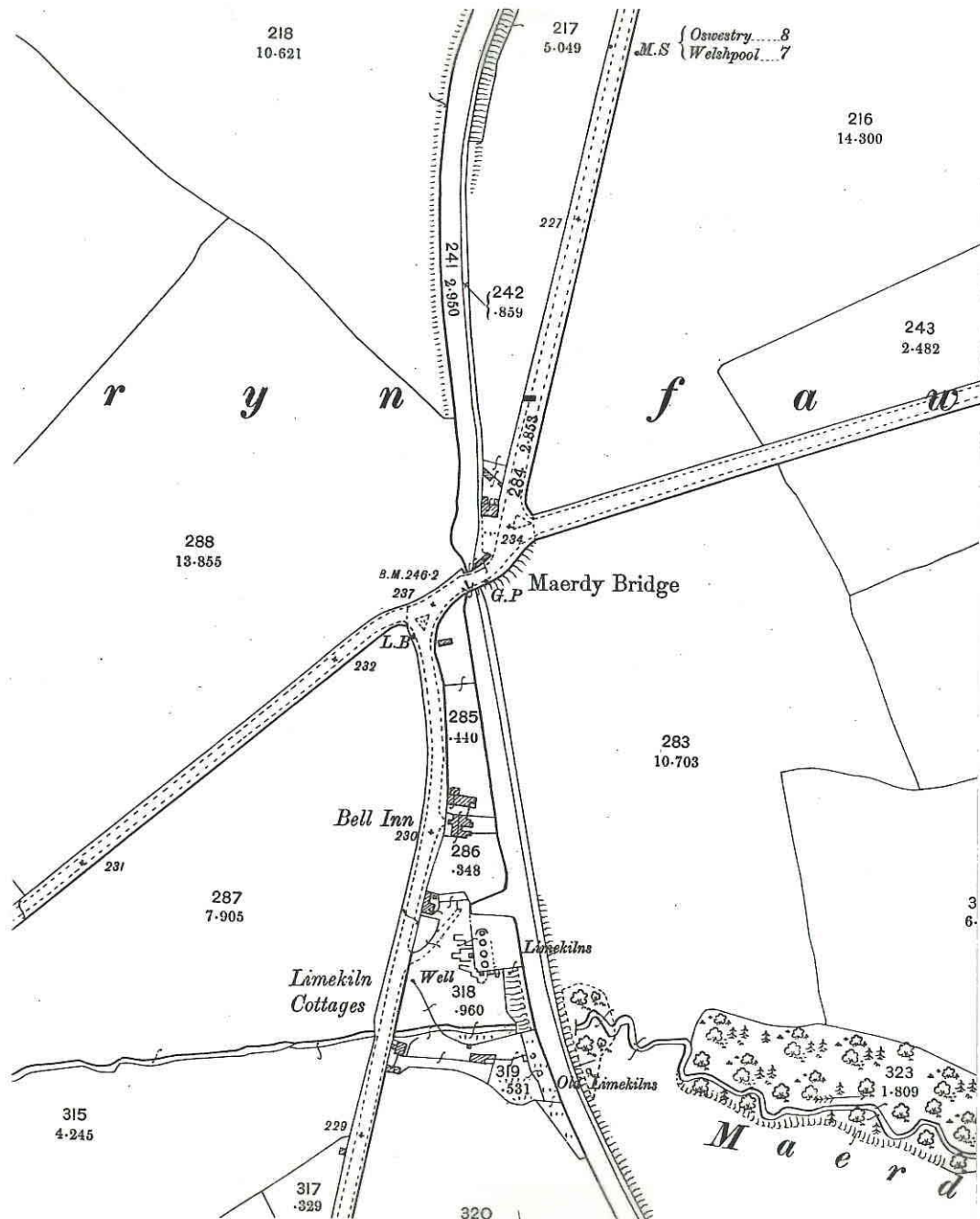


THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

Maerdy Bridge Junction Improvement
ARCHAEOLOGICAL ASSESSMENT



CPAT Report No 273

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Maerdy Bridge Junction Improvement
ARCHAEOLOGICAL ASSESSMENT

P.Frost & L.Bognar
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Report for Powys County Council Engineering Consultancy Services

The Clwyd-Powys Archaeological Trust
7a Church Street, Welshpool, Powys, SY21 7DL
tel (01938) 553670, fax (01938) 552179
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prepared by	P.FROST	Pat Frost.	08/04/98
	L.BOGNAR	L. Bognar	08/04/98
checked by	N.W.JONES	N.W. Jones	09/04/98
approved by	A.M. GIBSON	A.M. Gibson	09/04/98

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The Clwyd-Powys Archaeological Trust

7a Church Street Welshpool Powys SY21 7DL

tel (01938) 553670, fax 552179

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CONTENTS

- 1 INTRODUCTION
- 2 LOCATION, TOPOGRAPHY AND LAND-USE
- 3 METHODOLOGY
- 4 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND
- 5 FIELD WALKED SURVEY
- 6 CONCLUSIONS AND RECOMMENDATIONS
- 7 ACKNOWLEDGEMENTS
- 8 BIBLIOGRAPHY

APPENDIX 1: LIST OF KNOWN ARCHAEOLOGICAL SITES

APPENDIX 2: LIST OF NEW ARCHAEOLOGICAL SITES

APPENDIX 3: SPECIFICATIONS

LIST OF ILLUSTRATIONS

COVER: EXTRACT FROM 1901 2nd EDITION ORDNANCE SURVEY MAP. SCALE 1:2,500

FIG. 1 LOCATION PLAN. SCALE: 1:25,000

FIG. 2 PROPOSED IMPROVEMENT SCHEME AND ARCHAEOLOGICAL SITES. SCALE 1:2,500

FIG. 3 EXTRACT FROM 1799 ENCLOSURE AWARD DEPICTING THE TOWNSHIP
OF PENTHRYN FAWR

FIG. 4 1820 PLAN MAP OF THE PROPOSED CONTINUATION OF THE EASTERN BRANCH OF THE
MONTGOMERYSHIRE CANAL

FIG. 5 1834 MAP OF LANDS IN THE PARISH OF LLANDRINIO. SCALE 80 CHAINS: 1 MILE

FIG. 6 1840 LLANDRINIO TITHE MAP

FIG. 7 1901 2nd EDITION ORDNANCE SURVEY MAP. SCALE 1:2,500

1 INTRODUCTION

- 1.1 The Contracting Section of the Clwyd-Powys Archaeological Trust (hereafter CPAT Contracts) was commissioned in March 1998 by Powys County Council Engineering Consultancy Services, Llandrindod Wells, to carry out an archaeological assessment of the proposed area to be affected by the proposed Maerdy Bridge Junction Improvement Scheme on the A483 Swansea to Manchester Trunk Road between Four Crosses and Welshpool, Powys. (Fig.1).
- 1.2 The assessment had been requested by the Curatorial Section of the Clwyd-Powys Archaeological Trust acting in their role as advisers to Powys County Council Engineering Consultancy Services and a brief had been prepared detailing the works required (ASB 257 04.02.1998). The assessment was considered necessary since information held on the Sites and Monuments Record (SMR) indicated that a number of known archaeological sites lay within or immediately adjacent to the proposed improvement corridor. The Curatorial Section was therefore of the opinion that preserved archaeological deposits related to known sites (see Appendix 1) and previously unrecorded archaeology may be partially or wholly disturbed by the intended scheme.
- 1.3 The Brief outlined a programme of work to assess the likely impact of the proposed scheme, consisting of a desk-top study of the most readily available primary and secondary sources, followed by a field-walked survey of the proposed corridor. A report summarising the data resulting from the assessment would then be produced identifying archaeological sensitivity within the corridor, which will allow the Curatorial Section of CPAT and Powys County Council Highways to agree a preservation strategy.

2 LOCATION, TOPOGRAPHY AND LAND-USE

- 2.1 The proposed scheme is located 1.2km south of Four Crosses and 1km north of Ardleen at SJ 2648 1720, where the A483 bisects the Montgomeryshire Branch of the Shropshire Union canal, which passes under the road. The present junction is formed with the minor road B4393, which runs east to Llandrinio and a lane extending south-west towards Maerdy Farm (Fig.1).
- 2.2 The 150m wide corridor route extends from Bell House (Site 1, Fig. 2) north for 440m along the A483 with an eastern extension of 320m terminating at Little Penthryn (Site 2, Fig. 2). The corridor is primarily occupied by the A483, B4393 and the Shropshire Union Canal (Site 3, Fig. 2) as they pass through mixed arable and pasture land situated in the Upper Severn floodplain. The assessment area is predominantly pasture land, bordered by the Maerdy Brook on the south side and the route of the disused Oswestry to Welshpool Railway (PRN 7763) on the east side.
- 2.3 The underlying solid geology is masked by alluvial deposits and glacial deposits, but rocks appear to belong to the Silurian period (Earp & Hains 1971, 47). Soils comprise brown earth of the Denbigh/Sannan series located towards the canal with a strip of alluvial gley soil of the Conway series cutting east to west to the south of the assessment area, following the course of the Maerdy Brook.

3 METHODOLOGY

- 3.1 The assessment was undertaken according to the principles described in the brief, and consisted of a desk-top study of all readily available documentary, cartographic, pictorial and aerial photographic sources at the following repositories: County Sites and Monuments Record (SMR), Clwyd-Powys Archaeological Trust, Welshpool; National Library of Wales (NLW), Aberystwyth; National Monuments Record (NMR), Royal Commission of Ancient and Historical Monuments (RCAHMW), Aberystwyth; Powys County Records Office, Llandrindod Wells. The desk-top was followed by a systematic field survey of the assessment corridor.
- 3.2 During the assessment, thirteen new archaeological sites were discovered. The sites (1-13) have been given a site number and marked on Fig. 2. Sites not directly along the proposed route, but in close proximity to the route have also been included, as they may be affected by access to the works.
- 3.3 The sites which are already recorded on the SMR in close proximity to the corridor are given their primary record number (PRN), marked on Fig. 2 and included in the text.

4 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

Cropmark Evidence

- 4.1 The Parish of Llandrinio is notable for its high concentration of cropmarks, which have enabled the identification of archaeological sites by means of aerial photography, taken at various times since the 1950s. Intense coverage during the 1960s/70s by Professor J.K. St. Joseph for Cambridge University Aerial Photographic Unit (CUAP) and, since 1975, by Chris Musson and Dr. Alex Gibson for CPAT have identified archaeological sites which include ring-ditches and pit alignments. The cropmarks predominate in areas with free-draining soils overlying gravels and gravelly silts, where potential soil moisture deficit is highest, of which the Denbigh/Sannan series have been particularly rewarding.
- 4.2 Two ring-ditches previously identified on aerial photographs (CUAP BTP 098 & BUC 062), are located on the south side of the assessment area (PRNs 3606 & 4625, Fig.2). Ring-ditches represent the ploughed-out remains of burial mounds, or round barrows, characteristic of Bronze Age date. During the desk-top assessment, a previously unrecorded ring-ditch (Site 4, Fig. 2) was identified as a cropmark on an aerial photograph (CUAP, BTP 097) c.250m south-east of the assessment corridor and built over by the railway embankment (PRN 7763).
- 4.3 A series of eight ring-ditches were excavated by CPAT within the Four Crosses area between 1981 and 1986 (Warrilow *et al.* 1986). Of these, Site 2 had an adjacent smaller satellite ring-ditch, which had not been identified on aerial photographs, but was revealed following the removal of topsoil.
- 4.4 In 1979, excavations by CPAT at Ardleen (SJ 260 159), c.1 km south of Maerdy Bridge, on a double-ditched enclosure, which had been identified on an aerial photograph, produced a small amount of Roman pottery and plentiful burned organic material (Musson 1979, 33). The site was typical of ploughed-out enclosures in the valley, which appear to cover a time-span from Neolithic to Roman or beyond. Scattered sherds of Roman pottery were also uncovered at Four Crosses, which suggests that some of these sites, which now only survive as cropmarks, were still visible as field monuments in at least Roman times.

Roman occupation

- 4.5 In 1988, a bronze Roman coin (PRN 6248) was reportedly found on the footpath adjacent to the canal. The coin was dated to the Emperor Crispus AD 317-326 and was obviously in a secondary context. Roman occupation in the Severn and Vyrnwy valleys is closely associated with mineral extraction at Llanymynech Hill, where small galleries at Ogof (PRN 30, SJ 2660 2222) are characteristic of early mining and numerous finds from the Roman period have been recorded.

Offa's Dyke

- 4.6 East of Maerdy Bridge, the medieval earthwork known as Offa's Dyke (PRN 10,000), a Scheduled Ancient Monument (Mg 33), is located c.0.7m from the assessment area as it is cut by the B4393 (Fig. 1). The dyke is attributed to Offa, King of Mercia c.757-796. The bank and ditch feature establishing the boundary of Mercia appears to use the River Severn as a guide-line as it extends south from Llanymynech to Buttington (Fig. 1). At the time of its construction, Montgomeryshire was part of the Kingdom of Powys, which remained largely undivided until AD 1160, when the last King of Powys, Madog ap Mareddud, died.

The Manor of Deuddwr

- 4.7 Archdeacon Thomas's 'History of the Parish of Llandrinio' (1894, Part 1, 17-80; Part 2, 178-292) refers to the Manor of Deuddwr, which once comprised the entire parishes of Llandrinio and Llandysilio in the 12th century. The first Lord of the Manor was Bleddyn ap Cynfyn (1062-1073) and the Manor appears to have comprised arable and meadowland bordered by the Severn and the Vyrnwy, very much as it remains today.
- 4.8 The 1799 Act passed to enclose the common fields in the Parish of Llandrinio, part of the Manor of Deytheur, includes Map 4 (Fig. 3), which shows the areas of common and the enclosed fields in the assessment area at Maerdy Bridge, being largely in the possession of Sir William Pulteney and part of the Township of Pentthryn Fawr. Pulteney had inherited the Deytheur Estate in 1767 (Thomas 1894, 292).
- 4.9 The Enclosure Map (Fig. 3) shows the projected line (marked A) of the new road from Maerdy Bridge Junction towards 'Mardu' (see 4.12 below), the present Maerdy Farm (PRN 36333). Thomas (1894,

264-5, 275) comments that 'Mardy' means 'house of the Maer', in other words, the steward or bailiff of the Manor, in this case being Deytheur. The present farmhouse was built in Georgian style in the early 18th century, but a house on that site was recorded in the will of Mary Baker in 1597.

- 4.10 The Parish appears to have remained the property of the Deytheur Estate until December 1823, when the Manor, which included '2,465 acres of rich arable meadow, intersected by the Montgomeryshire Canal and bounded by the Severn and the Vyrnwy', was sold off in 24 Lots. Lot 9 included Mardu Farm with 169 acres of pasture land.
- 4.11 There is little change in the field pattern until the coming of the canal. Map evidence, as illustrated in Figs 3-7, shows the field boundaries very much as they are today (Fig. 2), although enlarged. The Map printed in 1834 (Fig. 5) shows strip fields, which have now been incorporated into the large field marked as OS plot 4900 on Fig. 2.

Early Roads

- 4.12 The 1834 map was presumably surveyed prior to the construction of the canal at Maerdy Bridge, which appears to have been during the first decade of the 19th century. Both the 1799 Enclosure Map and the 1834 map show some change in the road pattern, presumably to facilitate the construction of the canal. The road (Site 12, Figs. 2 & 5), which extended east and then forked north towards Four Crosses is now only visible as a field boundary (see Fig. 2). The southern fork in the road followed the line of the boundary to OS plot 0003, terminating at Maerdy Farm. The direction of this road from Maerdy Bridge Junction to Maerdy Farm is projected as a dotted line on the 1799 Enclosure map and surveyed on the 1820 Plan of the Proposed Continuation of the Eastern Branch of the Montgomeryshire Canal (Fig. 3).
- 4.13 The first Montgomeryshire Turnpike Act had been passed in 1769 (Thomas 1894, 46) and the Act mentions the road from Mardy through Llandrinio (the present B 4393) that was to be built prior to the construction of the bridge over the Severn at Llandrinio in 1775, which would connect Montgomeryshire to Shropshire. The road is included on the Enclosure Map in 1799.
- 4.14 Both the Enclosure map and the 1834 map show an area of woodland east of Maerdy Bridge junction, which has since been lost to the re-alignment of the junction.

The Montgomeryshire Canal

- 4.15 The Montgomeryshire Branch of the Shropshire Union Canal, generally referred to as The Montgomeryshire Canal, was primarily constructed from 1794 to 1797 to carry lime for agricultural purposes from the quarries at Llanymynech. Bankside kilns such as those to the south of the assessment area (PRN 20887 and Site 6, Figs. 2 & 7) were constructed at the same time as the canal, as its construction progressed south-east to Newtown by 1821 (Hughes 1988, 61-67). The bank of four kilns (PRN 20887) survive in a breakers/construction yard to the east of the A 483, and the site of the bank of two kilns that appear on the 1st and 2nd edition Ordnance Survey maps (Site 6) are partly visible beneath a canal-side embankment in the grounds of the modern 'Brook House'.
- 4.16 The present small settlement at Maerdy Bridge appears to date entirely to the construction of the canal. There is no evidence of occupation at the junction on the 1799 Enclosure Map (Fig. 3) or the of 1820 or 1834 maps (Figs 4 & 5). By the time of the Tithe survey in 1840, a small settlement has been built around the canal and road junction (Fig. 7).
- 4.17 The archaeological sites discovered during the desk-top assessment and later verified in the field mainly comprise domestic and industrial buildings and features associated with the canal. Bell House, located at the southern extent of the corridor is recorded as Bell Inn (Site 1, Figs 2 & 7) on the 2nd edition Ordnance Survey Map (Fig. 7) and was constructed sometime before the 1840 Tithe survey, where it is recorded as No. 243 - Bell public house, stable and garden (Fig. 6). 'Limekiln Cottages' as recorded on the 2nd edition OS map (Site 7, Fig. 7), south of the Maerdy Brook were built some time after 1840, since they do not appear on the Tithe Map (Fig. 6). The cottages were demolished within the last decade to make way for the building of the modern residence 'Brook House' (Fig. 2). North of the brook, the former site of the roadside dwelling, 'Limekiln Cottage' (Site 9, Figs 2 & 7), was presumably occupied by the limeburner in charge of the bank of four kilns (PRN 20887), which are recorded in the 1840 Tithe schedule as No. 244 - Limekiln wharf and house (Fig. 6). The dwelling has since been demolished.

- 4.18 On the north side of the Maerdy Bridge as it is surveyed on the Tithe and early Ordnance Survey Maps (Figs 6 & 7), the dwelling (Site 10, Fig. 2) which now fronts the east side of the A 483 was presumably built to house the keeper of the canal basin (Site 11, Fig. 2).
- 4.19 Various fields recorded during the tithe survey have names that relate to limeburning e.g. No. 241 'Cae kiln', and No. 481 'field behind ovens' (Fig. 6).

Railway History

- 4.20 The canal was sold in 1846 to the Shropshire Union Railways and Canal Company, from which time it fell into disuse, partly due to the advent of the railways. The former course of the Welshpool to Oswestry Railway, planned in the 1850s and built by 1862 is located as a cutting east of the assessment area (PRN 7763).
- 4.21 The canal was finally closed by an Act of the London, Midland and Scottish Railway of 1944 (Hadfield 1969, 250), and the railway appears to have closed c.1960s. The modern road layout at Maerdy was presumably the result of the closure of the canal, since the present bridge bears the datestone 1948 (Site 8, Fig. 2).

5 FIELD WALKED SURVEY

- 5.1 A systematic field walked survey was conducted on 7th April 1998, and while no new archaeological evidence was revealed as a direct result of the field walking, observations corroborating evidence from the desk-top assessment were made.
- 5.2 In the area of the assessment the canal follows an almost level course and the tow path is part of Offa's Dyke Long Distance Footpath. This stretch of canal has been cleared and partly restored as part of the scheme to facilitate use of the canal as a cruising waterway.
- 5.3 The canal at present terminates on the north and south side of Maerdy Bridge, under which the flow of water is culverted. The line of a footpath (Site 13), which was only noted on the 1st edition OS map appears to have crossed the present field west of the canal and north of Maerdy Lane. The path appears to have had its exit from the lane at the site of the present field gate and crossed towards the western embankment of the canal, where it terminated on the map.
- 5.4 To the eastern extremity of the corridor, Little Penthryn (Site 2) appears to have lost its access via the field OS plot 7429 (Fig. 2). The renovated stone-built cottage and outbuildings appear to be isolated and the grassed-over track as depicted on Fig. 2 is disused.

6 CONCLUSIONS AND RECOMMENDATIONS

- 6.1 The results of the desk-top and field walked assessment have shed further light on the nature and survival of the archaeological resource in the area.
- 6.2 Evidence of the previously unrecorded cropmark (Site 4) suggests there may be more sites, of similar type to those already identified in the area, which have not yet been identified on aerial photographs. In particular, features associated with sites PRN 3600 and 4625 may lie within the assessment area but may only be visible after the removal of top soil.
- 6.3 The canal and its associated features form an important group of industrial monuments and it is assumed that these features will not be affected by the proposed scheme.
- 6.4 Similarly, it is assumed that the milestone (PRN 36334) will remain undisturbed during the scheme.

Ancillary Works

- 6.5 It is recommended that restrictions be made to ensure that the highly sensitive archaeological resources will remain intact during the proposed work, and will not be affected by access to the works. In view of the close proximity of cropmark sites on the south-east side of the present junction, it is assumed that any work on that particular parcel of land may affect the archaeology. These sites should be clearly demarcated before work commences.

7 ACKNOWLEDGEMENTS

- 7.1 CPAT Contracts would like to thank the various landowners for allowing access for the field walked survey and the staff at the following for their assistance and co-operation: County Sites and Monuments Record, Clwyd-Powys Archaeological Trust, Welshpool; National Library of Wales, Aberystwyth; National Monuments Record, Royal Commission of Ancient and Historical Monuments, Aberystwyth; Powys County Records Office, Llandrindod Wells.

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- 1829-30 Ordnance Surveyors Drawings Nos. 199/328
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- 1840 Llandrinio Tithe Map. NLW AC 366/R6
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1901 2nd edition Ordnance Survey Map Montgomeryshire Sheet XI.13. Scale 1:2500. NLW

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Aerial Photographic Sources

RAF 117-540/27/5034 541/214/3059-3060 Flight date 16.5.1948

OS 81.008/26 73.306/114 Flight date 15.4.1981

CUAP BTP 097 BTP 098 BUC 062 (NMR Collection)

CPAT 76-05-0005/6 79-CM-0003/6 79-54-20A

APPENDIX 1

LIST OF KNOWN ARCHAEOLOGICAL SITES

PRN 30	Llanymynech Ogof Mine	? Roman	SJ 2660 2222
	Main shaft chamber of lead/copper mine, where finds include Roman coins.		
PRN 10,000	Offa's Dyke	Dark Age	SJ 269 190 - SJ 279 159
	Scheduled Ancient Monument		
	Linear Earthwork attributed to Offa, King of Mercia c. 8th century.		
PRN 3606	Maerdy Bridge Barrow	Bronze Age	SJ 2654 1710
	Double concentric ring-ditch c.40m diameter around much spread barrow about 0.2m high. (Cropmark)		
PRN 4625	Maerdy Bridge Ring-Ditch	Bronze Age	SJ 2655 1706
	Probable ring-ditch c.20m diameter. Only eastern quadrants clearly visible. (Cropmark)		
PRN 4627	Ardleen Enclosure	Roman	SJ 2607 1602
	Cropmark of south-west end of double-ditched enclosure (probably sub-rectangular). Excavated by CPAT in 1979 (PRN 34332, Excavations).		
PRN 5257	Penthrryn Fach Ring-Ditch	Bronze Age	SJ 2686 1719
	Ring-ditch c.15m diameter. (Cropmark)		
PRN 6248	Maerdy Bridge Find	Roman	SJ 2635 1712
	Roman coin; follis of the emperor Crispis AD 317-326. Found early 1988 lying on the pavement adjacent to the site of the former canal bridge.		
PRN 7763	Old Welshpool-Oswestry Railway	Post medieval	SJ 2676 1705
	Former course of railway between Welshpool and Oswestry; constructed by 1862.		
PRN 20887	Maerdy Limekilns (Listed building)	Post medieval	SJ 2639 1695
	A bank of 4 stone limekilns lying against the Montgomeryshire Canal, located within a breakers/builders yard fronting the A483.		
PRN 36333	Maerdy Farmhouse	Post medieval	SJ 2590 1680
	Redbrick farmhouse of Georgian character. Built probably in the early 19th century. Site of earlier house recorded in the 16th century.		
PRN 36334	Penthrryn Fawr Milestone	Post medieval	SJ 2648 1741
	Listed Cadw ref: 62/G/36		
	Milestone presumed to date late 18th century. Tapered limestone pillar with gabled top. 0.7m high x 0.4m wide x 0.2m deep. Incised lettering is crudely overpainted in black: reads "Pool 7 mls/Oswestry 8". Probably sited after the first Montgomeryshire Turnpike Act of 1756.		

APPENDIX 2

LIST OF NEW ARCHAEOLOGICAL SITES

SITE 1	Bell House	Post medieval	SJ 2638 1710
	Former Inn, now sub-divided into private residences named "Bell House" and "Bell Cottage".		
SITE 2	Little Penthryn	Post medieval	SJ 2676 1732
	Small farmstead, first shown on the 1834 Map of the lands in the Parish of Llandrinio.		
SITE 3	Montgomeryshire Canal Maerdy Bridge Section	Post medieval	SJ 2648 1720
	Route of the Montgomeryshire branch of the Shropshire Union Canal running between Welshpool and Llanymynech, passing through canal settlement at Maerdy.		
SITE 4	Ring-Ditch	? Bronze Age	SJ 2678 1690
	Semi-circular ring-ditch intersected by the old Welshpool to Oswertry railway. Revealed as cropmark by aerial photography (BTP 097). (Cropmark)		
SITE 5	Limekiln Wharf	Post medieval	SJ 2639 1697
	Wharf area indented in the west bank of the canal which formerly served the limekilns.		
SITE 6	Bank of Two Limekilns	Post medieval	SJ 2642 1689
	Remains of bank of two kilns beneath canal-side embankment to east of present Brook House.		
SITE 7	Limekiln Cottages	Post medieval	SJ 265 1690
	Site of former limekiln workers cottage. Now demolished.		
SITE 8	Maerdy Bridge and canal culvert	Modern	SJ 2640 1710
	1949 brick bridge taking culverted canal water beneath A 483.		
SITE 9	Limekiln Cottage	Post medieval	SJ 2637 1697
	Site of former limekiln workers cottage. Now demolished.		
SITE 10	Maerdy Bridge House,	Post medieval	SJ 2640 1718
	Presumed house for canal basin attendant.		
SITE 11	Canal Basin	Post medieval	SJ 2640 1717
	Widened section of the canal at Maerdy Bridge House, presumably used as a basin.		
SITE 12	Line of old Road	Post medieval	SJ 2635 1725
	Site of old road running directly north-west from the canal opposite Maerdy bridge House. First shown on 1799 Enclosure Award Map depicting the township of Penthryn Fawr.		
SITE 13	Line of Trackway	Post medieval	SJ 2631 1709
	Field track running directly south-west from the junction, marking the line of the old road.		

APPENDIX 3

SPECIFICATION FOR AN ARCHAEOLOGICAL DESK-TOP ASSESSMENT BY CLWYD-POWYS ARCHAEOLOGICAL TRUST

A483 Swansea to Manchester trunk Road Improvements Maerdy Bridge Archaeological Assessment

1 Introduction

- 1.1 The proposed development of a block of land at Maerdy Bridge, Four Crosses, Powys (SJ26481720) involves the improvement of an existing road junction.
- 1.2 A broad proposed route corridor has been put forward by Powys County Council Engineering Consultancy Services for consultation and a number of known archaeological monuments are believed to be situated within the proposed route.
- 1.3 The Curatorial Section of the Clwyd-Powys Archaeological Trust in their capacity as archaeological curators for the county and archaeological advisers to Powys County Council have determined that an Archaeological Desk-top assessment and walkover survey is necessary to assess the implications of the proposed development on the archaeological resource. Accordingly a brief has been prepared by CPAT Curatorial (No ASB257 dated 4th February 1998) which describes the scheme of archaeological works required.

2 Objectives

- 2.1 The objectives of the evaluation are:
 - 2.1.1 to reveal by desk-based assessment, the nature, condition, significance and, where possible, the chronology of the archaeology within the area of the proposed development in so far as these aims are possible;
 - 2.1.2 to support this assessment with a walkover survey;
 - 2.1.3 to prepare a report outlining the results of the assessment, to identify areas where desk-top assessment alone cannot provide sufficient information and make recommendations for further work or mitigatory measures;
 - 2.1.4 to incorporate sufficient information on the archaeological resource for a reasonable planning decision to be taken regarding the archaeological provision for the area affected by the proposed development;
 - 2.1.5 to identify and make broad recommendations for the management of the archaeological resource, including any further provision for that resource where it is considered necessary.

3 Methods

- 3.1 The assessment will be carried out according to the guidelines in the *IFA Standard and Guidance for Archaeological Desk-Based Studies* and will involve the examination of all the readily available primary and secondary records relating to this part of the town, including documentary and cartographic sources. Archives and repositories will include the Regional Sites and Monuments Record, records held by the National Museum of Wales and the RCAHMW at Aberystwyth, and the County Record Office, Llandrindod Wells. Borehole and test-pit data will be requested from the developers where appropriate.
- 3.2 The assessment will be supported by a field visit to determine the state of the identified archaeology and the presence of other sites not identified from the documentary sources and to make a photographic record of the area.

- 3.3 Following the on-site work an illustrated and bound report will be prepared according to the principles laid out in the Curatorial Brief (section 8). This will be in A4 format and contain conventional sections on: Site location, Topography and Geology; Historic Background; Catalogue of sites identified with notes on their condition and significance, Conclusions and Recommendations and References, together with appropriate appendices on archives and finds.
- 3.5 The site archive will be prepared to specifications laid out in Appendix 3 in the Management of Archaeological Projects (English Heritage, 1991).

4 Resources and Programming

- 4.1 The assessment will be undertaken by a skilled and experienced archaeologist who will also be responsible for undertaking the desk-based assessment. Overall supervision will be by Dr A Gibson, a senior member of CPAT's staff who is also a member of the Institute of Field Archaeologists.
- 4.2 All report preparation will be completed by the same field archaeologist who conducted the assessment.
- 4.3 It is anticipated that the assessment will take no more than six days in all and that the subsequent report would be prepared immediately thereafter, dependent on the client's instructions and the arrangement of a suitable timetable. The date of commencement, at the time of writing, has yet to be agreed with the client, and will be dependent on the state of the site and negotiated access. The archaeological curator will be informed of the detailed timetable and staffing levels when agreement has been reached with the client.
- 4.4 Requirements relating to Health and Safety regulations will be adhered to by CPAT and its staff.
- 4.5 CPAT is covered by appropriate Public and Employer's Liability insurance.

A.M. Gibson
Projects Manager

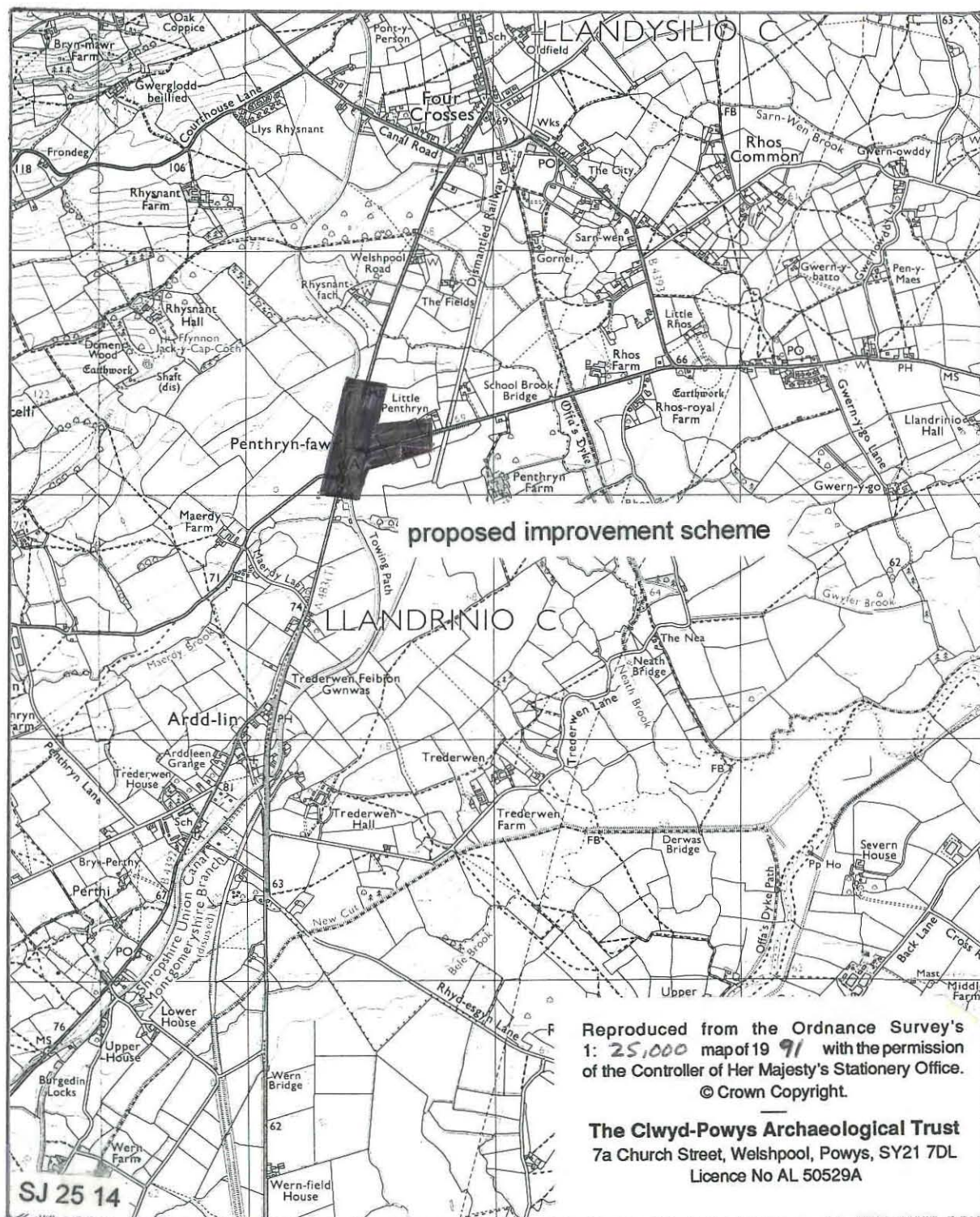


Fig. 1 Location Plan. Scale: 1:25,000

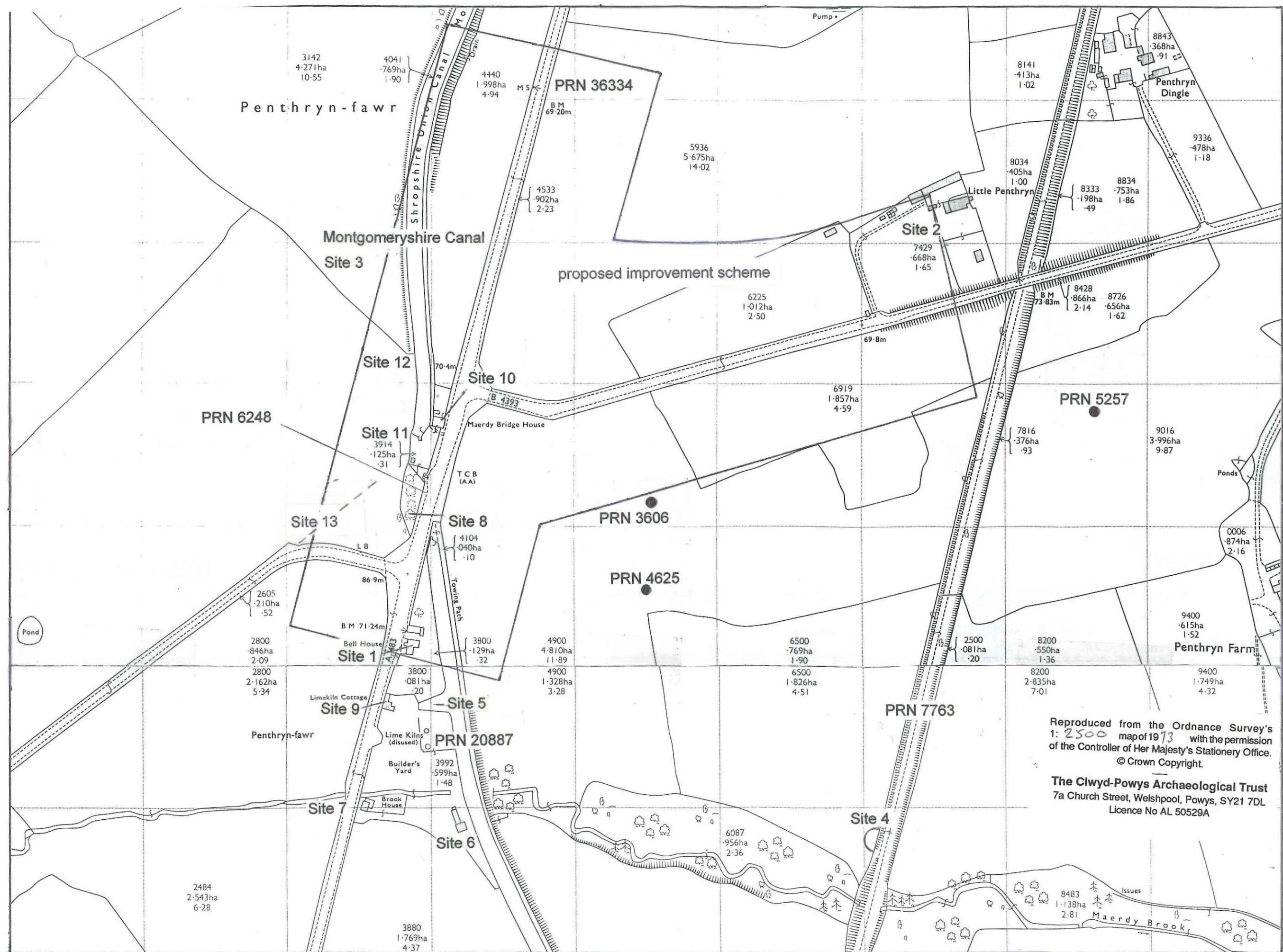


Fig. 2 Proposed improvement scheme and Archaeological Sites. Scale 1:2,500

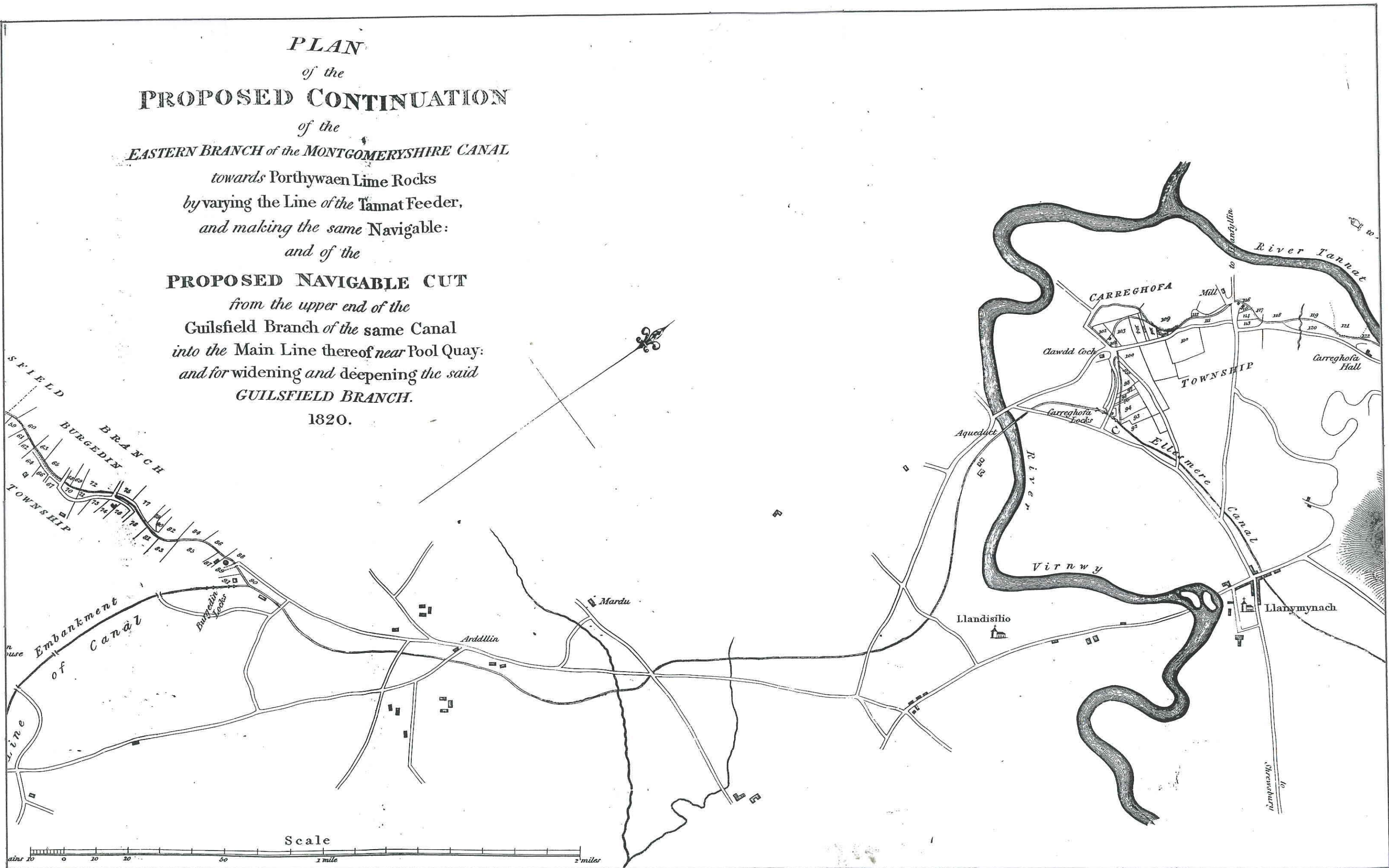


Fig. 4 1820 Plan of the Proposed Continuation of the Eastern Branch of the Montgomeryshire Canal

CHIEF PART of the Parish of LLANDRINIO

with some Lands in the

Manor of Streetmarshall &c.

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Fig. 5 1834 Map of lands in the Parish of Llandrinio. Scale 80 chains: 1 mile

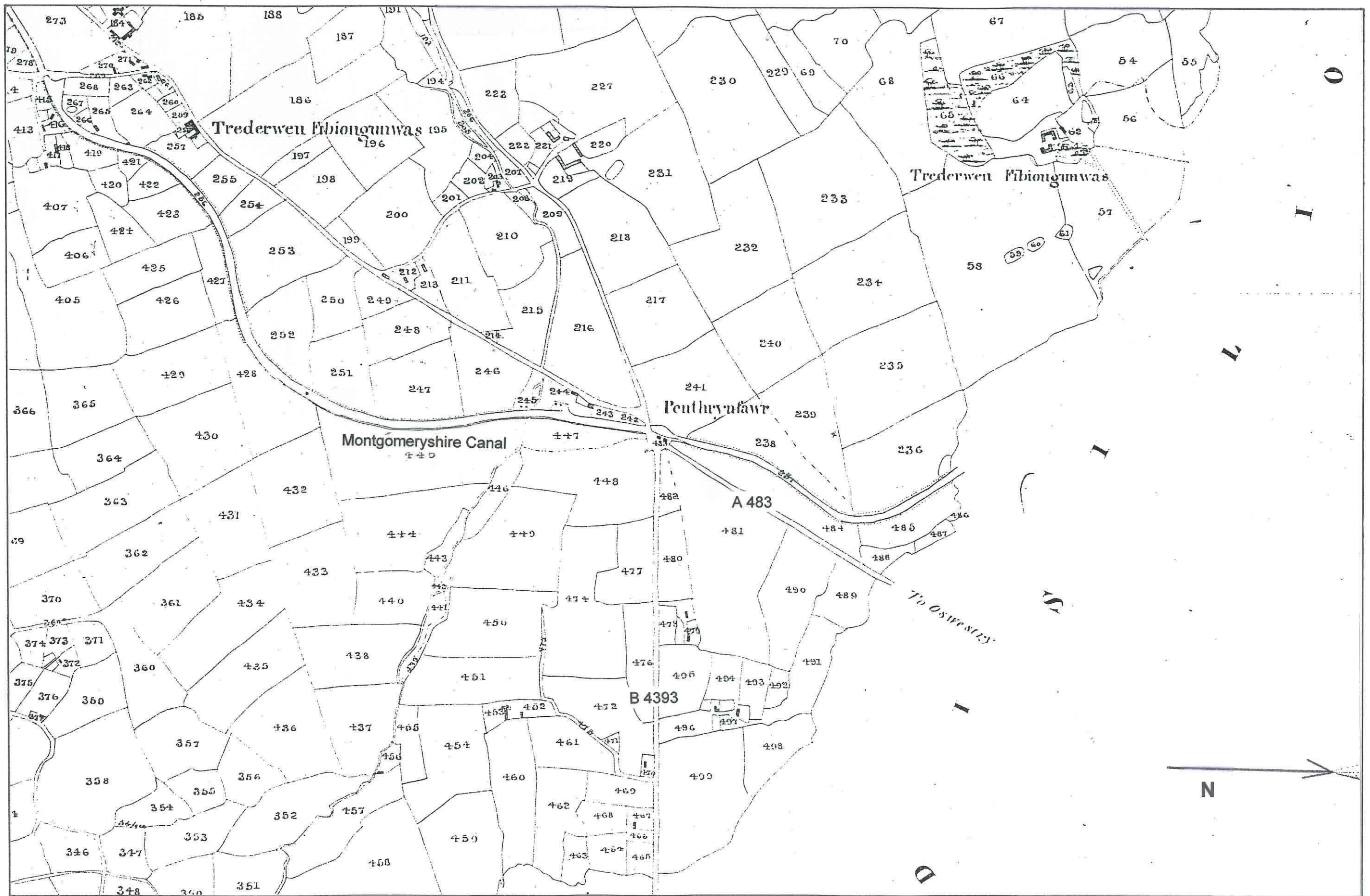


Fig. 6 1840 Llandrinio Tithe Map



Fig. 7 1901 2nd edition Ordnance Survey Map. Scale 1:2500