. Bertram convinced Stukeley that he had come across a previously unknown manuscript concerning the history of Roman Britain, which he attributed to a "Richard of Westminster". Although he never saw the original, Stukeley happily accepted its authenticity and associated it with Richard of Cirencester, a monk based at Westminster Abbey in the 14th century. However the itinerary was identified between 1866 and 1869 as a fake and the case against it was amplified by H.J. Randall in 1933 (Randall, 1933). The original manuscript has never been located nor is the "De Situ Britanniae" ever mentioned amongst the other work produced by Richard of Westminster. The route that concerns us has been based on the route in the Antonine Itinerary which runs from Aquae Sulis (Bath) to Moridunum. Bertram seems to have extended this road beyond Carmarthen and added several extra sites along it which include Menapia (St. David's) and the unidentified Ad Vigessimum. The importance of St. David's was obviously well known to 18th century scholars as would have been its Medieval name, Menevia. Equally, the presence and antiquity of the road from Carmarthen, through Whitland and Haverfordwest to St. David's would have been known to Bertram.

The antiquarians, Sir Richard Colt-Hoare and Richard Fenton recognised traces of a Roman road during their fieldwork in Carmarthenshire and Pembrokeshire, in the 19th century and attributed them to the route recorded in the fake itinerary. They equated the remains with "...the Roman road that led from the Roman City of Maridunum, now Carmarthen, through the vale of Whitland, and the station of Ad Vicessimum to Menapia near the present St. David's..." (Fenton, 1903; 262)

"They felt vindicated when Fenton reported indisputably Roman finds from the small rectangular earthwork enclosure of Castle Flemish..." (H. James, 1991), as they identified it with Ad Vigessimum, lying on the way to St. David's. As it turns out they had identified the agger of the road for what it was, but these findings were subsequently discredited because of their association with the fake itinerary. As a result knowledge of the road derived from archaeological investigation and local tradition was lost until its recent re-discovery. It does make

one wonder whether the original itinerary was in fact a fake in the first place. However, the arguments against its validity still remain compelling.

Fenton and Colt-Hoare were shown portions of the road west of Carmarthen and record that it was already traditionally known as a Roman way. The part of the road they saw remains the most visible section on the ground and Fenton records, "...its appearance in the vale of Whitland, where, after a long drought in summer, it is in many places discernible passing through the meadows, by the bareness and the colour of the herbage,...." (Fenton,1903,262) He goes on at some length,

"The first portion shewn me was near Glanryd, entering a boggy piece of ground called Corssyched,..pointing exactly to the Ad Vicissimum....It is most generally known by the name of Fordd Helen, though some call it the road of Howel Dda, and others limit its commencement to Whitland Abbey. The peasants will track it without a fault for miles; but it must be observed that unless where it forms part of the modern road it is more known by a line which is traditionally preserved than by any determined appearance." (Fenton, 1903)

Already the road was part of local tradition and sounds as if it was still followed as a trackway rather than being treated merely as an antiquity. Its ancient origins were recognised, though, as it had been associated with several different historical events and figures. The association with the spurious itinerary was just another example of this practice.

THE ROMAN ROAD PROJECT

The re-discovery of the road came in the early 1980's when Terry James, then working for DAT, noticed parch-marks on archive aerial photographs which closely resembled those of other Roman roads (T.James,1990). Chris Musson (RCHMW) subsequently extended the course of this feature between St.Clears and Carmarthen with additional flying.

Based on these findings, a project was set up, to investigate the course of the road on the ground, which was co-ordinated over two years between the Dyfed Archaeological Trust and Trinity College, Carmarthen and funded by CADW. Its findings form the basis of this article.

As stated in the interim report (Fenton-Thomas,1994), the aims of the project were both curatorial and research-directed. Information about the course of the road as well as its condition and character in the modern landscape was required. There were also many academic questions which its discovery had raised. Where was the road leading seemed to be the most compelling of these but the close relationship between the road and pre-Roman sites raised the issue of how the road expressed the relationship between native society and Rome. Post-Roman sites are also found along the road and it

seems undoubted that it did not fall completely out of use in this period.

It is not possible to record linear monuments such as this in the same way as traditional archaeological sites. The character of the feature, its contemporary land-use and landowning context are constantly changing so whilst it is important to recognise the integrity of the monument it is also necessary to divide it up into manageable portions for record and archive purposes. The compilation of information regarding land-use and landownership was important with regard to future management of the monument. This work was undertaken alongside detailed ground investigation which recorded the surface traces of the road, its condition and state of preservation. Field investigation also involved small-scale excavation at 2 locations, during the first year of the project (Bryn Farm, Llandewi Velfrey (SN 155182) and Pwll-y-Hwyaid Farm, Whitland (SN 200173) which has shed light on the construction and nature of the monument. As a result, the course of the road was reconstructed in some detail. The second year's work, which concentrated on the area to the west of the Eastern Cleddau, involved excavation at 2 further locations, Tre-Wynt Farm (SN 081185) and Wiston School (SN 021182). Geophysical surveys were also undertaken at Bryn Farm, Broadway and Wiston School. Fieldwork was supported by documentary research involving the study of place-names and early map sources, principally from the 19th century (early OS editions and tithe survey).

The aerial photographs which were used to identify the road's course came from three main sources: 1955 monochrome verticals taken by Meridian for CEGB; 1983 colour verticals taken by J.A.Storey for Pembrokeshire Coast National Park; and a series of obliques taken at various times in the late 1980's and 1990's by Chris Musson. The archive containing detailed records and information is housed in the Sites and Monuments Record, held by the Dyfed Archaeological Trust.

THE ROMAN ROAD

The two halves of the project (east and west of Eastern Cleddau) reflect a clear distinction in the way that the road is visible to either side of the river. Between Carmarthen and the Eastern Cleddau its course can be easily reconstructed from aerial photographs and maps and it is also evident in many places on the ground. This is where the initial stages of the project were focussed. However, in order to consider the destination of the road it was necessary to look to the west of the river, in an area where there had been no trace of parch-mark or earthwork. In this section we will discuss the road as an archaeological monument, leaving the wider discussion to that which follows. We can, therefore, address the two halves of the project separately here but draw them together again in the final discussion.

1993-94: CARMARTHEN TO EASTERN CLEDDAU

THE COURSE OF THE ROAD

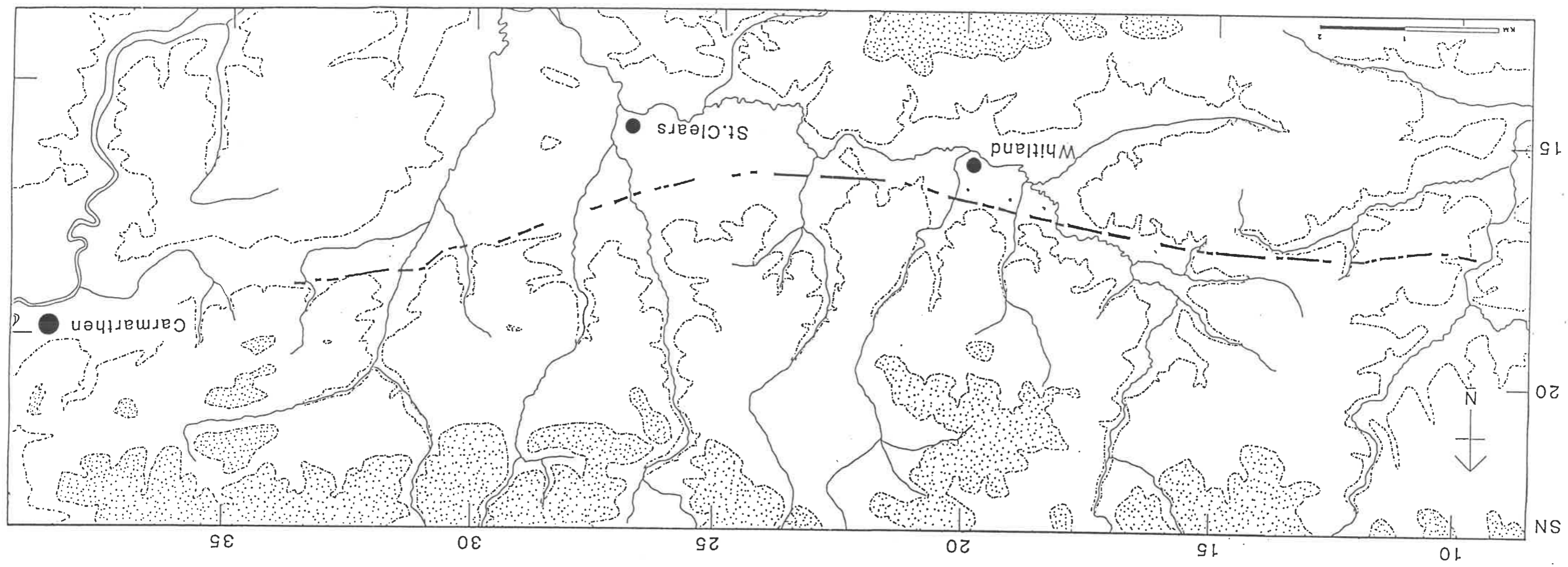
The road can be traced from a point about 5km to the west of Carmarthen at Traveller's Rest (SN 355193) for a distance of 30 km to Trewynt Farm (SN 081185) which lies c.1km east of the Eastern Cleddau river, just north of Llawhaden. Between these two points the road is visible as parch-marks and earthworks but also its line has become fossilised in the modern landscape as hedge-lines, trackways, roads and parish boundaries.

As illustrated in figure 1 the road's course follows low ground along the lower northern slopes of the Taf valley, and its position rarely rises above 50 metres O.D. The lowlying character of the route contrasts with the suggestions made by Barri Jones (Jones, 1971). He was looking for a road west of Carmarthen and identified a short stretch of earthwork between St. Clears and Carmarthen on higher ground to the north of the route which we are dealing with. Jones also pointed to a series of place-names which he took to refer to the line of a built road (Sarnau, Pen-y-Rheol) and another which he suggested recorded a major Romano-British site in the close vicinity (Caerlleon). He considered the low ground to the south to have been prone to flooding and thus unsuitable for a permanent, built road. Some of the ground through which the road runs is still very wet and boggy but this does not seem to have deterred the Roman engineers or surveyors. After all they were well aware of their capabilities to overcome natural obstacles and this is a good example of how we should be cautious of environmentally determined explanations even for features seemingly as functional as a Roman road. Nonetheless the natural communications corridor which the road follows is now also followed by the modern A40 and the railway between Carmarthen and Fishguard. These modern features are both similar to the Roman road in that their course maintains a long distance perspective and that they have largely been imposed wholesale upon the landscape, rather than being the product of steady organic development and adjustment over many years (which is the case for most roads and trackways in this area).

The course of the road mirrors that of the Taf valley for most of its length. There are two main sections, one heading WSW from Carmarthen to a point NW of St. Clears. Here the road seems to change direction and begin to head in a westerly direction for a short stretch, when after c1km it takes on a WNW direction following the bottom of the valley. Around Glan Rhyd the road leaves the valley bottom, crosses the Taf for the first time and follows a ridge of high ground due west to meet the Eastern Cleddau.

The road is by no means straight and generally takes a gently curving trajectory. There are points however where sudden and acute changes of direction take place. These do not detract much from the main direction that the road is taking.

Fig. 1



The impression given is one where a number of long range siting points have been used, between which the road is fairly straight but at which it may change direction slightly. A clear example of this practice occurs at Fforest farm between Whitland and St.Clears (SN 224168). Here the parch-mark produced by the road follows a very deliberate curve as it crosses the top of a spur of land on the north side of the Taf Valley (fig. 6). The point at which the road changes direction, being on top of the ridge, commands extensive views to both east and west. It seems likely therefore that this ridge was used as a siting point. The road would be constructed up to it from an equally prominent position, probably to the east. The next stretch could then have been sited from here towards the next siting point, to the west. The slight change in the overall alignment thus created has produced the distinctive curve in the road. A look at the map of the overall course shows that the road's direction is altered at Fforest changing from an east-west alignment to one which runs WNW. To the east of Fforest there is another change in direction, at Bryngwyn (SN 262168), where again the road is running along the top of a prominent ridge with commanding views both easterly and westerly. The two siting points at Bryngwyn and Fforest have been used to carry the course of the road round the large southerly jutting spur of land between Whitland and St.Clears (fig. 1)

A further, clear example exists at Wenallt where another sudden change in direction takes place. Here, the road seems to have been sited on a prominent but small hill and the steep-sided gorge which lies next to it.

There are many instances where the road crosses streams and rivers, running as it does east-west across many of the tributaries of the Taf. In order to carry the road across many of these rivers, in their present state, the construction of some kind of bridge would have been required if the road was to be passable throughout the year. A ford may have enabled seasonal crossings but this haphazard arrangement seems unlikely for a structure of such length and significance. It is difficult to reconstruct the exact course and form of these rivers in the 1st century AD and so we do not know precisely where the road actually crossed them. In several places, the earthwork or parch-mark of the road runs directly up to the bank of a modern stream or river. In such cases there is not usually archaeological evidence on both sides, which does suggest some movement in the river's course. At Llwyn-Drissi, for instance (SN 190176), the river has clearly eroded into the road's layers of construction. At Pontcowin (SN 331190), a clear parch-mark runs right up to the riverbank but the line is continued by hedge-lines immediately on the other side. Here it appears that the river has not moved its course dramatically.

Despite close investigation there has been no direct evidence of bridge structures or fording. In several places (ie Pontcowin and Pont Nant yr Allwyn, SN 218169) the road crosses the modern river at a point where there is still evidence for a bridge. These situations suggest that here the

crossing point has remained in place and probably in use for 2 millenia (see below). The road has not been sited to avoid the crossing of rivers and streams and so, even though the evidence for bridges or fords is no longer available, it does seem that the engineers and surveyors were well able to overcome these natural obstacles in some way. We should not discount, of course, the probable use made by the road of pre-existing crossing points.

THE ROAD ON THE GROUND

1. Visibility and Treat

The overwhelming emphasis on dairy farming in this area has meant that the modern landscape is predominantly pastoral, with few arable fields. The road passes through the fields of many small farms. These are generally small and irregular but with some more regularised layouts of probable post-medieval origin. The land is of variable quality and is subject to differing intensities of land-use. Some lowlying fields have probably never been ploughed, others are ploughed and re-seeded on a regular basis. In most places the road is visible only from the air as a parch-mark in the grass. The best continuous stretches in this form lie between Bryn Farm and Zabulon over a distance of 4-5 km, in the western part of the Taf valley. Here the agger of the road has undergone persistent levelling by the plough and is rarely visible on the ground without a very devout eye of faith. Occasionally the destruction that has been suffered under the plough is shown by the low mound of the agger preserved in section in the hedge separating two fields (ie Zabulon, SN 238167). The high visibility in this area, in the face of such destruction, may suggest more solid construction or regular maintenance, expected from the vicinity of a possible major site at Whitland (see below). East of Zabulon, the traces on AP's become less obvious and less frequent so that reconstructing the line of the road is much more difficult. It is only between Ddryd, Pontcowin and Sarnau, on the way from St. Clears to Carmarthen, that its line is again reliably evident through a combination of parch-marks, trackways and hedge-lines. The final approach into Carmarthen is probably now masked and followed by the A40.

In several places the line of the road is recorded by modern landscape features. East of Pontcowin Farm a stretch of hedge-line and trackway lies on the former road for about 1km. West of Glan Rhyd (SN 147184), the line of the road towards Clunderwen also follows the Roman road for about 3km. Many other examples exist of shorter stretches of trackway and hedge-line which also lie on the line of the former road, as they line up closely with parch-mark or earthwork traces to either side.

Only in exceptional circumstances is the monument clearly visible on the ground as an upstanding archaeological feature. The two sites where sample excavations were undertaken lie in

land of very low agricultural value where land-use is less intensive than elsewhere. At both Bryn Farm and Pwll-Y-Hwyaid, the agger of the road remains largely intact and is clearly visible as a raised grass strip amidst the surrounding reeds. As these 2 sites are associated with waterlogged peat deposits the drainage of the land would pose a significant threat to the quality of the archaeological deposits. The most recent threat to any stretch of the road has, indeed, come at Pwll-y-Hwyaid. Here the recently constructed Whitland by-pass has cut through a length of the upstanding agger. In front of the imminent development DAT carried out a largesacale excavation as a damage limitation exercise and uncovered a lengthy stretch of road surface (Page,1995). In addition to these 2 sites, other structural traces include 3 examples of large cuttings and 1 site where the road has been preserved as a terrace-way (see below).

In spite of the recent dramatic example of destruction by road development the main threat to the preservation of the Roman road as an ancient monument is posed by ongoing agricultural activity, especially regular ploughing for re-seeding. In most sites the upper layers of the agger have been ploughed away exposing the foundation layer of boulders which are being regularly dislodged by the plough. Large earthwork features such as the cutting at Zabulon Farm are also suffering. Here the profile of the cutting is gradually being flattened by repeated ploughing activity as, up until the discovery of the road, the feature was considered to be a natural phenomenon.

In some instances the monument may have been buried by alluvial deposits and thus remains intact beneath the present level surface of the fields. The stretch of road around Tre-wern running through water meadows alongside the Taf, which are prone to flooding, are possible candidates as they produce very clear parch marks on aerial photographs.

As mentioned above natural erosion of the road make up by river action is also a threat to the preservation of the monument. At Llwyn-Drissi Farm the section of the agger is clearly visible in the eastern bank of the Nant Cwmfelin-boeth. Here the agger is made up of compacted layers of shale and cobbles and is about 15m wide. Other examples of this kind of destruction must exist in spite of the lack of similarly clear evidence.

2. Construction

The two excavations undertaken have been small-scale and to a large extent, have underlined the uniformity of construction technique and materials. However we must be aware that this kind of standardization in the physical aspects of the road is likely to conceal a great deal of diversity in the social and economic conditions surrounding its construction and use.

It was decided at an early stage that some small-scale

excavation would be necessary in order to understand the methods employed and the materials used in the construction of the road: excavation would also help in verifying whether the road was indeed of Roman date.

The road crosses a piece of boggy ground at Bryn Farm, Llandewi Velfrey, at SN 155182 and here the raised causeway, or *agger*, so distinctive of Roman roads, is clearly visible as an earthwork. A trench was cut across the *agger* at this point. Richard Fenton had already noted the presence of the earthwork here and had recognised the feature as part of a Roman road. It is particularly well preserved and survives as a low mound some 15m wide and 90m long. The camber of the edges of the raised *agger* is clearly and distinctly visible for most of its course, although in places the earthwork is more spread and the cambered edges more gently sloping. The course of the feature is made more striking because of the way in which the raised and well draining *agger* encourages the growth of grass, compared to the surrounding land which is very boggy and densely covered with rushes. The low grade of this agricultural land has favoured the preservation of the monument as it has probably never been ploughed. Only recently has the field been subject to attempts at drainage and the waterlogged history of the site has helped to preserve organic deposits associated with the road.

The excavation trench was positioned at right angles to the earthwork of the *agger* and measured 15.80m x 1.90m. It extended some 2m beyond the edges of the earthwork to either side of the raised causeway.

The structure of the road, as revealed by excavation, was fairly simple (fig.2). The causeway was made up of a foundation layer of large boulders. These were of various rock types but mainly a felspathic sand stone probably originating from the carboniferous millstone grit series. Other boulders were veined quartz and igneous micro-diorite. All the boulders could be glacial erratics and could have been picked up from the bed of the river Taf which runs about 300m to the north of the site. The boulder layer had been laid directly upon and had preserved the old land surface, an organic rich woody peat.

Above the boulders the *agger* comprised a layer of shale chippings, on top of which had been laid the cobbled surface of the road itself. This surface was between 0.40m and 0.50m above the buried peat layer. The metalled road surface occurred between 0.10 and 0.30 m below the modern ground level. It was preserved only partially as in some places the shale layer underneath was immediately encountered below the top-soil. There was no evidence of re-surfacing of the cobbled road and the depth of the metalling layer was so insubstantial that it did not show up in section.

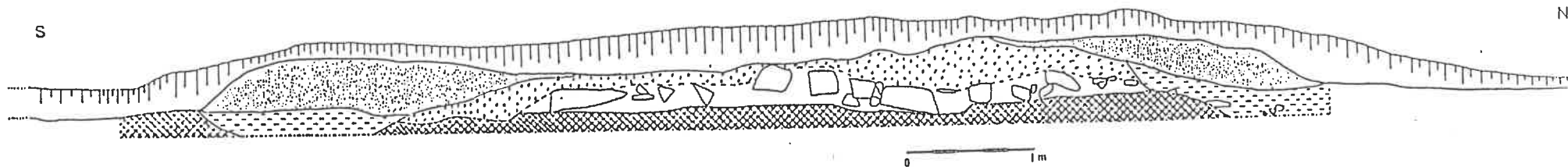
On either side of the shale/boulder causeway were deposits of orange sand and greyish silt. These had effectively been used to fill in small scoop ditches which were discernible in section on either side of the *agger*. The lower layer was in all cases made up of grey silt and was







overlain by the orange sand. Together, these two deposits acted as a stabiliser for the inner core of the road (fig.2). It is difficult to know how long after the construction of the inner core that these deposits were laid. The function of the ditches is also open to question. They are unlikely to have served a drainage purpose as they were small and cut into peat. It is possible, however, that they were originally dug before the construction of the road as part of a preliminary stage concerned with marking out the line that the road was to take. The road could then have been constructed between them.

The peat beneath the road did not extend into the rest of the field. A series of cores were taken in the area and no traces of further peat deposits encountered. Below the road, the peat layer was only about 0.50m deep, and appeared to have been protected by the agger from erosion and/or drying. Two monoliths were taken from the organic buried soil and are currently being analysed at St. David's University College, Lampeter.

A number of test-pits were also excavated to examine a series of linear banks that seem to divide the larger modern field up into smaller blocks. None of these divisions are present on the 1830 tithe map of the area. When recorded and plotted they can be seen to run parallel to the agger of the road on both sides. They probably formed the boundaries for fields contemporary with the road's use. The test-pits revealed that these divisions were made up of low banks of silt-clay. They need not of course belong to the Romano-British period but could date from any time when the road was being used.

The second sample excavation took place at Pwll-Y-Hwyaid on a section of agger very similar to that at Bryn Farm in both its quality of preservation and the actual character of the monument. Here too the agger of the road survives as a low spread mound with clear cambered edges in places. The surviving earthwork runs to a length of 300m and, to the east, then converges with the line of a hedge. To the west it ceases to be visible on the ground but here excavations by DAT have demonstrated that the agger had remained largely intact below the ground surface (Page,1995). The agger of the road had again been constructed with a foundation layer of boulders, albeit of generally smaller size than at Bryn Farm, above which lay a layer of compacted shale which recalled that at Bryn very closely (fig. 3). An upper layer of cobbling had been lain on top of the shale and was more substantial than at Bryn. This is where the similarities end, however, as between the cobbles and the shale lay a sandy-clay deposit which extended the full width of the agger and beyond to the edges of the trench. Only one ditch was encountered at Pwll-y-Hwyaid, on the north side of the road and it, cut again directly into the underlying peat deposits, was much more substantial than those at Bryn. On the south side there was no evidence of a ditch cut, however the silt-clay deposits found at Bryn to have filled in the ditches were again in evidence serving a similar purpose to apparently bolster the structure of the agger on both sides. The sandy clay deposit mentioned



- | | | | |
|---|-----------------|---|----------------|
|  | top-soil |  | silt clay-loam |
|  | shale fragments |  | peat |
|  | sandy clay-loam |  | sub-soil |

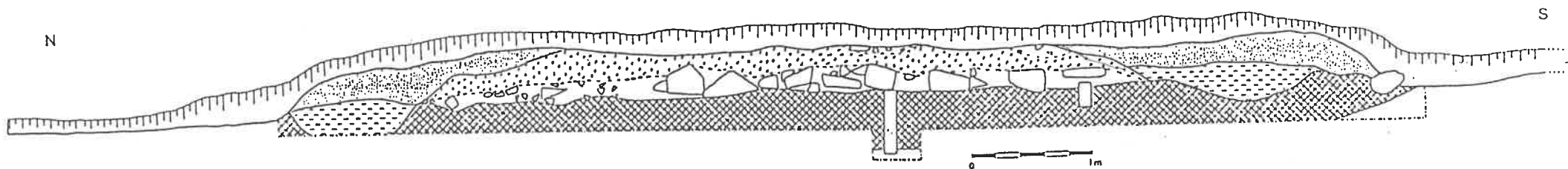


Fig. 2 Bryn Farm excavation: section drawings

PWLL-Y-HWY AID 1994

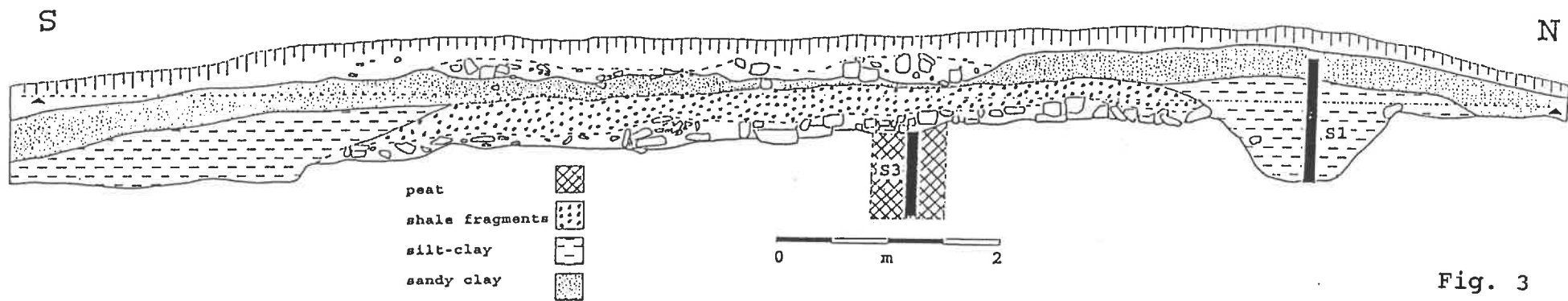


Fig. 3

above lay above these silt layers. From studying the section it also seems likely that the roadside ditch had been deliberately infilled. Analysis of these sediments is ongoing at SDUC which will either confirm or deny this initial observation. If the ditch here did serve a drainage purpose, which seems likely as the road runs downhill slightly in an easterly direction towards Afon Gronw, then it suggests that the road was being modified when the ditch was filled. If so the original road surface consisted of the compacted shale layer, with the sand and cobbles coming at a later stage. Alternatively the ditch here acted again as a marking out ditch and was then infilled during construction of the agger. Undoubtedly, a packing of silt-clay against the northern side of the agger would have reinforced the structure more efficiently than material lain directly onto peat and so the digging of the ditch may also have acted as a foundation trench for the laying of this stabilising deposit. The fact that the ditches at Bryn and Pwll-y-hwyaid were incorporated into the agger contrasts with the suggestion by Margary that marking out ditches usually lay at some distance to either side of the agger (Margary, 1955; 22)

Excavations were restricted to sites where the road had been constructed in the traditional form of an agger and the vast majority of other less well preserved stretches had also taken this form. However in some places, different structural techniques had been employed. At Dolecoed, Whitland (SN 214169), there is a large lynchet-like feature which lies on the line of the Roman road and is clearly visible both on the ground and from the air. Here, a terrace has been constructed to create a level platform for the road which runs along the contour of a sloping field. The feature is well preserved probably because it was used as a field boundary until the fairly recent past, having been recorded as such on the early 19th century Tithe map.

At Zabulon farm alongside the river Fenni (SN 237167) there is a large hollow which continues the alignment of a parch mark on the higher ground, 20m to the east. It seems that the road ran along the bottom of this depression down towards the river, 10m to the west. The feature is too large to have been worn down by centuries of traffic, as a hollow way, and is more likely to have been cut deliberately at the time of the road's construction. The natural gradient of the slope leading down to the river at this point is steep and the cutting would have levelled the slope out considerably, so giving the road a much smoother descent towards the river. At Llanlliw farm lies another much larger cutting, this time immediately to the east of the river Taf (SN 180178). Here again the steep gradient of the slope down towards the river would have required such a cutting. There is also some evidence here of the continued use of the crossing point as three hollow ways, separate from the raised road, converge and at least one of them can be seen to cut the agger of the original road. The third cutting so far recognised lies at Pont nant-yr-allwyn, to the east of Whitland (SN 218169). Here a farm track still follows the line of the road along the bottom of the hollow as it rises eastwards from the river.

Significantly, the A40 also crosses the stream at this point, although the line of the two roads is not the same. These cuttings are substantial features and would have required a great deal of engineering technique as well as a significant amount of time and labour. They underline the significance and importance placed on the road by those who instigated and oversaw its construction.

In many locations aerial photographs have revealed irregular shaped discoloured patches alongside the line of the road. Where these features have not been levelled flat they appear as large shallow hollows and usually lie within 50 metres of the road-line. They appear to be the remains of quarry pits from which material for the road's construction was extracted. The best examples still visible on the ground lie between Fforest and Moor Farms (SN 2216).

THE ROMAN ROAD AND THE HISTORIC LANDSCAPE

We have seen how the course of the road can be reconstructed from archaeological evidence visible both on the ground as earthworks and also from the air as parch-marks. Several stretches are also evident as the line of the road has been preserved as roads, tracks, hedge-lines and parish boundaries within the modern landscape. The presence of these features demonstrates the strong element of survival enjoyed by many portions of the road, but also the way that it has gradually become abandoned at a localised level (figs. 4-5)

Between Glan Rhyd and Bryn hyfryd, just south of Clunderwen, a long stretch of an unclassified road lies on the line of the Roman road. In several places it changes its alignment and at these points the parch-marks of the Roman road can be seen emerging from it, carrying on the more direct original line. The road here is running along a ridge as opposed to the lower lying valley bottom land it crosses between Glan Rhyd and Carmarthen. To the east of Glan Rhyd, it passes across the northern slopes of Pengawse Hill and here it ceases to be visible in features of the modern landscape. Between Glan Rhyd and Llanlliwie agrarian re-organisation has ignored the road's course, but between Llanlliwie and Dolecoed, just east of Whitland, its line is again followed by a series of hedge-lines and farm tracks, as for instance the drive leading to the farm at Llwyn-Drissi. Just east of Dolecoed, the line of the road crosses the brook, Nant yr Allwyn at the same point at which it is also crossed by the modern A40. The two roads do not share the same alignment though and all that has been preserved in this case is the crossing point. Travelling east from here, there is a large stretch whose course has not been fossilised by any tracks, hedges or crossing points. It is not until Derry Hall, just east of St. Clears, that we find the road's course to have been followed by lines in the landscape. Here too the points at which the Roman road crossed streams and rivers are still being used as such. Some of these are also recorded by place-names in rhyd (Ddyryd) or pont (Pontcowin), recalling their

early importance as bridges and fords. In the case of Pontcowin, the only bridge that crosses the Cowin at this point today is a footbridge constructed in the 1950's. East of Pontcowin, a long stretch of hedge-line preserves the former line of the road, running parallel east-west some 500m to the north of the course of the A40. Between the two lines lies the Mansion known as Sarnau. Sarn is a place-name element often found associated with Roman roads in Wales as it refers to a causeway road, not merely a unpaved way. The name in this case appears in the plural and this may recall a time when the two lines were in use together, with the older and northerly route later decreasing in importance and use. The Roman road eventually converges with the A40 at the Grove Grandstand (SN 3519) and from here to the town there are no more traces of its line. It is likely to follow the same course as the A40 from this point.

It will be clear from the quick trip along the road described above that there is some pattern to the manner in which the gradual adaptation of the landscape has variously respected and ignored the line of the road and the way in which its presence is documented within the historic landscape. There are three main "zones of survival" where its course is recorded by place-names, river-crossing points, hedge-lines and roads (figs. 5-6). The most notable example occurs between the rivers Dewi Fawr and Cywin where the road runs through a string of existing farms, usually crossing modern farmyards. This contrasts starkly with the area, to the west, between the Dewi Fawr and Nant yr Allwyn, where the road is only visible as parch-marks and the occasional upstanding archaeological feature. Some of these farm sites may have a lengthy history of occupation stemming ultimately from a period when the road itself was still in use. This does not mean that they all have origins in the RB period but undoubtedly many began life as roadside settlements in the Medieval period. The fossilisation of the road-line in the survival zones probably stems from the fact that these areas have undergone less re-organisation. The landscapes here are older than those where the road is only now visible through archaeological traces. Here it has been forgotten and none of these historical or documentary reminders exist. This pattern helps us to understand the way in which the Roman road has been treated in the post Roman centuries. In some areas it probably fell out of use at an early date, whilst in others it seems to have continued in use long enough to have been recorded within the local history of the landscape.

The existence of the road is also documented by a more informal local tradition. This kind of memory is transmitted from generation to generation orally, occasionally perhaps becoming formalised in a local place-name once the tradition is strong enough. Fenton recorded in the 19th century that the local people of the Vale of Whitland already knew the course of the road, although they associated it with Hywel Dda and with Helen (see quotation above). By this time its significance as a road may have decreased but it was obviously still seen as part of the history of the local landscape. Several people whose land is crossed by the road already knew

of its existence before its "discovery" by Terry James in the early 1980's. Some in the Whitland area, could even recall its line having been used informally as a routeway. One which linked local farms more conveniently than the formal, main road, the modern A40.

1994-5: WEST OF THE EASTERN CLEDDAU

Fieldwork during 1994-5 saw the continuation of the project to investigate the nature and course of the road, west of the Eastern Cleddau river at Llawhaden. Westward from this location, the character of the road differs greatly from that which was encountered in the 1993-4 season. Contrary to the previous section of road, little evidence was forthcoming from aerial photographs, documentary sources, or place-names. However, field boundaries and existing road patterns do suggest the course of a road of some kind between Llawhaden and Wiston. At Wiston the postulated course appears to diverge in two directions; one route heading due west, passing to the north of Haverfordwest (probably in the area now occupied by the disused WW2 airfield) and meeting the coast at Broad Haven/ Druidston or Nolton Haven. Both these locations have suitable beeching areas for sea-borne traffic. The other route appears to take a north-westerly direction, heading possibly for St.David's. This route may relate to the ecclesiastical development of the early Christian centre and may thus have its origins in the Medieval rather than the Romano-British period. However, if this is a Roman road, it raises further questions about the pre-Norman significance of St.David's and perhaps even forces us to look again at the question of the authenticity of the "De Situ Britanniae".

Excavation to determine the presence of the road was undertaken at two locations. The first being at Tre-wynt Farm (SN.081185), Bethesda, at the possible crossing point on the eastern bank of the Eastern Cleddau. The second location lay in the playing field of Wiston School (SN 021182). Physical evidence of the road at both locations was inconclusive, though from previous excavations at Wiston, Romano-British pottery has been recovered. The evidence for the road at Wiston is suggested by a field boundary line that runs east-west, 10 metres to the north of the existing site of the Motte and Bailey. This boundary line joins the Wiston road at the point where the road diverges (SN 0018). The site of Wiston Castle may overlies an Iron Age enclosure-site, into which the Bailey was incorporated.

The close proximity of the road to local settlement sites is not restricted to Wiston. From the western bank of the Eastern Cleddau, the road appears to rise from the valley floor through a deep gorge or cutting (probably of natural origin), that runs directly between two areas of settlement concentration amongst the Llawhaden group of late prehistoric enclosures.

DISCUSSION

Romano-British Sites and the destination of the road

Although we have been successful in locating the road on the ground and reconstructing a significant portion of its course, the big question of its ultimate destination remains open. It has not been possible to identify any RB sites associated with it, so that the existence of forts, marching camps or even further towns is also still open to question. The possibility of a fort-site at Whitland has been suggested by Terry James, on the basis of the usual distance between Roman forts, of a days march and seems likely in spite of the lack of explicit archaeological traces (James, 1990). The recorded finding of 30 Roman coins from Whitland Abbey seems to back this up as the site is only 0.5km north of the road. However it is also possible that the coins belonged to a Medieval collection and therefore may have originated from other sites in the general area or even further afield. There is no evidence for a fort here as yet, although it would not be unsurprising. Whitland is well known as the site where the laws of Hywel Dda were formulated in 10th century AD. The precise location of the his royal palace or base camp is unknown but it shares its name with the modern town, Hendy Gwyn, the White House. It would make a great deal of sense for this palace to have been sited on a site of recognised significance. Many other British examples exist of early medieval churches or royal palaces having been located among the "ruins" of former Roman towns as a way of associating themselves and their power with the memory of the legitimacy of Roman authority. Furthermore, the recent excavations of the Roman road at Whitland have revealed a substantial stretch of road which seems to have been modified and enhanced. Something which is perhaps more likely to have happened in and around a settlement than further out in the open countryside.

Terry James considered Haverfordwest to be a second candidate for a fort site, based again on the distance from Carmarthen and Whitland. There have been finds of Roman coins here too but little else to hint at a date of origin for the town earlier than 11th or 12th century AD. However, if we are dealing with a fort site which was only in use for a short while to be replaced by a non urban RB settlement, then any structural traces could easily have become lost within Medieval and later development. For instance see the extensive air field to the north of the town through which the line of the road may extend.

Romanisation and the Roman road

The construction of roads was obviously an important part of the conquest strategy of a Roman province. The ability to move large numbers of troops and supplies quickly between forts was crucial to Roman military tactics, but also the roads would have served an economic purpose during the immediate post conquest phase when the new administrative

system was being formulated. This system was heavily reliant, in these early stages on the foundation of towns as centres of visible Romanisation and as foci for the new administrative structure, places where civil magistrates were based and where taxes could be collected. The roads that began serving military purposes, therefore took on an important role as a communications link between the centres of Romanisation. The power of the new Roman governmental and administrative system seems to have lain in the way that it was imposed upon existing structures but also incorporated them within it, thus allowing local power structures to remain intact, albeit with a change in emphasis. The marriage of the native and the Roman systems is perhaps best expressed in the way that the Roman civitates seem to have been founded on existing Iron Age tribal territories. Although, it is also likely that smaller polities existed within this pattern which have not been documented, especially in parts of Britain outside of the south and eastern areas which were already subject to Roman influence before the conquest of the mid first century AD.

Moridunum is recorded as the capital of the Civitas Demetarum, and clearly this territorial unit had its origins in some kind of Iron Age polity also called Demetae. It is also possible though that smaller groupings existed within this larger unit.

Romanisation acted gradually on the local populations with visibly different buildings, pottery styles, etc. being initially concentrated in the towns, material which was then emulated over time by the local population, probably partly as a means of status display. Many settlements exist however which retain a predominantly native material culture throughout the Romano-British period (Williams, 1988). The road itself would also have acted as a reminder of the cultural and political changes, one which would have been very potent because it travelled through the landscape amongst the settlements, fields and pastures known and used by the local communities. In this way the road does not only possess functional significance as a means of communication but also acts as a symbol of the new cultural and political presence. The strength of this symbolism is made greater as the road was imposed upon the landscape in a single feat of engineering and labour mobilisation.

Pre-Roman Iron Age sites

This brings us onto the question of the influence of existing routes and sites upon the course of the road. As already discussed we do not know of the locations of any contemporary RB forts, towns, mansiones to which it may have led or which may have grown up along it, feeding off its traffic. There are however several points where the road passes very close to pre-existing, Iron Age sites. The hill fort of Castell-y-Gaer lies c.250m north of the road between Traveller's Rest and Carmarthen but it is not clear whether this juxtaposition is deliberate or incidental. A little further west, at Wenallt, the road takes a sudden change of

direction when it meets a prominent small hill on top of which sits the remains of the ramparts of a hill fort. No archaeological investigations have been undertaken here so we do not know whether the site was occupied in 1st century AD when the road is most likely to have been constructed. Nonetheless the hill does seem to have been used as a siting point, as does the deep sided gorge which lies close by, to the west. This could be an example of the functional use of the site, drawing on its prominence in the low flat landscape of the valley. It could also be a deliberate symbolic act of dominance on the part of the Roman engineers by using the road as a symbol of Roman power and the close juxtaposition of local centre and road to emphasise the Roman dominance over native communities.

Another significant juxtaposition occurs at the Eastern Cleddau where the character of the road as an archaeological monument seems to change dramatically. A group of late prehistoric enclosures lies on the high ground overlooking the river and the road from the west. The enclosures are sited at the location at which the road meets the river and from some it is possible to see this point, c.800m to the east. Excavation of these enclosures by DAT has revealed a sequence of occupation throughout the first millennium BC and on into the Romano-British period. Some of the sites like Dan-y-Coed and Woodside have their origins in the late Iron age but continue through into the early centuries AD and so would probably have been in use when the road was constructed. The enclosures have been seen by their excavator, George Williams, to represent high status settlements occupied by local elites. This suggestion has been based on the comparatively exotic artefacts they contained and the lack of storage structures associated with them as well their relatively substantial defences. The later prehistoric settlement pattern of this part of south Wales is dominated by small enclosures like these, in contrast to north west Dyfed, where the pattern comprises more dispersed and larger hill-fort enclosures. The fact that at Llawhaden there exists a denser than average cluster of small enclosure-sites may enhance the claim for the group to be seen as a significant and high status arena.

If we imagine the enclosure group to have acted as a focus of power in the first century AD it would be significant for the road to have passed close by this site. This could either be taken as a demonstration of the close relationship between local polities and Rome or as an act of intimidation on the part of the Roman authorities over the newly conquered elite. There are many cases in Roman Britain where towns or forts are sited in close proximity to sites with existing political importance, as for instance at St. Albans and Colchester. As mentioned above, it is also likely that some kind of late Iron age centre also existed close to Carmarthen where the fort was located in the 70's AD.

Post-Roman roads

It would be naive to suggest that the Roman road stopped being used as a thoroughfare after the fourth century AD as the Roman occupation of Britain came to an end. It is difficult enough to date the construction of archaeological features such as this but, in this case we are helped somewhat by the documentary sources which record the places, people and dates involved in the conquest. To use excavation to discover the date at which the road fell out of use would be virtually impossible, unless of course the monument had been levelled in an act of vandalism, associated with contemporary datable artefacts! In reality, the road is more likely to have gradually fallen out of use in a piecemeal fashion, dictated by gradual re-organisation of the surrounding landscape tied in with changes in agricultural practice and landownership. Some of these localised alterations may already have taken place during the Romano-British period, of course. In its original form the road was built to link 2 or more places of importance and thus it acted as a long distance routeway. During the post Roman centuries when political and economic structures seem to have operated at a much smaller and more localised scale, the validity of a long distance route may well have decreased, especially if the settlements at either end of the road fell out of use or decreased in importance themselves.

Our knowledge of the settlement pattern and political geography of the 5th-10th centuries AD in South Wales is scanty, with clearer evidence available for the period after the Norman Conquest. Whitland is known to have been an important centre of some kind through its association with Hywel Dda and likewise, Carmarthen emerges quite early as an important centre, a role it probably never really lost throughout the first millenium AD. Both these sites lie on the road and it seems likely that it remained in use for some time in this area.

One of the few types of archaeological monument dating from the immediately post Roman period, is the group of inscribed stone memorials in which this part of South Wales is so rich. Perhaps the most celebrated of these is now housed in Carmarthen Museum and commemorates Voteporigis, a name which has been equated with the Demetain king, Voteporix, known from Gildas, "De Excidio Britanniae". On the basis of this documentary reference the stone has been dated to 6th century AD. This stone was found incorporated into the fabric of the chapel at Castell Dwyran, which lies very close to the line of the Roman road, here represented by parch marks and also fossilised in the line of an unclassified road running westwards towards Clunderwen. It is likely to have originally been set up in the near vicinity (Wyn Evans, 1991) and may even have stood alongside the road itself. Another example exists at Ystradfellte, Brecknockshire of a similar inscribed stone monument, Maen Madoc, which stands beside the Roman road between Coelbren and Brecon Gaer (Alcock, 1971). This practice of wayside stone monuments may have been widespread, recalling the Roman practice of both milestones and roadside tombstones.

So many of the inscribed stone monuments have been discovered in secondary contexts that their original setting is often difficult to reconstruct. In this case it argues strongly for the continued use of this particular stretch of road into the 6th century AD. Furthermore, its association with a local king confirms the continued significance of the road as something more than just a local by-way.

We know that a route existed between Carmarthen, Whitland and Llawhaden in the Medieval period, but its exact course is not easily identifiable until detailed maps become available in the post-Medieval era. Paul Hindle has attempted to reconstruct the road network of Medieval England and Wales based on the 14th century Gough map and various royal itineraries, also of the 14th century (Hindle, 1976). He stresses that the foundation of the Medieval network of long distance roads was laid in the Romano-British period and that many Roman roads continued in use. All his sources emphasise the relative importance of a route running west from Carmarthen which goes as far as Haverfordwest and then turns north-west to St. David's. The route taken by Geraldus Cambrensis in 12th century closely resembles Hindle's route, also travelling between Carmarthen, Whitland, Llawhaden, Haverfordwest and St. David's. By this time the crossing point of the Eastern Cleddau is probably the site of the bridge in Llawhaden village (SN 075173). A reference is made by Gerald in his "Journey Through Wales" to his travelling along a road, between Carmarthen and Whitland Abbey, as opposed to the open country he had to cross on the way to Kidwelly. This may be an explicit reference to the continued use of the built Roman road, in contrast to the more usual open ways (Thorpe, 1978).

Even if the exact line of the former Roman road was not continuously followed during this period it is clear that the general route remained important. Where suitable, parts of the actual road probably were used but where new sites of importance grew up deviations and modifications of this route are likely to have occurred.

There is a short stretch of bridleway which links Whitland Abbey to North Road in modern Whitland town (fig. 5). This has always been known locally as the Roman road and it does indeed lie very close to the former line of the road. In fact, it meets the Roman road at the point where it also meets Whitland's North Road, the Roman road crossing North road at this point. To the west of the convergence of these 3 routes, the line of the Roman road is preserved as a farm track, but to the east it remains only as the earthwork now destroyed by the Whitland by-pass. Here, it seems likely that the foundation of the Abbey in 12th century prompted the construction of an access road to link the Abbey to the former Roman road, some 1km to the south. In time it seems that this link road took over in significance and use from the stretch of Roman road which runs to the south of the Abbey, as the volume of traffic now tended to pass directly by the Abbey-site.

A road of two halves: Either side of the Eastern Cleddau

It is clear from the above discussion that the two halves of the project, in alternate years on either side of the Eastern Cleddau, have been faced with very different conditions in attempting to solve the same problems. To the east of the river, the aerial photographic evidence served as a secure basis upon which the ground investigation could build. The road had already been identified and its course was easily reconstructed. Detailed investigation in the field could proceed quickly and confidently from the outset. To the west of the river, however, it was much more difficult to replicate this procedure. Despite close and extensive scrutiny of both archival and field evidence a detailed and reliable reconstruction of the road's course proved more elusive. For some reason the Eastern Cleddau River acts as a significant hiatus in the way that we see the road in the modern landscape. To our minds, this could have been caused by one or more of four scenarios:

1. Re-organisation of the landscape to the west has been much more extensive than to the east serving to wipe out any traces of the feature that may have existed.
2. The stretch of road to the west of the river went out of use en masse well before that to the east.
3. The road did not cross the river at the point where it approaches it from the east (either crossing to north or south).
4. The nature of the road in terms of its original form and construction was different to either side of the river.

The significance of the difference between the two halves of the project is that every one of these possibilities underlines heavily the importance of the Eastern Cleddau as a boundary of some kind from any period from the late Iron Age on. Under any one of these scenarios conditions to either side of the river would have to be very different. The significance of the river as a boundary in the Early Medieval period is historically attested as it formed the eastern boundary of the Cantref of Daugleddau. A political/administrative boundary such as this need not affect the viability of a road that crossed it, however. It is not clear whether the agrarian transformation of field patterns did differ drastically on either side and indeed such changes are not usually dictated by political geography. In any case we have already seen that in the eastern zone only a few stretches of road are actually preserved as field boundaries and roads with many more traces evident as parch-marks lying within fields. Re-organisation of the landscape here has largely disregarded the line of the road and yet it is still archaeologically detectable. Changes in field patterns and the agrarian scheme in general therefore is unlikely to have caused the monument west of the river to have become archaeologically invisible. Many examples exist, in the east, where ploughing continues to diminish the

surviving portions of the road and yet still the parch-marks are strong.

Likewise, abandonment does not seem to have reduced the way in which the road is visible to the east of the river. It seems unlikely that the entire westerly portion would have become redundant long before that to the east. The loss of a crossing point on the Eastern Cleddau may have forced the road to cross somewhere else and thus alter its westerly line. For instance the emerging post Roman importance of Llawhaden led to the development of a bridging point here rather than 2km to the north at Dan-y-Coed. Alternatively, the decline of a centre west of the river to which the road was destined may have added to the redundancy of this portion. However, in both these examples we are talking about the road as a unit, or at least a unit made up of two discrete halves. From what we know about the history of survival and abandonment of the eastern road its decline and adaptation worked on a much more piecemeal and localised basis. Therefore the lack of an ultimate destination in keeping with the long distance perspective of the original road scheme would not preclude continued use of the parts of the road at a very localised level. If the road had once existed as a continuous line from Carmarthen across the Eastern Cleddau and onwards to the west it would have survived in some form to the west of the river. The crucial stage at which the distinction to east and west of the river is recognisable is therefore travelling further and further back in time towards the era of its original construction and use.

There are signs of the former presence of a road-line running on westwards from Dan-y-Coed, towards the western coast, but these traces are much less clear than to the east of the river. Most of this evidence is derived from fossilised lines in the landscape and very little evidence exists for a constructed road in this area. It seems likely then that the constructed Roman road originally ran only as far as the Eastern Cleddau, but the line was continued across the river and onwards to the west as a routeway of less substance and formality. It is also possible that the road crossed the river further to the north or south than Tre-Wynt, but preliminary aerial photographic research has found no line westwards in line with the crossing points at Gelli (north) or Llawhaden village (south). For the constructed portion of the road to terminate at the river is curious for the lack of a specific site which acted as its destination. However, in the light of what was discussed above about the importance of the enclosures overlooking the river from the west, its termination here may say a lot about the political developments surrounding the Roman conquest. The area to the west of the Eastern Cleddau may not have been taken into the new Roman civitas Demetarum, but could have acted as a client kingdom in alliance with Rome. The road therefore was only built within the confines of the civitas to the east of the river, again underlying its early, probably pre-Roman, importance as a political boundary. Its visible presence on the river's eastern bank immediately opposite a settlement of some elite significance would have served as a symbolic

reminder of the new regime to the east.

The two halves of the road, therefore, seem to emphasise the contrast between a formal, constructed road and one which is much less obvious, of informal origin, but which still continues the same communications line. The distinction may well reflect the importance of the Eastern Cleddau as a boundary between Roman and Native, the constructed road embodying Roman management and engineering endeavour, whilst the informal way to the west is more in keeping with local tradition.

We started out by looking at the Roman road as an archaeological monument whose discovery raised many questions about the Romano-British period in this area. What has resulted from the detailed field analysis of the monument and its landscape has involved much more than just the first four centuries AD. Just as the road itself was not only significant and meaningful to the Romano-British population, its study has raised many questions not only about the Roman centuries but also about the development of the landscape in the centuries following the fifth. This underlines the importance of a holistic, landscape-based approach to site-based projects such as this, an approach which emphasises both the temporal and spatial context of the monument in question.

A ROMAN ROAD WEST OF CARMARTHEN

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..... Parch-mark
—— Hedge-line
—— Track/ Road

● Agger
◐ Cutting
◑ Terrace-way
◒ Surviving crossing point
⊙ Farm on course of road



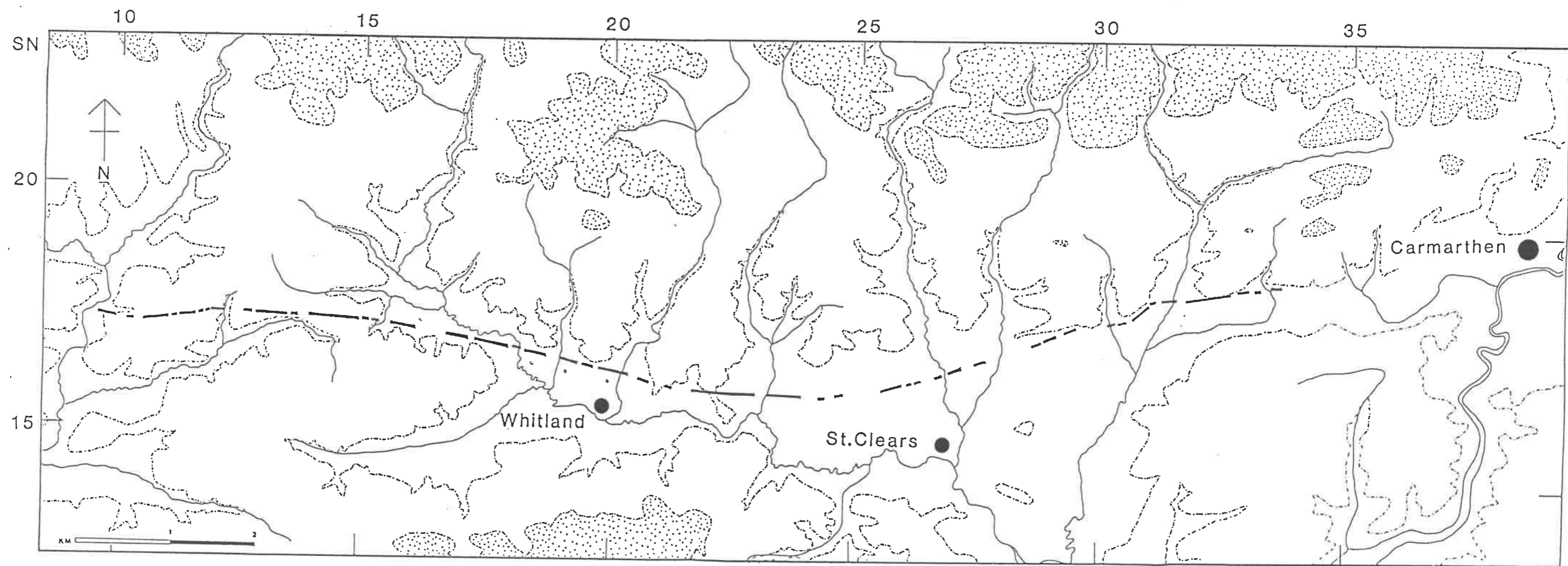


Fig. 1

PWLL-Y-HWY AID 1994

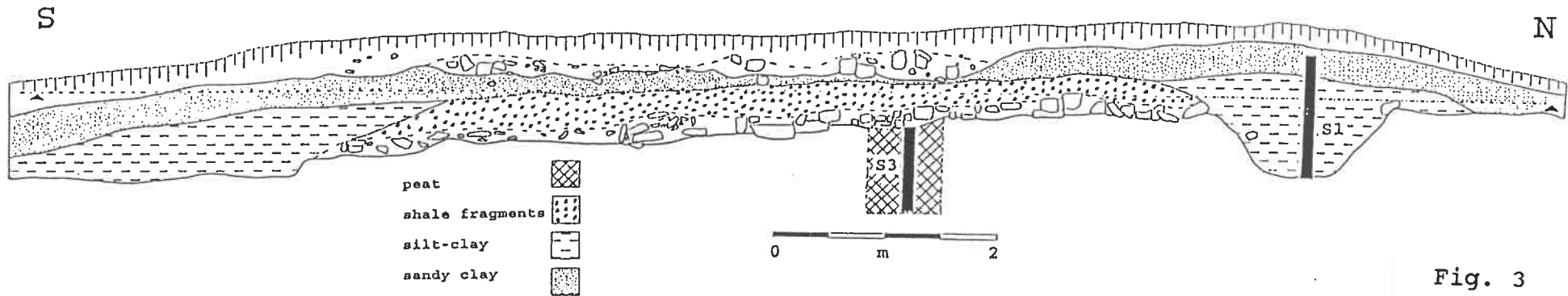


Fig. 3

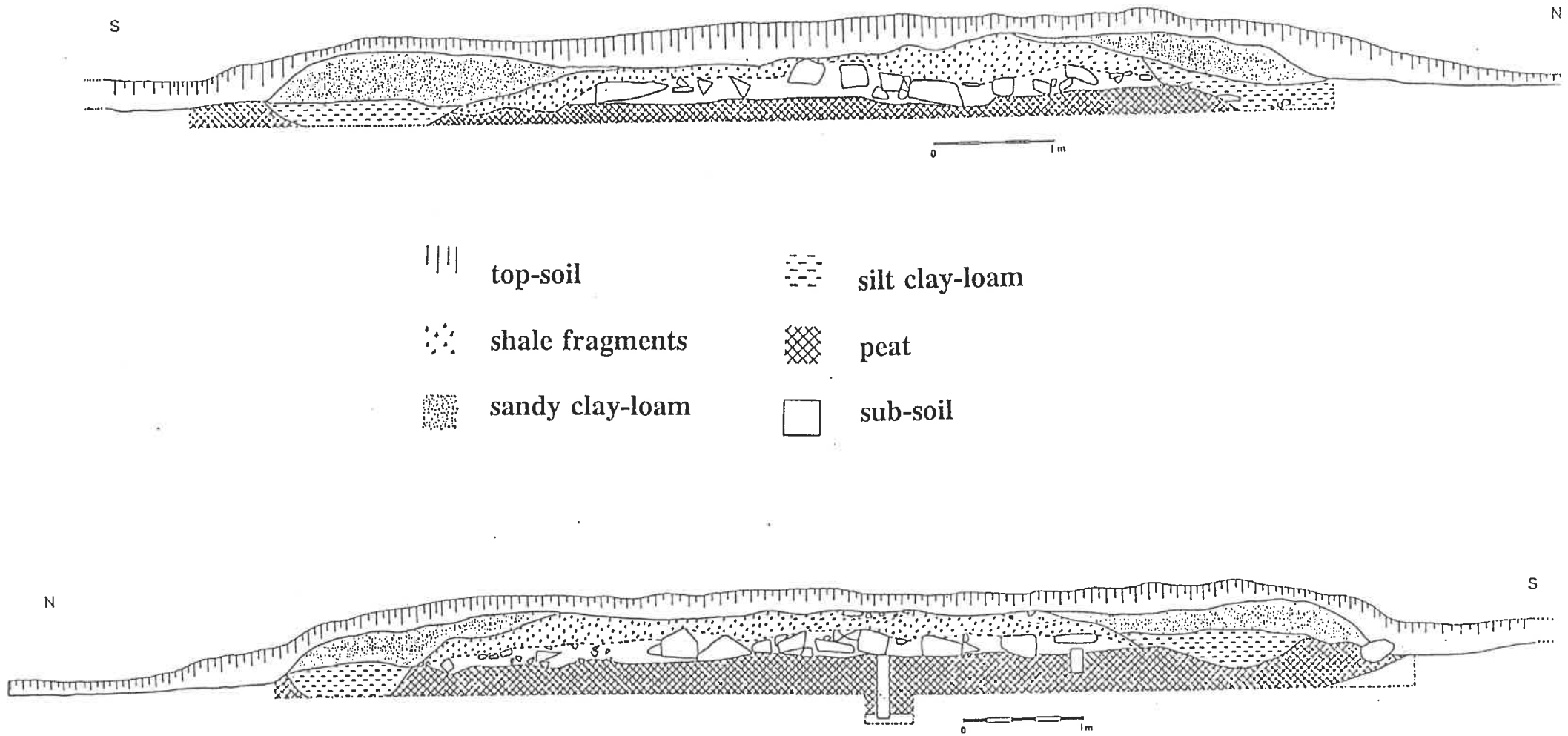


Fig. 2 Bryn Farm excavation: section drawings

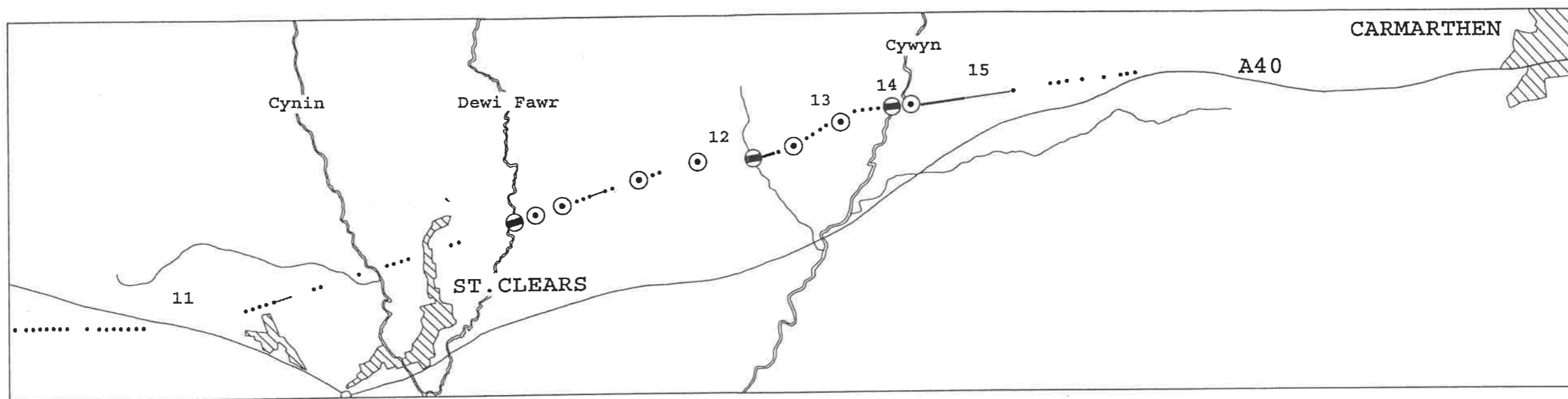
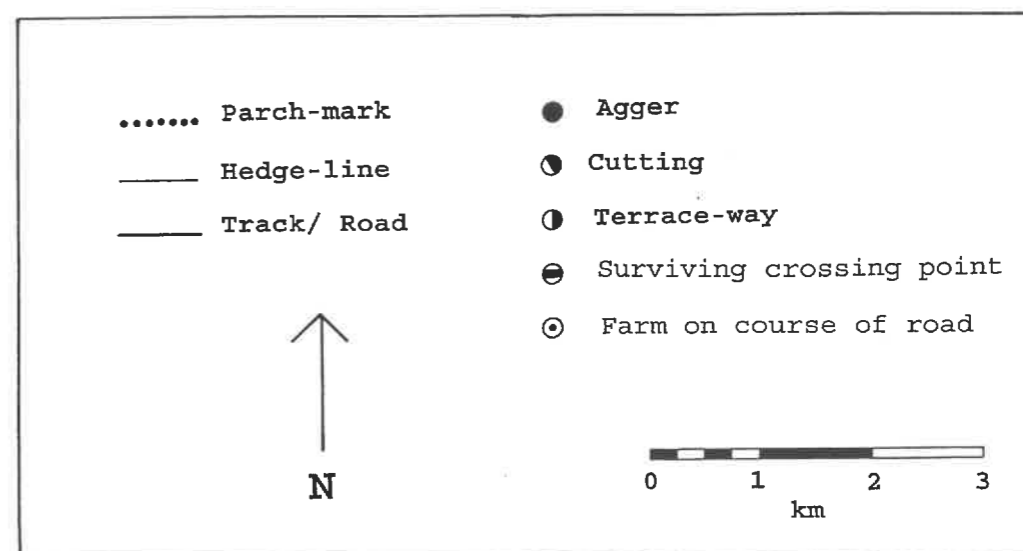


Fig. 4



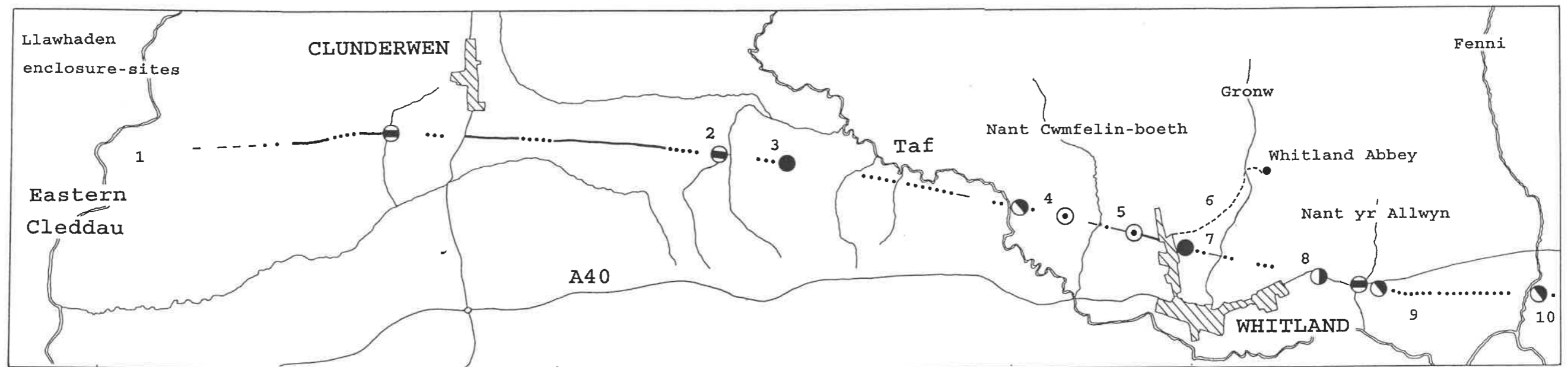
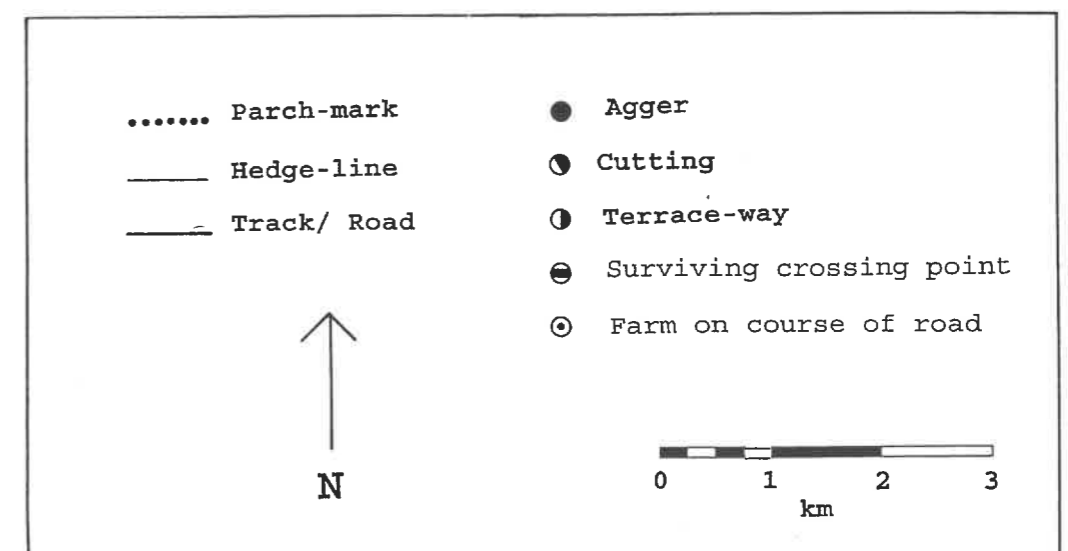
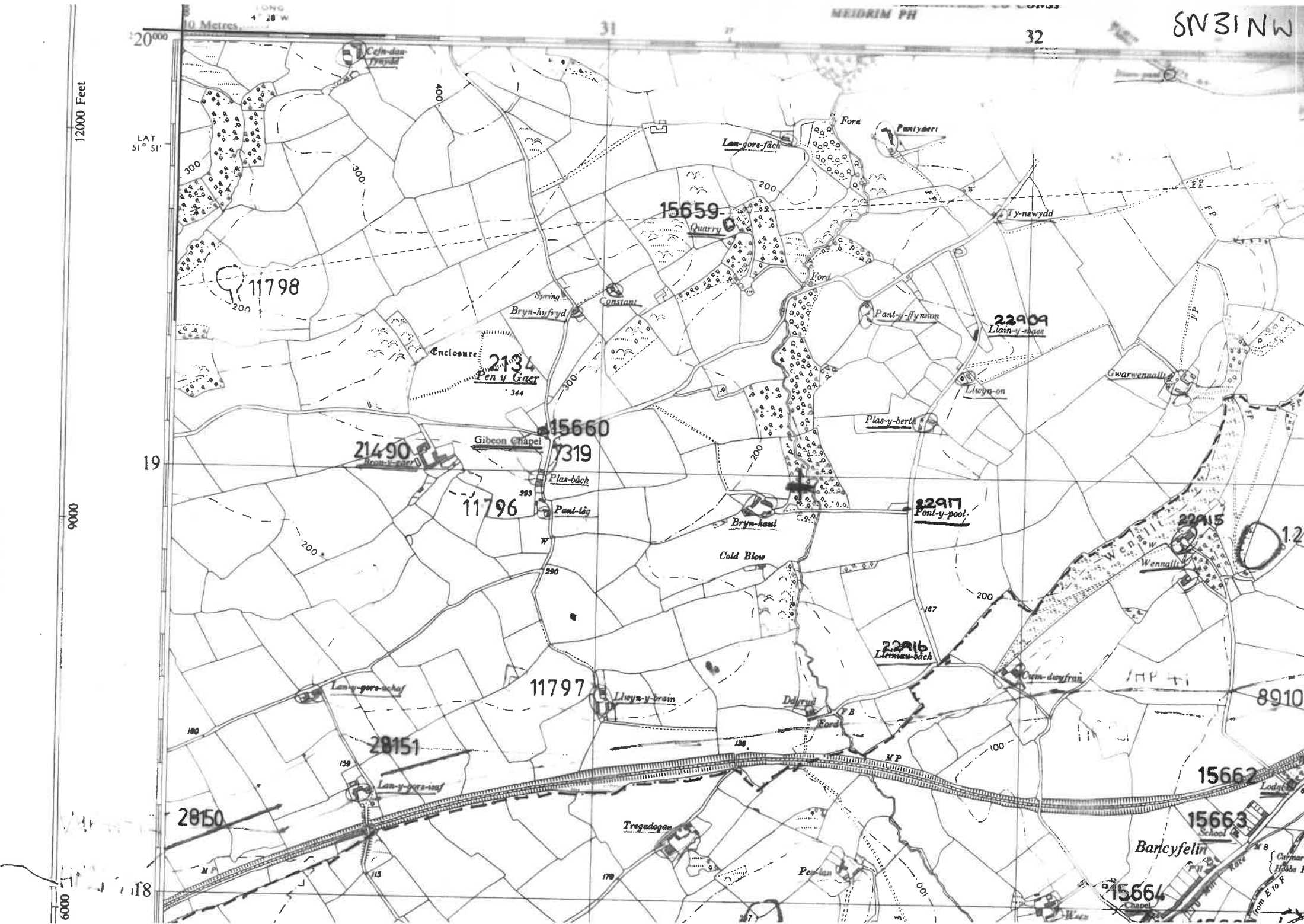


Fig. 5





LONG 4° 28' W

MEIDRIM PH

SN31NW

20000

31

32

12000 Feet

LAT 51° 51'

19

9000

18

6000

Cefn-dan
Tynydd

Llan-gors-fach

Ford

Pant-y-deri

15659
Quarry

Ty-newydd

11798

Spring
Bryn-hafryd

Constant

Pant-y-fynnon

22909
Llain-y-nnes

Enclosure
2134
Pen y Gae

Llwyn-on

Gwarwennallt

15660

Gibson Chapel

7319

21490

Plas-y-berth

Plas-bach

22917
Pont-y-pool

11796

Pont-lig

Bryn-haul

22915

Cold Blow

Wennallt

122

200

167

200

22916
Llennau-bach

11797

Llwyn-y-train

Dallryd

Owen-dwyfran

8910

Llan-y-gors-fach

28151

28150

Llan-y-gors-fach

Tregadogan

Pes-lan

15662

15663

Barncyfelin

15664

Carmarth
Hobbs Po

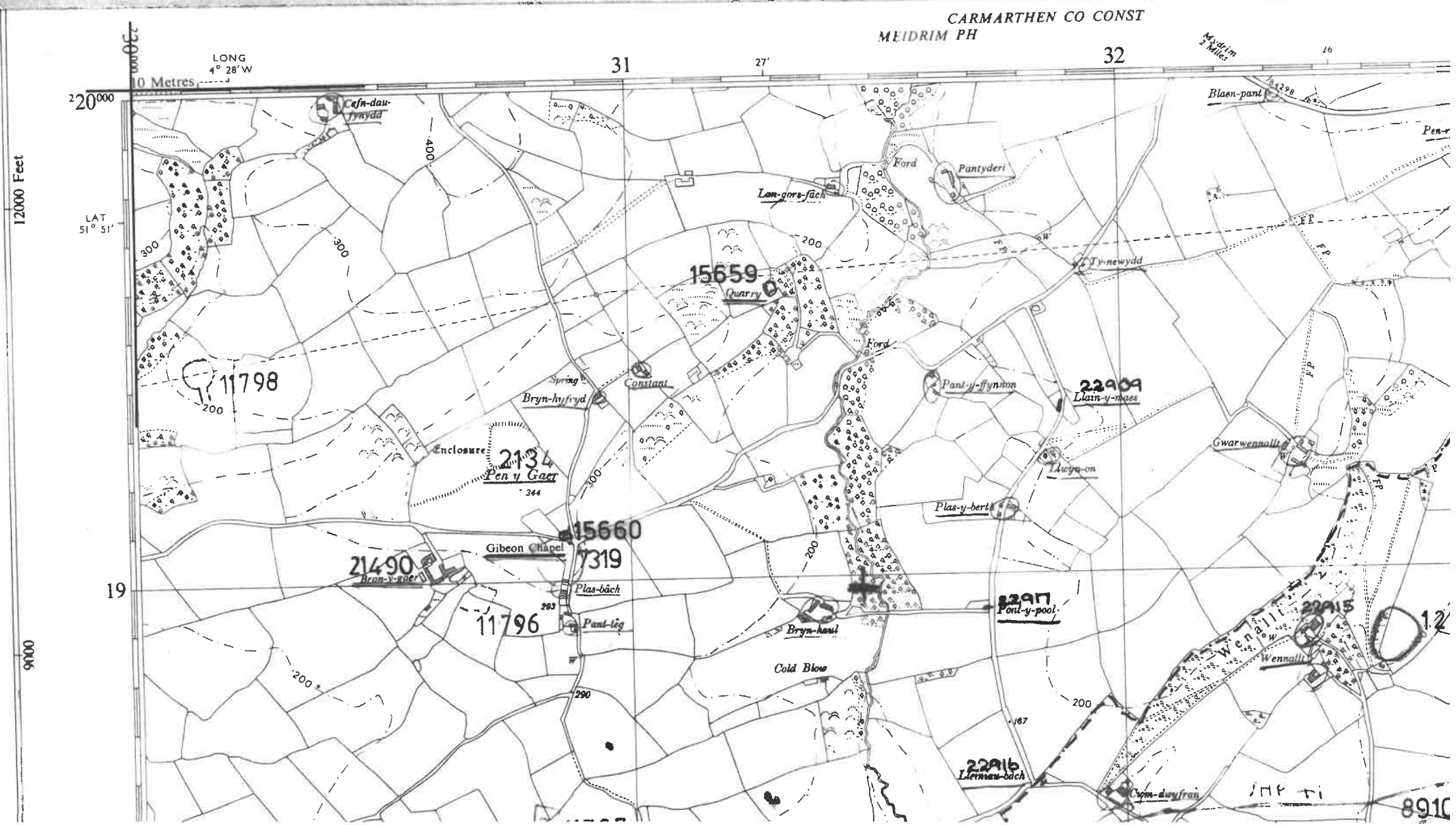
from E to F

ORDNANCE SURVEY

Scale 1:10,560 or 6 Inches to a Mile

SHEET SN 31 NW

CARMARTHEN CO CONST
MEIDRIM PH



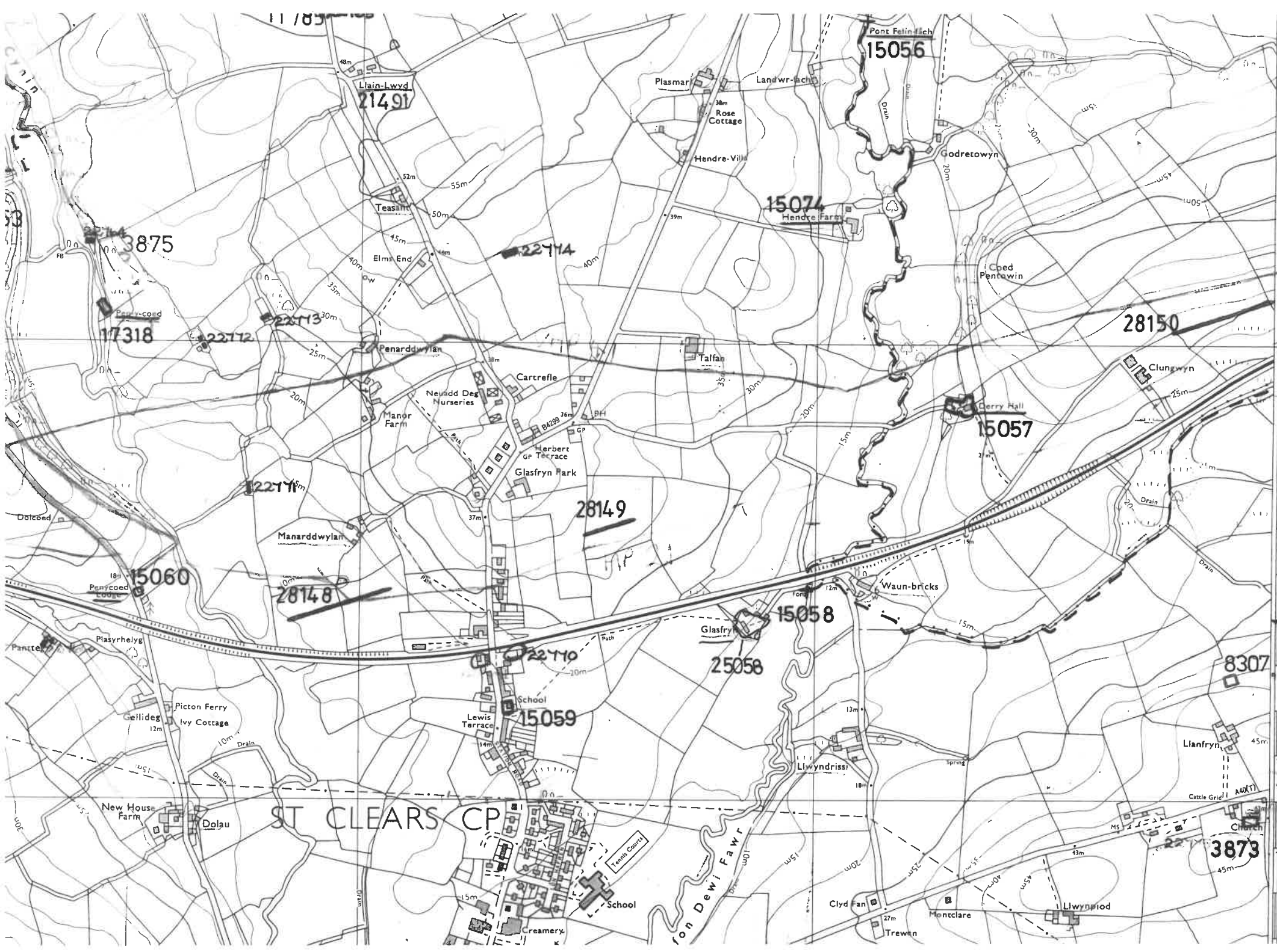
LONG
4° 28' W

LAT
51° 51'

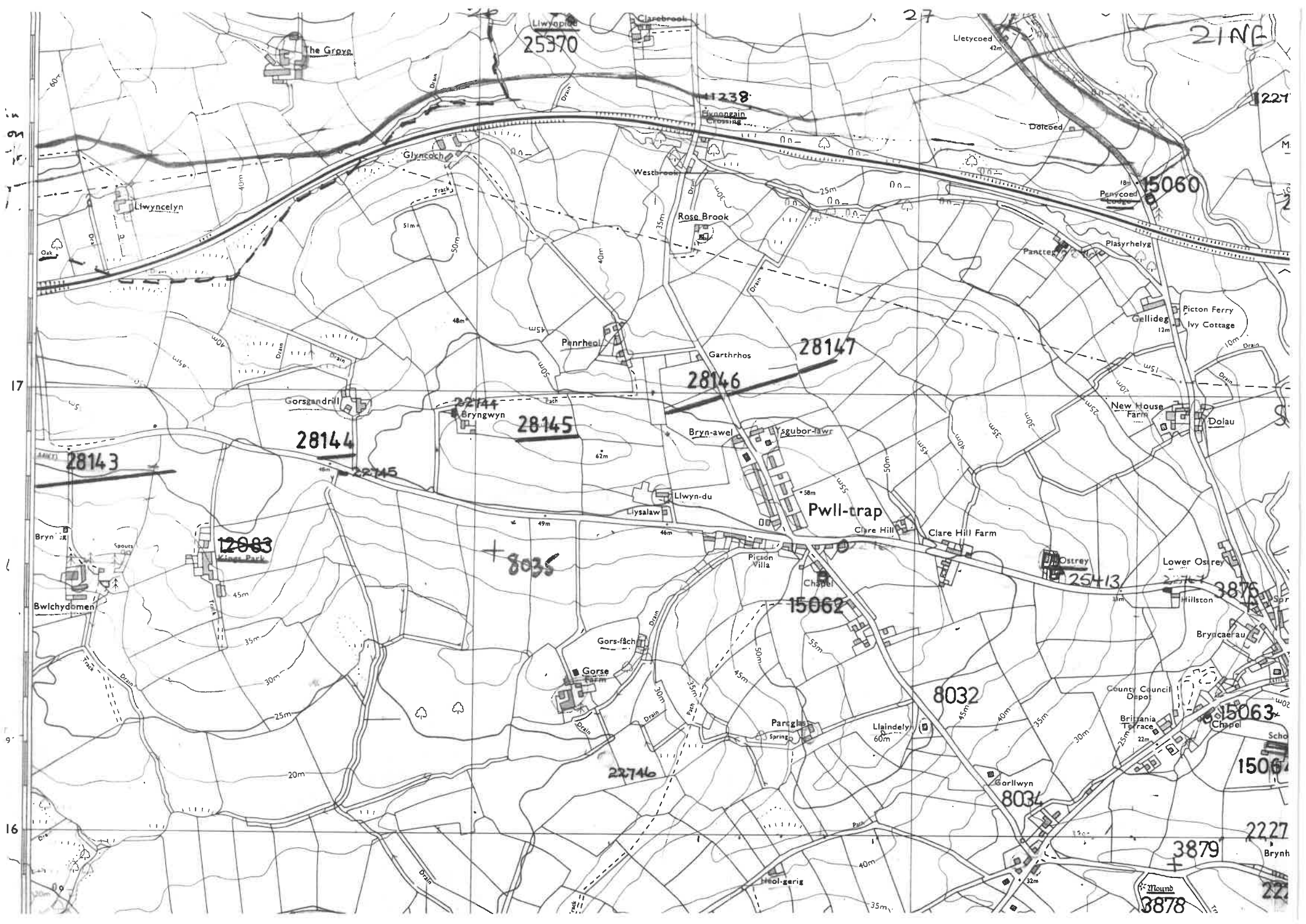
12000 Feet

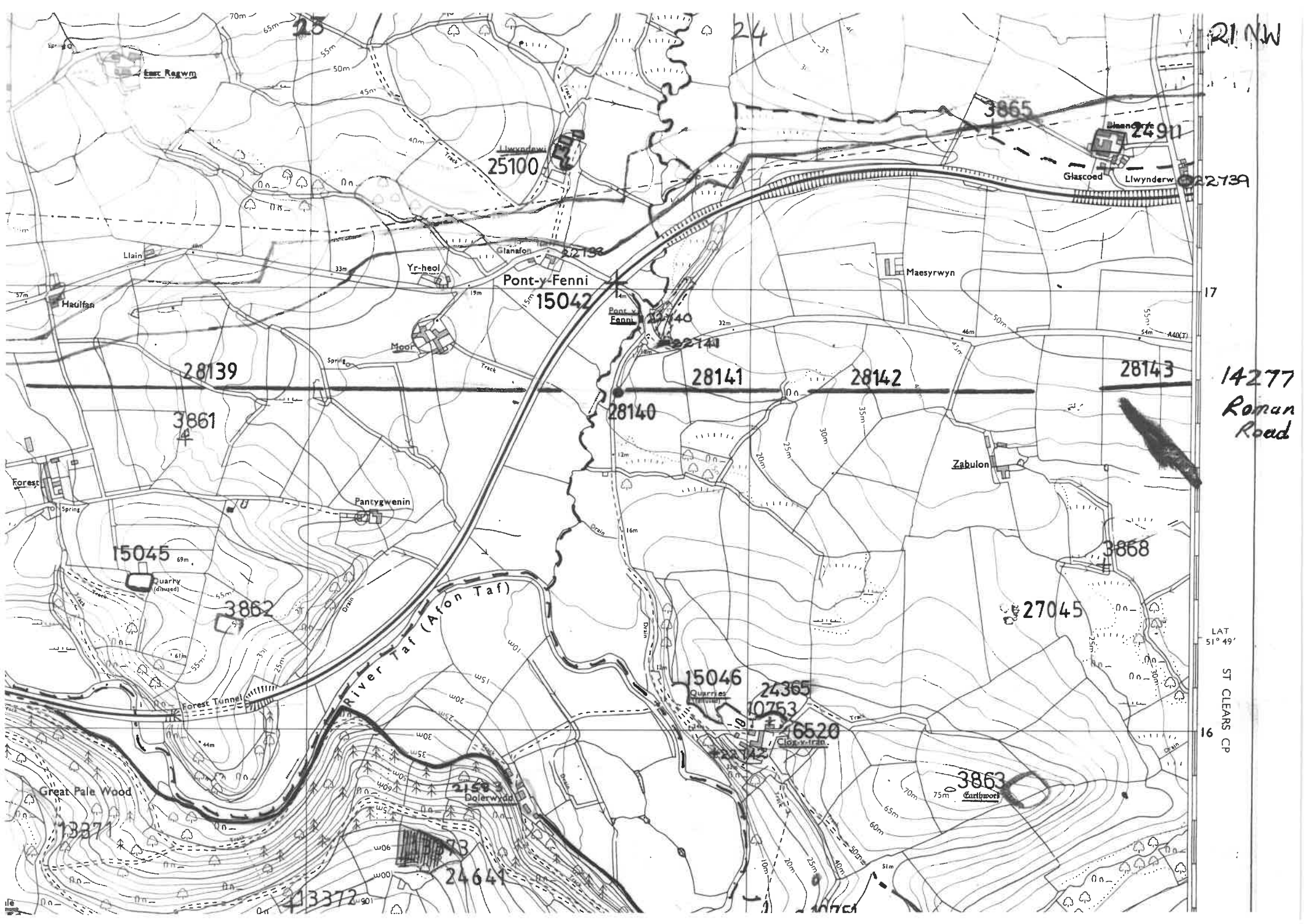
9000

8910



DINE
 14
 R
 A
 18
 50'
 24.
 TOLA
 17
 3881-1
 COIN
 AT S
 5055-
 Post 1
 OF C





R1NW

17

LAT 51° 49'

ST CLEARS CP

16

14277
Roman Road

Emr. Regwm

25100

24911

22739

Pont-y-Fenni
15042

Maesyrywn

28139

28141

28142

28143

28140

Zabulon

3868

27045

15045

3862

River Taf (Afon Taf)

15046

24365

10753

26520

3863

Great Pale Wood

21583
Dolerwydd

24641

13871

13372

Cartlwr

21NW

92

17

ea

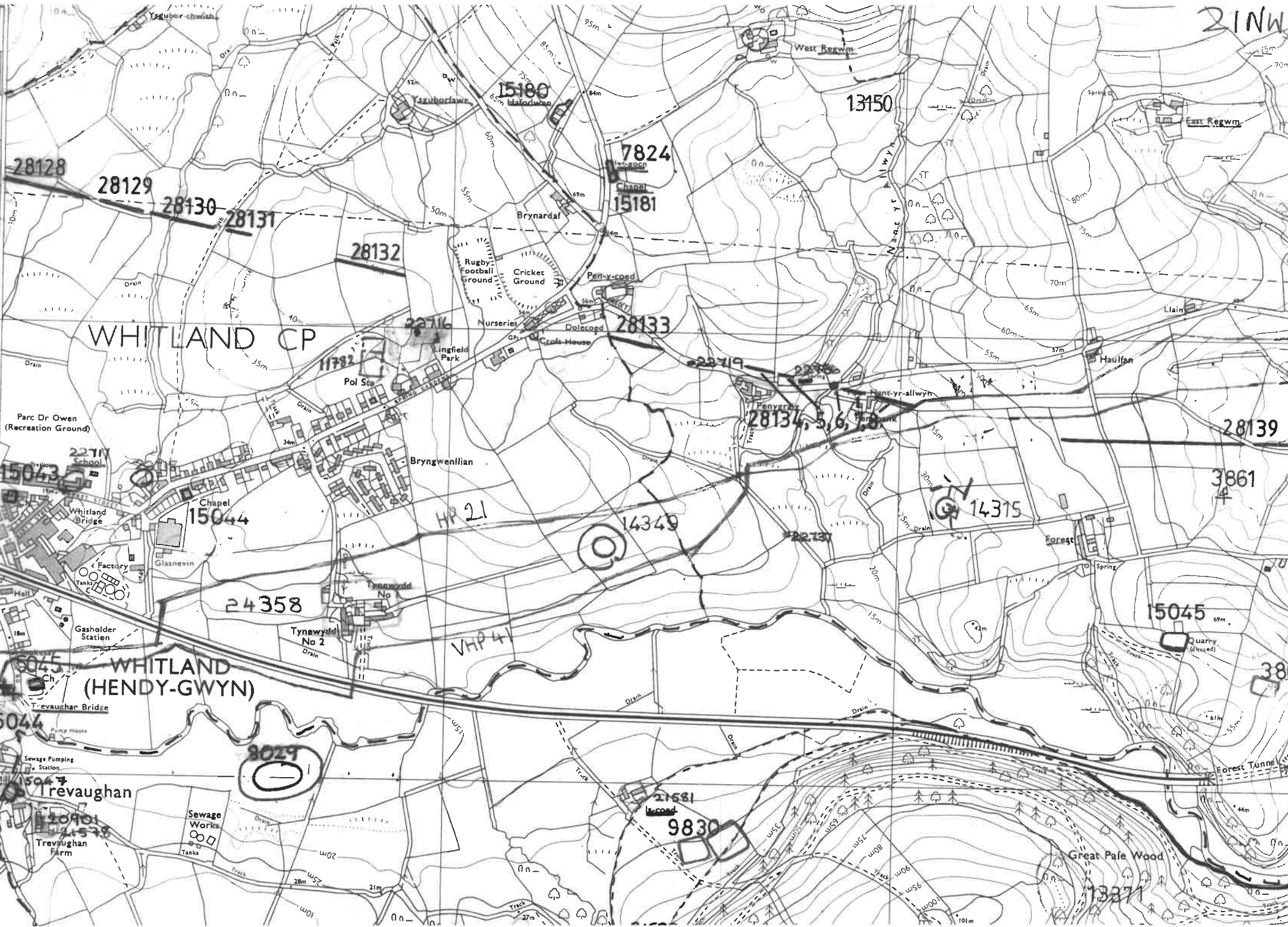
(7)

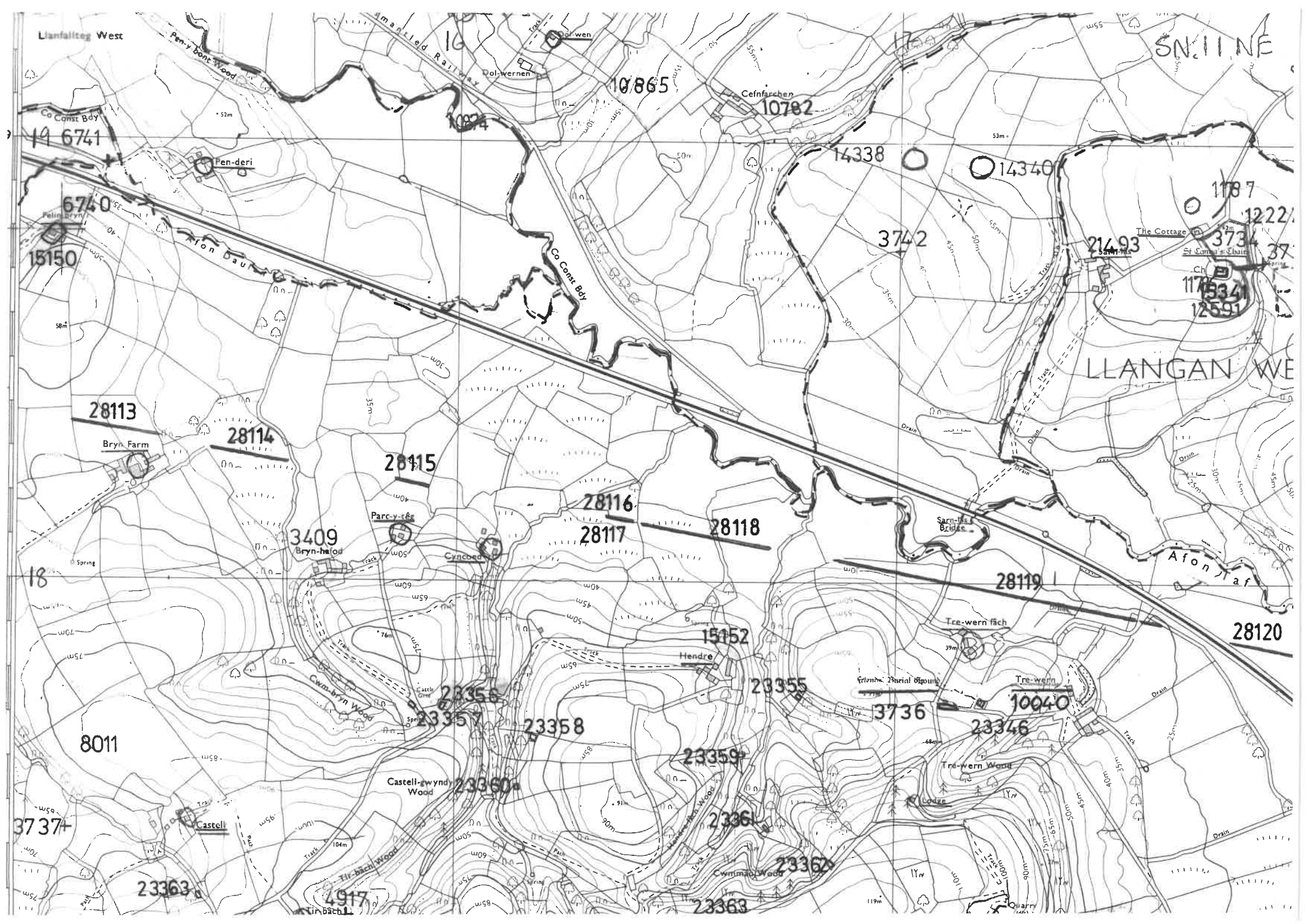
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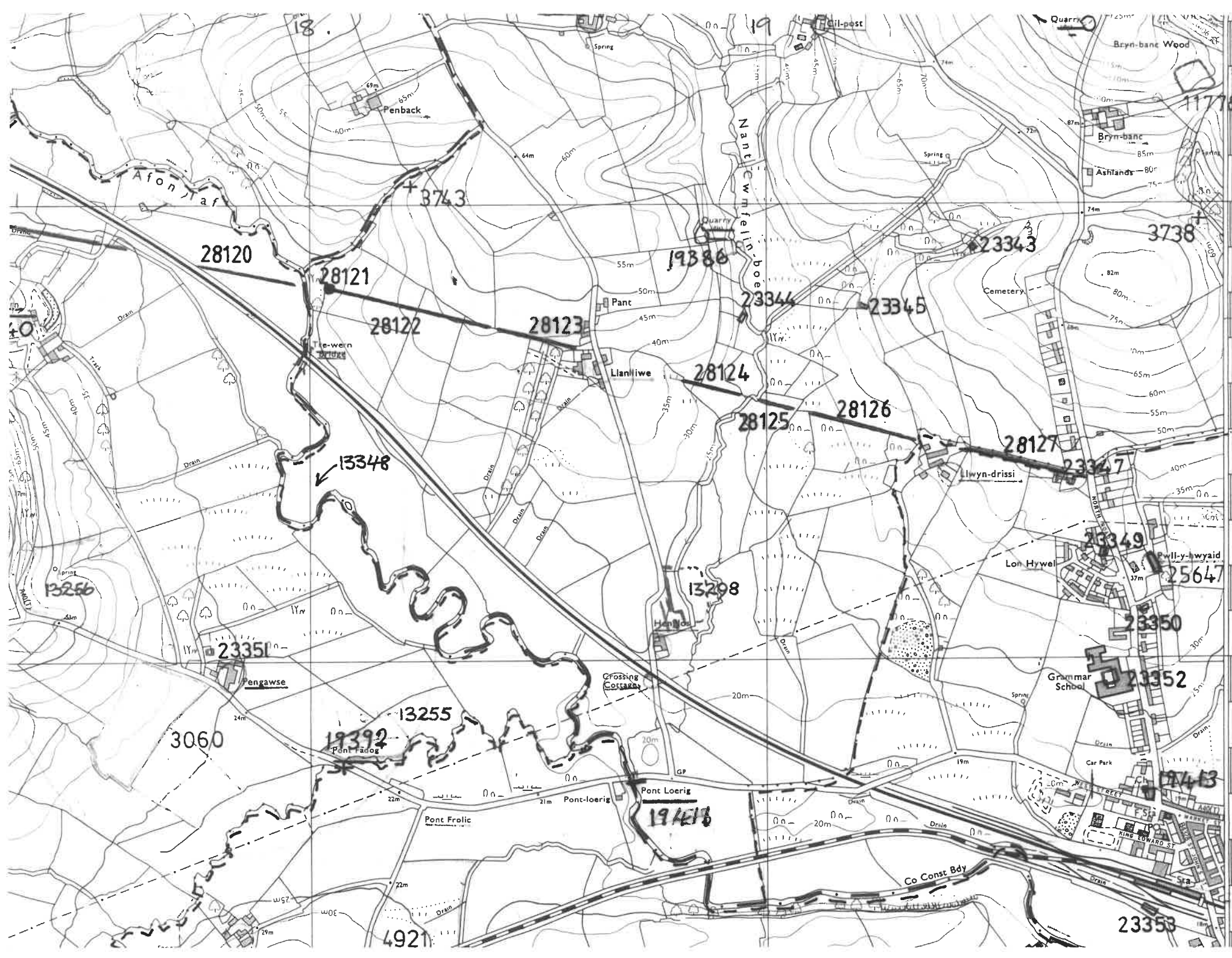
6

36

5







SN 11 NE

LAT 51° 50'

18

1427
Roma
Roa

17

WHITLAND CP
WHITLAND (HENDY-GWYN)

13257
Field
System
around
Pengaw
SN 18r

LAT 51° 49'

LAND SURVEY

HEN RD
Celtic Dedication

LLANDISSILIO EAST CP CARMARTHEN CO CONST

PEMBROKESHIRE

LONG NARBERTH RD
14° 42' W

11NW

21500m

22000

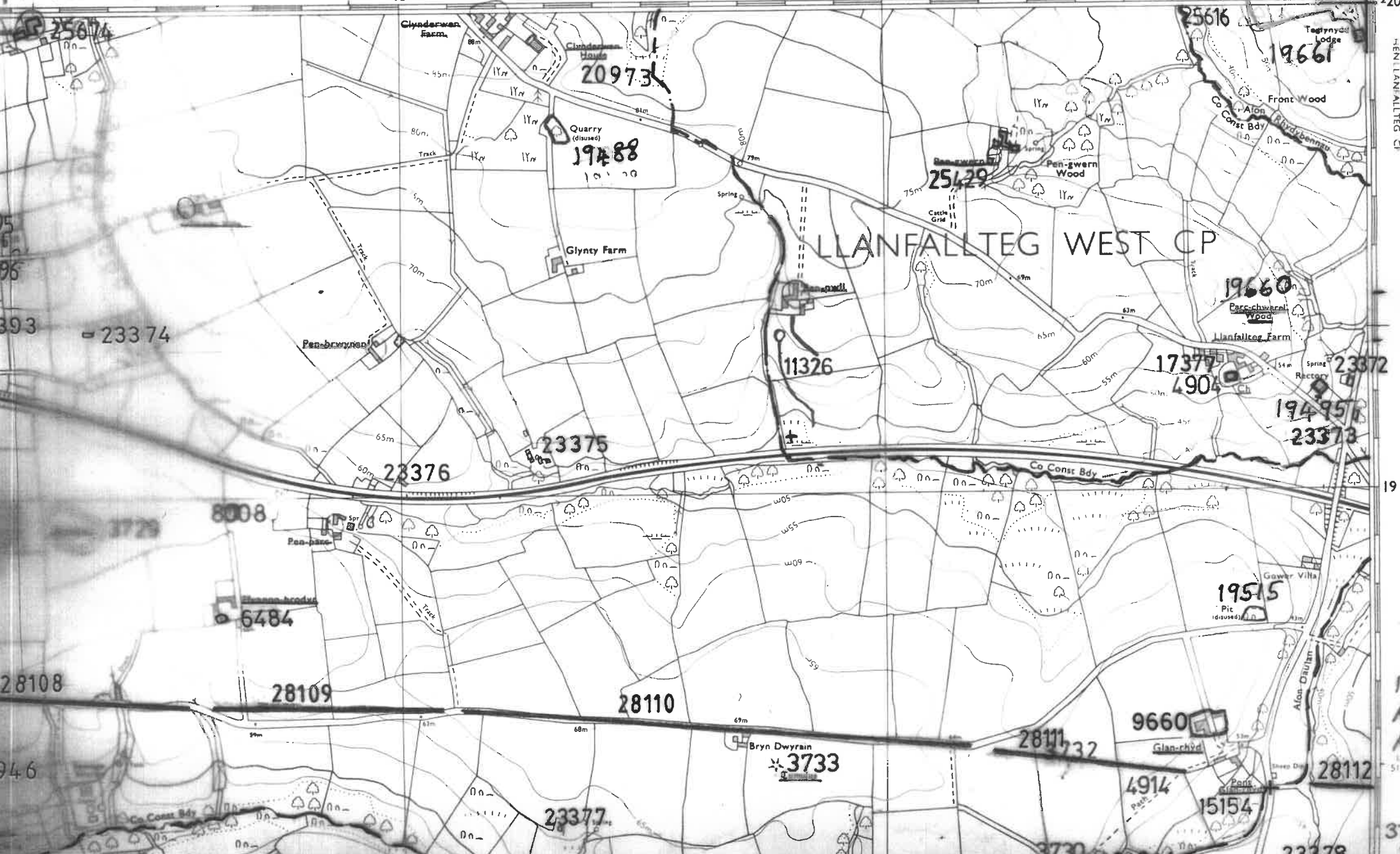
CARMARTHEN RD
HEN LANI ALLTEG CP

PEMBROKE CO CONST

19

11 R R

37 C



HEIGHTS IN METRES

ORDINANCE 11NW

LLANDISSILIO WEST CP

LONG 4° 45' W

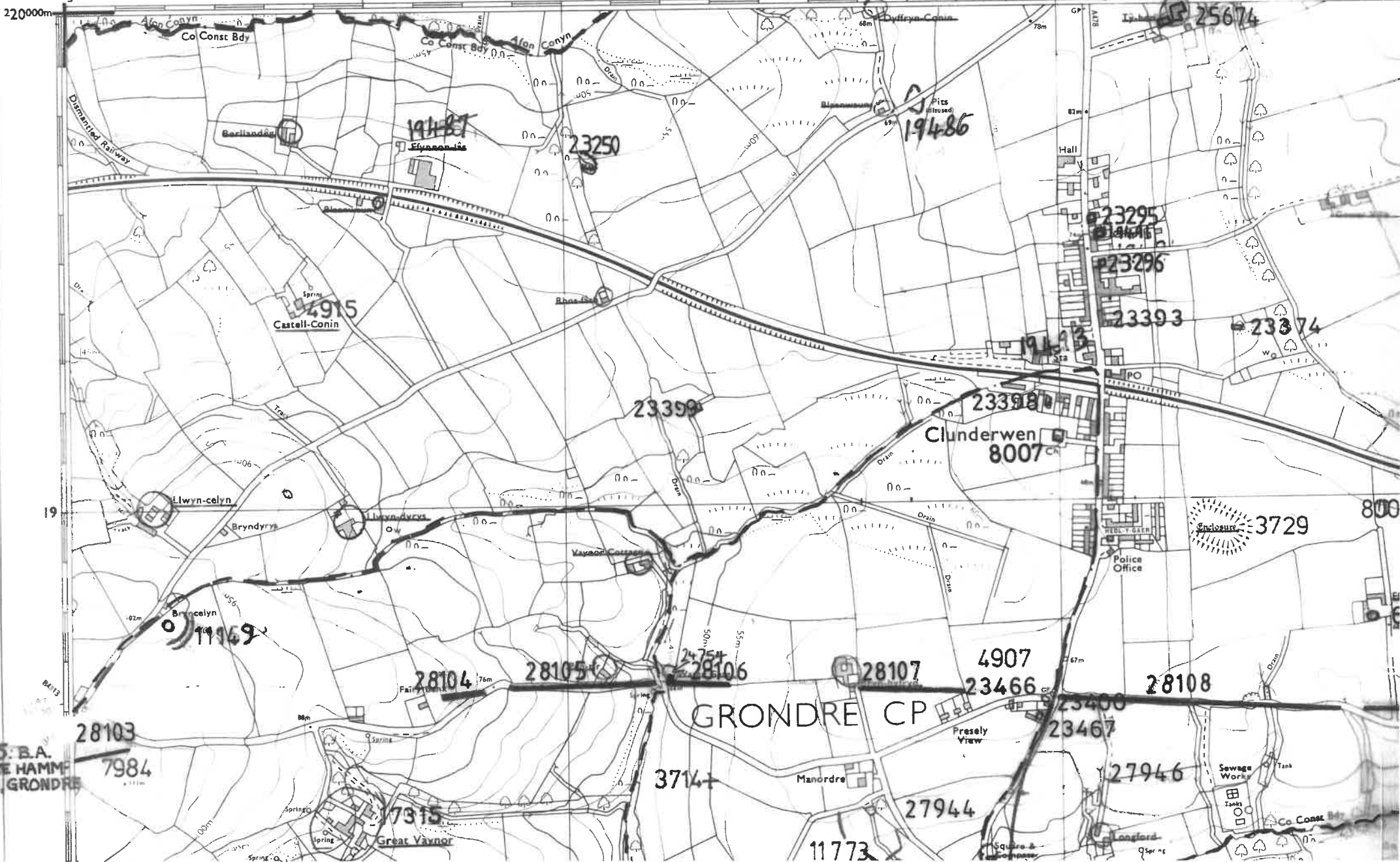
LLANDISSILIO WEST CP

CARMARTHENSHIRE

3710: ROMAN COIN CLUNDERWEN

CARMARTHEN RD

LLANE



3715 B.A. AXE HAMMER GRONDRE

Sewage Works Tank

Co. Const Bdy

Presely View

Manordre

Langford

Square & ...

Spring

Spring

Spring

Spring

Spring

Spring

BA13

19

220000m

11

12

25674

19486

23250

19487

24915

23295

23296

23393

23374

23399

23398

Clunderwen 8007

3729

19169

28104

28105

28106

28107

4907

23466

28108

23400

23467

28103

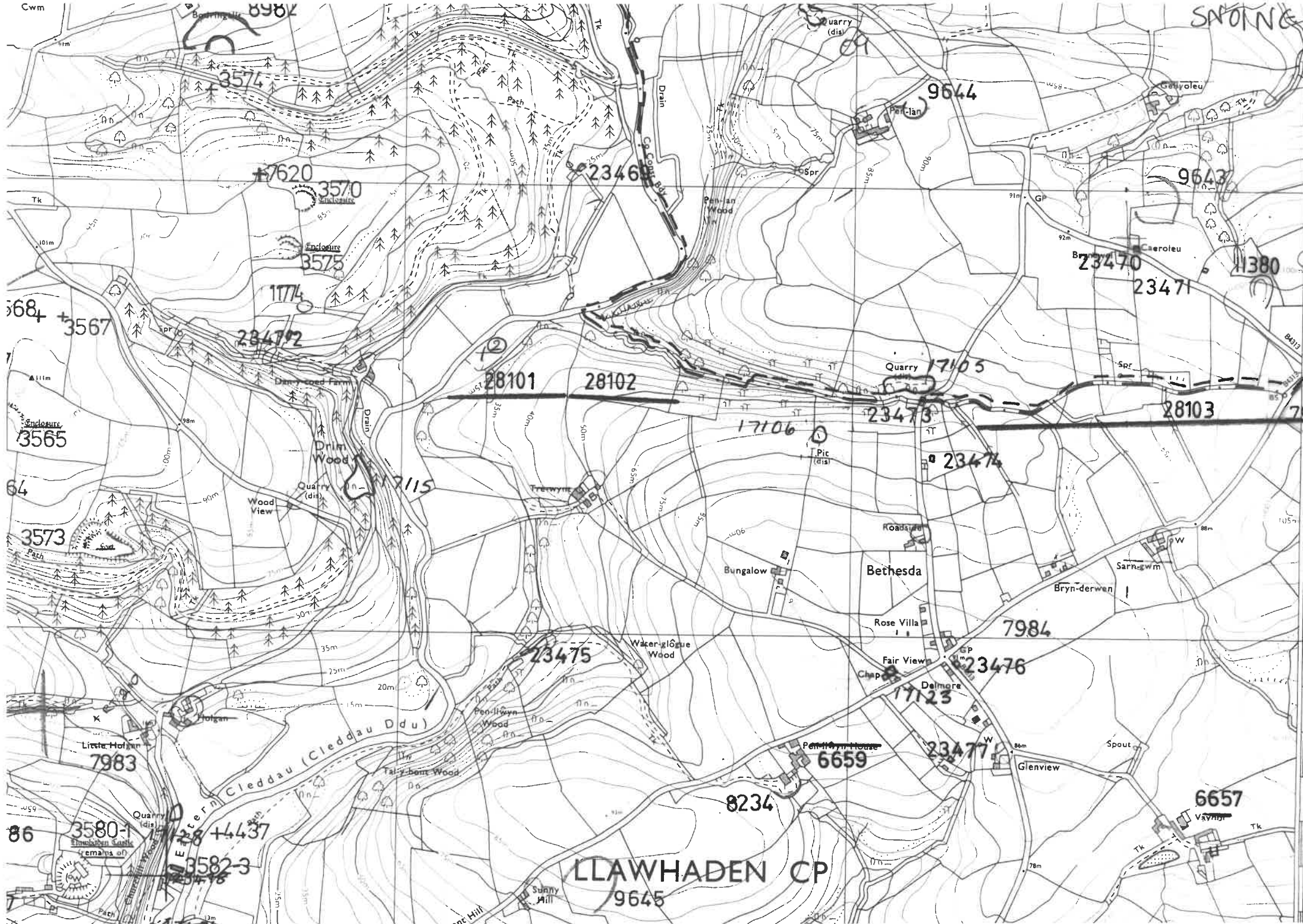
7984

3714

27944

27946

11773



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 DAT PRIMARY RECORD NUMBER..... 28101

QUARTER SHEET... SNOINE	OGN.....
NGR..... SN08081853;SN08351853	DISTRICT..... SPem
PARISH Llawhaden	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129289
SITE NAME(S).... TRE-WYNT	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... DCC
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline-linear	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... The hedgeline running up to the E. Cleddau forming the southern boundary of two riverside fields is seen to lie on the former line of the Roman road as it joins with the traces of the parch-mark to the east. There are hints of terracing immediately to the north of this hedgeline but no clear trace of the road. Location of road crossing river remains unknown. No evidence of road in excavation trench SN08061853. CFT, 1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... MM AP Vertical/DAT/Meridian/1955/26217 and 26218;MM AP Oblique/DAT/Musson, C/1990/925012/57

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 DAT PRIMARY RECORD NUMBER..... 28102

QUARTER SHEET... SN01NE	OSN.....
NGR..... SN08351853;SN08581852	DISTRICT..... SPem
PARTSH Llawhaden	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129290
SITE NAME(S)... TRE-WYNT	SITE STATUS...
GENERIC TYPE... ROAD SEGMENT	SITE VALUE...
PERIOD..... Roman	OWNERSHIP..... DCC
FORM/CONDITION.. Cropmark	ACCESS..... C
DESC. TYPE..... Terrace-linear;Hollow Way-linear	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... A fairly distinct terrace can be seen running along the northern side of the hedgeline at the top of a steeply sloping gorge /valley-side. Traces of a hollow-way are also present at the eastern end of this terrace. Terrace may extend eastwards into a coppice but identification difficult due to dense undergrowth. CFT 1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... MH AP Vertical/DAT/Meridian/1955/26217 and 26218;MH AP Oblique/DAT/Musson, C/1990/925012-57

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 DAT PRIMARY RECORD NUMBER..... 28103

QUARTER SHEET... SN01NE;SN11NW	OSN.....
NGR..... SN09241844;SN1081852	DISTRICT..... 9Pen
PARISH Llawhaden	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129291
SITE NAME(S).... BRYN-DEWMEN/SARN-GMM	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark-linear	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 70;100
GEOLOGY.....	SOIL TYPE....
CONSISTS OF....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No sign of terracing or earthwork on the ground. However the parchmark is very faint along this section. CFT, 1993.

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... NM AP Oblique/DAT/Musson, C/1990/925012-56

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 DAT PRIMARY RECORD NUMBER..... 28104

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN10741862;SN10801862	DISTRICT..... SPen
PARISH Llawhaden	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129292
SITE NAME(S).... FAIRY BANK	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 70
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION...

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/24375;MM AP Oblique/DAT/Musson, C/1990/925012-54 and 925018-52;Mm AP Vertical/DAT/Meridian/1955/24374 and 26221

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 DAT PRIMARY RECORD NUMBER..... 28105

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN10861864;SN11151865	DISTRICT..... SPen
PARISH Llawhaden	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129293
SITE NAME(S).... PEN-TIR	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman;Mediaeval;Post Med	OWNERSHIP..... DC
FORM/CONDITION.. Topog/C	ACCESS..... A
DESC. TYPE..... Roadline-linear	SITE AREA.....
LAND USE..... Road	ALTITUDE..... 60;70
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION...

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/24375 and 26191;MM AP Oblique/DAT/Musson, C/1990/925012-54 and 925018-52

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 DAT PRIMARY RECORD NUMBER..... 28106

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN11211862;SN11331863	DISTRICT..... SPem
FARISH Grondre	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129294
SITE NAME(S).... WATER GATE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline-linear	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 45;50
GEOLOGY.....	SOIL TYPE....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline follows the course of the former Roman road for c.140m then veers off course slightly. At this point the number of large trees incorporated into the hedge itself decreases significantly. CFT 1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/24375 and 26191;Mm AP Oblique/DAT/Musson, C/1990/925012-53 and 925018-52

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 DAT PRIMARY RECORD NUMBER..... 28107

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN11601860;SN11801858	DISTRICT..... SFem
PARISH Grendre	AREA STATUS...
COMMUNITY..... Llawhaden	NATIONAL PRN.. 129295
SITE NAME(S).... PRESELY VIEN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark-linear	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 70
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Strong parchmark but no surface traces probably due to frequent re-seeding and ploughing.CFT,1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26191;Mm AP Oblique/DAT/Musson, C/1990/925012-53 and 925018-53;Mm AP Vertical/DAT/PCNP/1983/57
 83 048

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 DAT PRIMARY RECORD NUMBER..... 28108

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN12001860;SN12571858	DISTRICT..... Carn
PARISH Llandissilio East	AREA STATUS...
COMMUNITY..... Clynderwen	NATIONAL PRN.. 129296
SITE NAME(S).... HIGH ROAD-CLUNDERWEN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman;Mediaeval;Post Med	OWNERSHIP..... DC
FORM/CONDITION.. Topog	ACCESS..... A
DESC. TYPE..... Roadline	SITE AREA.....
LAND USE..... Road	ALTITUDE..... 60
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION...

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26191,10768 and 24378;Mm AP Oblique/DAT/Musson, C/1990/925012-53;Mm AP Vertical/DAT/PCNP/1983/5783048 and 4983009

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 DAT PRIMARY RECORD NUMBER..... 28109

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN12601858;SN12971855	DISTRICT..... Carm
PARISH Llandissilio East	AREA STATUS...
COMMUNITY..... Clynderwen	NATIONAL PRN.. 129297
SITE NAME(S).... FFYNNON-BRODYR	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark-linear	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 60
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Despite strong parchmarks there are no surface traces of the road probably due to fairly frequent ploughing. CFT,1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26191,26190 and 24378;Mm AP Vertical/DAT/PCNP/1983/5783048 and 4983009

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 DAT PRIMARY RECORD NUMBER..... 28110

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN13121856;SN14171848	DISTRICT..... Carn
PARTSH Llandissilio East	AREA STATUS...
COMMUNITY..... Clynderwen	NATIONAL PRN.. 129298
SITE NAME(S).... HIGH ROAD-BRYN DWYRAIN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman;Mediaeval;Post Med	OWNERSHIP..... DC
FORM/CONDITION.. Topog	ACCESS..... A
DESC. TYPE..... Roadline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 64;69
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION...

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26187, 26188,10771 and 10772;Mm AP Vertical/DAT/PCNF/1983/5783047 and 5783046 and 5783048;Mm AP Oblique/DAT/Musson,C/1190/925012-53 and 925015-22

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DAT PRIMARY RECORD NUMBER..... 28111

QUARTER SHEET... SNI1NW	OSN.....
NGR..... SNI4171846;SNI4621843	DISTRICT..... Carn
PARISH Llandissilio East	AREA STATUS...
COMMUNITY..... Clynderwen	NATIONAL PRN.. 129299
SITE NAME(S).... GLAN RHYD	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/D	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 60
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION...	
LONG DESCRIPTION....	
HISTORY/VISITS..... Field Obsv/CFT for DAT/1993	
SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26187, 26188;Mm AP Vertical/DAT/PCNP/1983/5783046 and 4983009;Mm AP Oblique/DAT/Musson,C/1990/925015-22	

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 DAT PRIMARY RECORD NUMBER..... 28112

QUARTER SHEET... SN11NW	OSN.....
NGR..... SN14891840;SN15021837	DISTRICT..... SPen
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129300
SITE NAME(S).... BRYN FARM/DAULAN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 45
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... A low flat-topped bank covered in grass runs parallel with the fence line along the line of the Roman road. However Mr Reynolds of Bryn Farm says the bank represents the spoil from a recently dug drainage ditch. The rest of this area has reeds not grass. CFT,1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26186, 10369 and 10370;Mm AP Vertical/DAT/PCNP/1983/5783046 and 4983007;Mm AP Oblique/DAT/Musson ,C/1990/925015-23

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=====
 DAT PRIMARY RECORD NUMBER..... 28113

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN15131836;SN15301834	DISTRICT..... SPem
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129301
SITE NAME(S).... BRYN FARM	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Parchmarks show possibility of drainage ditches flanking the central agger. Neither resistivity or magnetometer survey proved conclusive in 1993. CFT, 1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993;Geop Survey/DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26186, 10369 and 10370;Mm AP Vertical/DAT/PCNP/1983/5783044 and 5783045;Mm AP Oblique/DAT/Musson ,C/1990/925015-23, 925012-50,925018-54;Pm Desc Text/DAT/Geophysical Surveys Ltd/1993

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 DAT PRIMARY RECORD NUMBER..... 28114

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN15491833;SN15701827	DISTRICT..... SPem
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129302
SITE NAME(S).... BRYN FARM	SITE STATUS... SAM
GENERIC TYPE... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/B	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... This earthwork represents the well preserved remains of the agger of the Roman road. It runs for about 200m across a wet field with abundant reed. A small trial trench was cut across the earthwork revealing several construction layers sitting above a layer of peat. CFT 1993

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993; Geop Survey/DAT/1993; Trial excav/DAT/1993; Part Survey/DAT/1993

SOURCES..... Mm Interim Excav/DAT/1994/within Roman road project; Pm Mention/Fenton R/1903/A Historical Tour Through Pembrokeshire/p.263; Pm Desc Text/DAT/Geophysical Surveys Ltd/1993; Mm AP Vertical/DAT/Meridian/1955/26186, 10369 and 10370; Mm AP Vertical/DAT/PCNP/1983/5783044 and 5783045; Mm AP Oblique/DAT/Musson, C/1990/925015-23, 925012-50, 925018-54; Mm Plan/DAT/1994/Hachure survey of field; Mm Desc Text/DAT/SDUC/1995/Report on pollen analysis from peat layer under road; Mm Desc Text/DAT/CADW/1996/Notification of Scheduling/SAM file, Pe 472

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DAT PRIMARY RECORD NUMBER..... 28115

QUARTER SHEET... SMI1NE	OSN.....
NGR..... SMI5831822; SMI5961822	DISTRICT..... SPen
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129303
SITE NAME(S).... PARC-Y-TEG	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 35
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Fence line runs along the course of the Roman road for about 80m. Fence line also seems to act as a southern boundary to an area of ridge and furrow , visible in the field to the north.CFT,1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/10370;Mm AP Vertical/DAT/PCNP/1983/5783045;Mm AP Oblique/DAT/Musson,C/1990/925012-50
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DAT PRIMARY RECORD NUMBER..... 28116

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN16081821	DISTRICT..... SPen
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129304
SITE NAME(S).... CYNGOED	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Sunken and overgrown trackway runs northwards from the gap in the hedge.CFT.1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/10376;Mm AP Vertical/DAT/PCNP/1983/5783045

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 DAT PRIMARY RECORD NUMBER..... 28117

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN16221816;SN6361813	DISTRICT..... SPem
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL FRN.. 129305
SITE NAME(S).... HENDRE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Woodland	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Information from the farmer suggests the presence of peat deposits in the vicinity. Hedgeline follows the line of the Roman road and forms boundary between woodland and pasture.CFT,1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/10370 and 26232;Mm AP Vertical/DAT/PCNP/1983/5783045;Mm AP Oblique/DAT/Musson,C/1990/925012-52 ,925012-51,925015-25 and 925015-27

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 DAT PRIMARY RECORD NUMBER..... 28118

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN16361813;SN16751809	DISTRICT..... SPem
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129306
SITE NAME(S).... HENDRE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark;Earthwork/D	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... The road is visible on the ground as a much degraded low linear mound with a gap in the centre. It runs parallel to an 18th century stone lined drain also just visible on the surface and from aerial shots. The fields are regularly ploughed and the farmer reports that he consistently retrieves large boulders from this feature. Clearly the lower foundations of the agger itself. CFT,1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1993

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26232 and 10370;Mm AP Vertical/DAT/PCNP/1983/5783045;Mm AP Oblique/DAT/Musson,C/1990/925015-24 ,25,27 925012-51,52,925018-55 and 925019-41

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 DAT PRIMARY RECORD NUMBER..... 28119

QUARTER SHEET... SNIINE	OSN.....
NGR..... SN16841807;SN17701787	DISTRICT..... SPem
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129307
SITE NAME(S).... TRE-WERN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Roadline runs through gaps in hedge at SN17131796 and SN17491791. Field observation was not possible due to denied access to land by owner. All the fields involved here are prone to flooding and the road maybe submerged beneath alluvial deposits. CFT,1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994. Access denied

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26232 and 26233;Mm AP Vertical/DAT/PCNP/1983/5783043;Mm AP Oblique/DAT/Musson,C/1990/925015-24 ,925019-42, 925019-43, 925019-41, 925015-39

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 DAT PRIMARY RECORD NUMBER..... 28120

QUARTER SHEET... SNIINE	OSN.....
NGR..... SN17721786;SN17861782	DISTRICT..... 9Pen
PARISH Llanddewi Velfrey	AREA STATUS...
COMMUNITY..... Llanddewi Velfrey	NATIONAL PRN.. 129308
SITE NAME(S).... TRE-WERN-TAF	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/D	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Heath	ALTITUDE..... 20
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No field investigation as access was denied by landowner. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994. Access denied

SOURCES..... Mm AP Vertical/DAT/PCNP/1983/5783043;Mm AP Oblique/DAT/Musson,C/1990/925015-33, 925015-39

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 DAT PRIMARY RECORD NUMBER..... 28121

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN18021782	DISTRICT..... Carm
PARTISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129309
SITE NAME(S)... LLANLLIME-TAF	SITE STATUS...
GENERIC TYPE... ROAD SEGMENT;HOLLOW WAY	SITE VALUE...
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/C;Landform/C	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Field observation and survey revealed a large hollowed feature or cutting immediately to the east of the River Taf. This feature is similar to smaller cuttings found at Zabulon and Pont nant yr Allwyn which have also been dug to the east of river crossings, to give the road a more gradual descent towards these crossings. There are also further hollow ways which converge on the cutting (and presumably on the former crossing point). The Roman road is represented by a low spread linear bank running up to the cut feature from the east. CFT 1994

LONG DESCRIPTION...

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.

SOURCES..... Mm AP Vertical/DAT/PCNF/1983/5783043;Mm AP Oblique/DAT/Musson,C/1990/925015-32,925015-33, 925015-39,925015-35,32,925019-41;Mm Plan/DAT/CFT/1994

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DAT PRIMARY RECORD NUMBER..... 28122

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN18021782;SN18311775	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129310
SITE NAME(S).... LLANLLINE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/D	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 30;60
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION... No sign of earthworks on surface. Parchmark is only visible on vertical AP and then it is fairly vague. CFT, 1994	
LONG DESCRIPTION....	
HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.	
SOURCES..... Mm AP Vertical/DAT/PCNP/1983/5783043	

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 DAT PRIMARY RECORD NUMBER..... 28123

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN18401773;SN18581767	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129311
SITE NAME(S).... LLANLLINE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... B
DESC. TYPE..... Hedgeline	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 45
GEOLOGY.....	SOIL TYPE....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedge and fence line run along former course of road but otherwise no features visible on surface. CFT,1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925015-39,35 and 32;Mm AP Vertical/DAT/PCNP/1983/5783043

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 DAT PRIMARY RECORD NUMBER..... 28124

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN18801762;SN18961760	DISTRICT..... Carm
PARTISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129312
SITE NAME(S).... LLANILLINE-CWYFOELIN BOETH	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION.. Hedge runs along line of road. This hedge is well banked up and there are possible traces of earthwork of agger to north of the hedge-line.CFT,1994	
LONG DESCRIPTION...	
HISTORY/VISITS..... Field Obsy/CFT for DAT/1994.	
SOURCES..... Nw AP Oblique/DAT/Musson, C/1990/925015-35;Nw AP Vertical/DAT/PCNP/1983/5783034;Nw AP Vertical/DAT/Meridian/1955/26175	

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 DAT PRIMARY RECORD NUMBER..... 28125

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN19001757;SN19091755	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129313
SITE NAME(S).... LLWYN-DRISSI	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/C;Cropmark	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Field observation reveals substantially damaged agger visible as low earthwork mound. Exposed section of construction layers of agger visible in river bank. CFT, 1994.

LONG DESCRIPTION...

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925015-35;Mm AP Vertical/DAT/PCNF/1983/5783034;Mm AP Vertical/DAT/Meridian/1955/26175

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 DAT PRIMARY RECORD NUMBER..... 28126

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN19111754;SN19311747	DISTRICT..... Carn
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129314
SITE NAME(S).... LLWYN-DRISSI	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Woodland	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline between pasture field and woodland runs along former line of road. No surface traces. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.

SOURCES..... N= AP Oblique/DAT/Musson, C/1990/925015-35;N= AP Vertical/DAT/PCNF/1983/5783034;N= AP Vertical/DAT/Meridian/1955/26175

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 DAT PRIMARY RECORD NUMBER..... 28127

QUARTER SHEET... SN11NE	OSN.....
NGR..... SN19471745;SN19701741	DISTRICT..... Carm
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129315
SITE NAME(S).... LLWYN-DRISSI DRIVE	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman;Mediaeval;Post Med	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... B
DESC. TYPE.....	SITE AREA.....
LAND USE..... Road	ALTITUDE.....
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Farm driveway runs along course of road. Driveway is also followed by parish boundary. CFT, 1994

LONG DESCRIPTION...

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994.

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925012-41;Mm AP Vertical/DAT/PCMF//1983/5783034;Ma AP Vertical/DAT/Meridian/1955/26176,26177,26178

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 DAT PRIMARY RECORD NUMBER..... 28151

QUARTER SHEET... SN31NW	OSN.....
NGR..... SN60501828;SN60701834	DISTRICT..... Carn
PARISH Meidrim	AREA STATUS...
COMMUNITY..... Meidrim	NATIONAL PRN.. 129339
SITE NAME(S).... LANYGORS	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Dropmark/C	ACCESS..... C
DESC. TYPE..... Dropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No sign of earthwork on the ground. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26753,27035;Mm AP Oblique/DAT/Musson, C/1990/925017-41,925020-53

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 DAT PRIMARY RECORD NUMBER..... 28128

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN20001731;SN20181726	DISTRICT..... Carm
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129316
SITE NAME(S).... PWLL Y HWYAID	SITE STATUS... SAM
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/B	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Agger is visible as low earthwork for about 300m. Trial excavations undertaken in 1994. Salvage excavation undertaken in 1995 prior to construction of Whitland By-pass. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994; Trial Excav/DAT/1994; Salv Excav/DAT/1995.

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925012-44,925012-41,925019-47,925019-46,925019-45; Mm AP Vertical/DAT/PCNP/1983/5783035; Mm AP Vertical/DAT/Meridian/1955/26179,26178; Mm Desc Text/DAT/CFT/1995/Roman road report; Mm Section/DAT/CFT/1995/Roman road project; Mm Desc Text/DAT/CADW/1996/Notification of scheduling/SAM file, Cm 279.

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 DAT PRIMARY RECORD NUMBER..... 28129

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN20181726;SN20321723	DISTRICT..... Carm
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PEN.. 129317
SITE NAME(S)... PWLL-Y-HNYAID	SITE STATUS... SAM
GENERIC TYPE... ROAD SEGMENT	SITE VALUE...
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline follows former course of road as agger earthwork (PRN 28128) merges with hedge from west. Many boulders and smaller stones are incorporated into the hedgebank which is taller than many. These stones may have derived from the make-up layers of the road. CFT, 1994

LONG DESCRIPTION...

HISTORY/VISITS..... Field Obsv/CFT for DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925019-45,925019-46,925019-47;Mm AP Vertical/DAT/PCNP/1983/5783035;Mm AP Vertical/DAT/Meridian /1955/26180,26179;Mm Desc Text/DAT/CADW/1996/Notification of scheduling/SAM file,Cm 279.

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 DAT PRIMARY RECORD NUMBER..... 28130

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN20321723;SN20491719	DISTRICT..... Carn
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129318
SITE NAME(S).... YSGUBOR-FAMR	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C;Earthwork/C	ACCESS..... B
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... This field is now divided by a mill-leat running north-south. The road is visible as a cropmark across the field. It only appears as an earthwork to the east of the leat. The agger here is low and about 5m wide. Many small boulders and stones are visible where the leat cuts the roadline CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925019-45,925012-43,925019-47;Mm AP Vertical/DAT/PCNP/1983/5783035;Mm AP Vertical/DAT/Meridian /1955/26180,26179

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 DAT PRIMARY RECORD NUMBER..... 28131

QUARTER SHEET... SN21MM	OSN.....
NGR..... SN20501718;SN20521717	DISTRICT..... Carm
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129319
SITE NAME(S).... BEECHES	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/D	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 35
GEOLOGY.....	SOIL TYPE....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No signs of earthwork on surface. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925019-45,925012-43,925019-47,925019-44;Mm AP Vertical/DAT/PCNF/1983/5783035;Mm AP Vertical/DAT /Meridian/1955/26180,26179

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 DAT PRIMARY RECORD NUMBER..... 28132

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN20741712;SN20891709	DISTRICT..... Carm
PARISH Whitland	AREA STATUS...
COMMUNITY..... Whitland	NATIONAL PRN.. 129320
SITE NAME(S).... WHITLAND RUGBY PITCH	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 45
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Despite a fairly distinct parchmark visible from aerial shots, there are only very faint traces of any earthwork on the ground.
 CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925012-43,925019-44;Mm AP Vertical/DAT/PCNP/1983/5783035;Mm AP Vertical/DAT/Meridian/1955/26180,26179

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 DAT PRIMARY RECORD NUMBER..... 28133

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN21341699;SN21451697	DISTRICT..... Carn
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129321
SITE NAME(S).... DOLECOED	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/C	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Large terrace feature runs the full width of this field. It lies on the line of the Roman road and at one section the road runs along a level platform in a fairly steeply sloping area. The terrace is about 3m high and the platform about 10m wide. This line is recorded as a field boundary on the Llanboidy Tithe map and this use of the terrace has clearly helped in its preservation. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994;Part Survey/DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925012-42;Mm AP Vertical/DAT/PCNP/1983/5783035;Mm AP Vertical/DAT/Meridian/1955/26181,26182;Mh Map/DAT/Tithe award Llanboidy

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DAT PRIMARY RECORD NUMBER..... 28134

QUARTER SHEET... SN21NM	OSN.....
NGR..... SN21651693;SN21711691	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129322
SITE NAME(S).... PENYGRAIG	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 35
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION... No sign of earthwork on the surface but parchmark is visible from the air. CFT 1994	
LONG DESCRIPTION...	
HISTORY/VISITS..... Field Obsv/DAT/1994	
SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26181,26182	

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 DAT PRIMARY RECORD NUMBER..... 28135

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN21751693	DISTRICT..... Carn
PARISH Whitland	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129923
SITE NAME(S).... PENYGRAIG	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/C	ACCESS..... C
DESC. TYPE..... Hollow Way	SITE AREA.....
LAND USE..... Scrub	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Broad hollow way runs along line of Roman road. It is 10m wide and c.0.10m deep at the centre. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Nth AP Vertical/DAT/Meridian/1955/26182

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 DAT PRIMARY RECORD NUMBER..... 28136

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN21851690	DISTRICT..... Carn
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129324
SITE NAME(S).... PONT NANT YR ALLWYN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman;Mediaeval;Post Med	OWNERSHIP.....
FORM/CONDITION.. Topog	ACCESS..... A
DESC. TYPE..... Crossing point	SITE AREA.....
LAND USE.....	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Modern road A40 crosses the Nant yr Allwyn at precisely the same point as did the Roman road. However, the line of the two roads is not the same. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Nm AP Vertical/DAT/Meridian/1955/26182

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 DAT PRIMARY RECORD NUMBER..... 28137

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN21851689;SN21911686	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129325
SITE NAME(S).... PENYBANK	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE...
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog;Landform	ACCESS..... B
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Sunken, grassed farm track follows earlier line of Roman road for about 50m as road rises steeply from the crossing point to the west. The road here is sunken by 2-3m and maybe a deliberate cutting. CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26182,26183

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 DAT PRIMARY RECORD NUMBER..... 28138

QUARTER SHEET... SN21NM	OSN.....
NGR..... SN21911686;22041684	DISTRICT..... Carn
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129326
SITE NAME(S).... PENYBANK	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 35
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline follows line of former Roman road. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26182,26183

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 DAT PRIMARY RECORD NUMBER..... 28139

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN22261689;SN23531678	DISTRICT..... Carm
PARISH Llanboidy	AREA STATUS...
COMMUNITY..... Llanboidy	NATIONAL PRN.. 129327
SITE NAME(S).... FFOREST MOOR	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40;50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... At the western end of this stretch there is a clear curve visible in the parchmark suggesting a deliberate change of direction on the top of this hill which has clear views both eastward and westward. Large hollow depressions are discernable on the ground to either side of the road, approximately SN225167. These are also visible on Meridian AP 26184. They may well be quarry pits for the roads construction. Roadline occasionally visible as very low spread earthwork along this stretch. CFT,1994.

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26183,26184,26185;Mm AP Oblique/DAT/Mussons,C/1993/925011-69,925011-70,925016-42,925011-68,67,66,925019-55

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 DAT PRIMARY RECORD NUMBER..... 28140

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN29681678	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129328
SITE NAME(S).... ZABULON	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Earthwork/C	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 20
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... The line of the Roman road runs down the centre of a large hollow feature immediately to the east of the river Fenni. It is probably a deliberate cutting to give the road a smoother descent/ascent to/from the crossing point. The field here is ploughed fairly regularly, the process of which is gradually levelling this feature. Clear parchmarks extend eastwards from the top of the hollow. Hollow is c.2m deep and up to 20m wide maximum. CFT 1994

LONG DESCRIPTION...

HISTORY/VISITS..... Field Obsv/DAT/1994;Part Survey/DAT/1994

SOURCES..... N= AP Vertical/DAT/Meridian/1955/26992,26993;N= AP Oblique/DAT/Mussons,C/1990/925011-65,925011-66,925011-67,925011-68;N= Plan/DAT /CFT/1994/Hachure survey plan

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 DAT PRIMARY RECORD NUMBER..... 28141

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN23681678;SN24131678	DISTRICT..... Carm
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129329
SITE NAME(S).... ZABULON	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 25
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Parchmark extends eastwards from cut feature (PRN28140). Section through agger is preserved to some extent as line of parchmark passes perpendicular to the modern hedge.CFT, 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Oblique/DAT/Musson, C/1990/925011-68,925011-67,925011-65;Mm AP Vertical/DAT/Meridian/1955/26184,26185

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DAT PRIMARY RECORD NUMBER..... 28142

QUARTER SHEET... SN21NW	OSN.....
NGR..... SN24161679;SN24641679	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129330
SITE NAME(S).... ZABULON	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No sign of earthwork on the surface.CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26995,26185;Mm AP Oblique/DAT/Mussons.C/1990/925027-41,925011-65
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 DAT PRIMARY RECORD NUMBER..... 28143

QUARTER SHEET... SN21NW;SN21NE	OSN.....
NGR..... SN24791679;SN25311681	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129331
SITE NAME(S).... BMLCHYDOMEN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 40;50
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No sign of earthwork on the ground. Only vague parchmarks visible on the Meridian Verticals. Road probably sits on natural(?) east-west ridge. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26995,27014

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 DAT PRIMARY RECORD NUMBER..... 28144

QUARTER SHEET... SN21NE	OSN.....
NGR..... SN25661685;SN25731685	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129332
SITE NAME(S)... GORSGANDRILL	SITE STATUS...
GENERIC TYPE... ROAD SEGMENT	SITE VALUE...
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/D	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 59
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No trace of earthwork on the ground. Parchmark only vague on the Meridian AP. Road runs along the top of the ridge. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/27013,27014

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 DAT PRIMARY RECORD NUMBER..... 28145

QUARTER SHEET... SN21NE	OSN.....
NGR..... SN26081690;SN26221690	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129333
SITE NAME(S).... BRYNGWYN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 60
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline follows line of Roman road. The road is sited here on top of a prominent ridge with extensive views to the east and the west. The road also seems to change direction at a point where distant siting points would have been clearly visible (cf.Fforest Farm PRN 28139). CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Nm AP Vertical/DAT/Meridian/1955/27012,27013,27014

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 DAT PRIMARY RECORD NUMBER..... 28146

QUARTER SHEET... SN21NE	OSN.....
NGR..... SN26431695;SN26741705	DISTRICT..... Carm
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129334
SITE NAME(S).... GARTHROS	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C;Earthwork/C	ACCESS..... C
DESC. TYPE.....	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION... Road is visible as a low spread earthwork bank about 20m wide in easterly field only. CFT 1994	
LONG DESCRIPTION...	
HISTORY/VISITS..... Field Obsv/DAT/1994	
SOURCES..... M AP Vertical/DAT/Meridian/1955/27011,27012;M AP Oblique/DAT/Musson, C/1990/925017-47,925017-48	

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 DAT PRIMARY RECORD NUMBER..... 28147

QUARTER SHEET... SN21NE	OSN.....
NGR..... SN26741705;SN26821708	DISTRICT..... Carm
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129335
SITE NAME(S).... GARTHROS	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Topog	ACCESS..... C
DESC. TYPE..... Hedgeline	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 40
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... Hedgeline follows line of former Roman road for c.60m. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/27011,27012;Mm AP Oblique/DAT/Musson, C/1990/925017-47,925017-48

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SITE RECORD FORM

DYFED ARCHAEOLOGICAL TRUST S.M.R.

Apr 04 1996

DAT PRIMARY RECORD NUMBER..... 28148

QUARTER SHEET... SN21NE	OSN.....
NGR..... SN27851736;SN28081744	DISTRICT..... Carm
PARTISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129036
SITE NAME(S).... MANARD/WYLAN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE.....	ALTITUDE..... 15
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No trace on the ground despite very clear and distinct parchmarks on the AP's. CFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/27010,27032;Mm AP Oblique/DAT/Musson, C/1990/925017-44,925017-45,925020-50

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 DAT PRIMARY RECORD NUMBER..... 28149

QUARTER SHEET... SN2INE	OSN.....
NGR..... SN28491760;SN28581764	DISTRICT..... Carn
PARISH St Clears	AREA STATUS...
COMMUNITY..... St Clears	NATIONAL PRN.. 129337
SITE NAME(S)... GLASFRYN	SITE STATUS...
GENERIC TYPE... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA.....
LAND USE..... Pasture	ALTITUDE..... 30
GEOLOGY.....	SOIL TYPE.....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	

KEYWORDS.....

ARTEFACTS.....

SHORT DESCRIPTION... No sign on ground despite distinct parchmark. DFT 1994

LONG DESCRIPTION....

HISTORY/VISITS..... Field Obsv/DAT/1994

SOURCES..... Mm AP Vertical/DAT/Meridian/1955/27008,27033,27009;Mm AP Oblique/DAT/Musson, C/1990/925017-43,925017-45,925020-50

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 DAT PRIMARY RECORD NUMBER..... 28150

QUARTER SHEET... SN21NE;SN31NW	OSN.....
NGR..... SN29791802;SN30251820	DISTRICT..... Carn
PARISH Meidrim	AREA STATUS...
COMMUNITY..... Meidrim	NATIONAL PRN.. 129338
SITE NAME(S).... CLUNGWYN	SITE STATUS...
GENERIC TYPE.... ROAD SEGMENT	SITE VALUE....
PERIOD..... Roman	OWNERSHIP..... Pri
FORM/CONDITION.. Cropmark/C	ACCESS..... C
DESC. TYPE..... Cropmark	SITE AREA....
LAND USE..... Pasture	ALTITUDE..... 35
GEOLOGY.....	SOIL TYPE....
CONSISTS OF.....	PART OF.....
DIVIDED INTO....	DIVISION OF... 14277
ASSOCIATED WITH.	ORIGIN..... D
DUPLICATE.....	
KEYWORDS.....	
ARTEFACTS.....	
SHORT DESCRIPTION... No sign of earthwork on the ground. CFT 1994	
LONG DESCRIPTION....	
HISTORY/VISITS..... Field Obsv/DAT/1994	
SOURCES..... Mm AP Vertical/DAT/Meridian/1955/26753,27035;Mm AP Oblique/DAT/Musson, C/1990/925017-12,925020-52,925020-51	

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