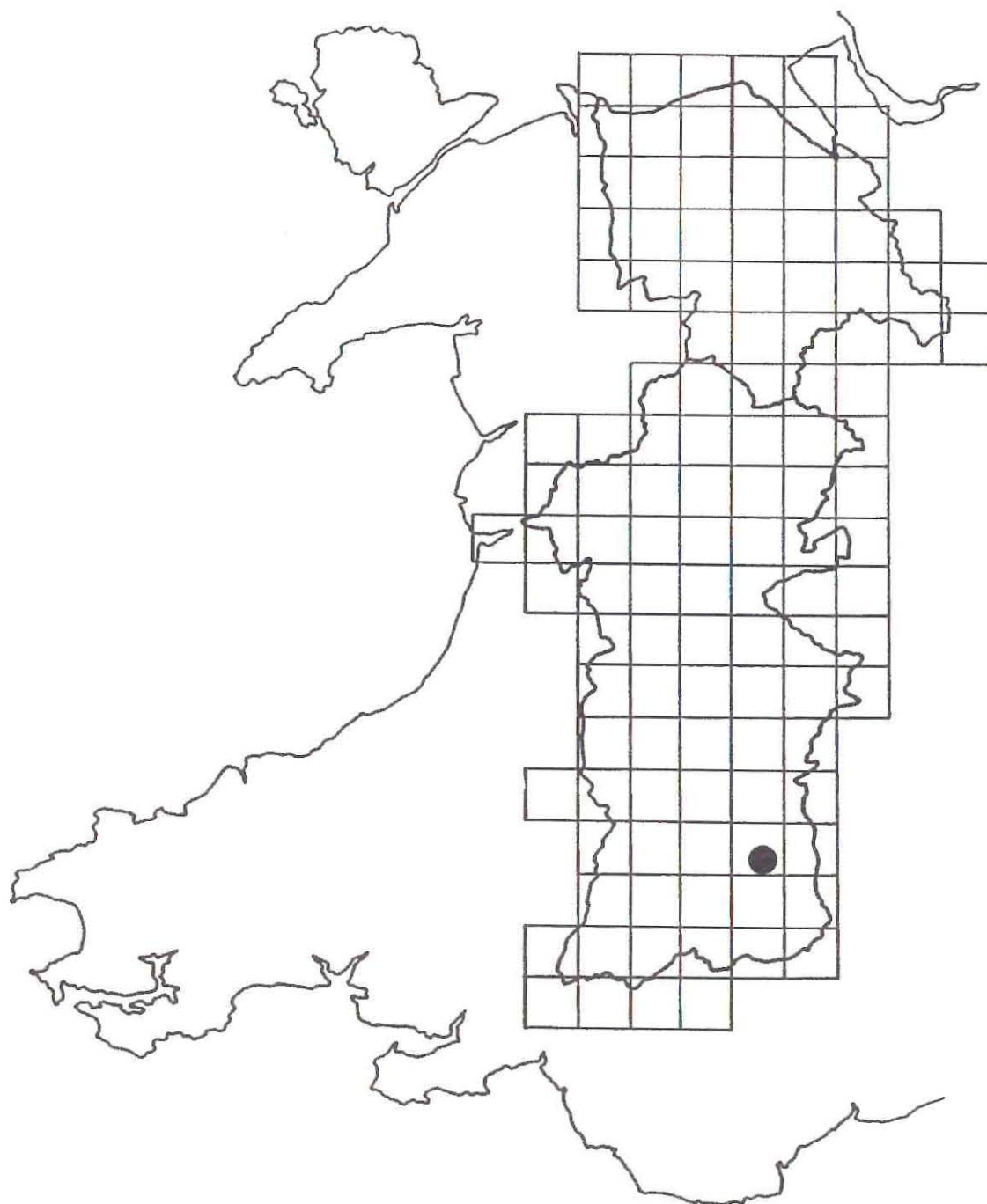


THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

Talgarth Bypass, Powys
ARCHAEOLOGICAL ASSESSMENT



CPAT Report No 122

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Talgarth Bypass, Powys

ARCHAEOLOGICAL ASSESSMENT

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Report prepared for Welsh Office Highways Directorate

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SUMMARY

This report summarises the evidence for known archaeology on the proposed line of the Talgarth Bypass in southern Powys, based on information in various archives and from field survey.

The review of sites already contained in the various archaeological records shows that whilst there are two nationally important sites within the assessment corridor, the present proposals are unlikely to affect them or their settings to a greater extent than the road layout that currently exists.

A number of previously unrecorded sites have come to light as a result of the assessment, some of which need a further archaeological input to determine their categorisation. Sufficient time and resources should be found to evaluate properly their nature in advance of the bypass construction.

The writer believes that the field search conducted at the time of the visits to sites discovered during the desk-top study has been sufficiently comprehensive in the area of the proposed bypass to reveal all sites visible within that area. This is not the case for the 1km length of the A479 to the south of the bypass terminal, due to restrictions on access; and it is felt that a field search is necessary, prior to the completion of any road improvement proposals for this section.

1 Introduction

1.1 The A479 Llyswen to Crickhowell trunk road acts as a link between the road networks of Central and South-East Wales. The archaeological assessment described below results from the proposal to eliminate bottlenecks on this road at Bronllys and Talgarth in Powys, by the construction of a bypass whose preferred route commences in the vicinity of Marish Farm (SO 149 357), which is 1km to the north-east of the village of Bronllys, and terminates at its junction with the present A479, approximately 1km to the south of Talgarth, at SO 154 324 (see Fig 1).

1.2 The assessment has been conducted at the request of the Highways Directorate of the Welsh Office to determine the archaeological resource on and beside the line of the proposed bypass. To this end, a corridor of 200m centred on its suggested line has been examined. It was further requested that a 1km long by 200m wide corridor, centred on the line of the A479, to the south of the southern end of the proposed bypass, was included in the assessment at this stage, in order to provide information for future road improvement work at that location.

1.3 The Sites and Monuments Record (SMR) for the area provided the basis of the assessment. In addition to this, a desk-top study was undertaken which incorporated records held by the National Monument Record (NMR) of the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), and scheduled ancient monuments and listed historic buildings designated by CADW/Welsh Historic Monuments. Work on these archives was complemented by a search of readily available documentary, cartographic and aerial photographic sources, these are detailed in Section 8.

1.4 On completion of the desk-top study, site visits were carried out to determine the nature and condition of those sites and monuments which had been revealed in the documentation. These visits were combined with a rapid fieldwalk survey of the corridor to prospect for other, unrecorded sites and to attempt to evaluate the potential impact of the scheme on the archaeological resource of the area.

2 Desk-top Study

2.1 Only six sites within the assessment corridor had previously been recorded in the Powys SMR. These are ordered by their primary record number (PRN) and/or Roman road number (RR or RRX) in section 7.2 of the gazetteer. Those sites which were recorded for the first time during the assessment are identified as Sites 1, 2, etc in section 7.3 of the gazetteer. Where it is available, additional information from the NMR is incorporated within the site descriptions.

2.2 The area encompassed by the proposed road scheme is covered by a number of manuscript maps which date to the period preceding the preparation of the first edition 1:2500 Ordnance Survey maps (surveyed in 1886 and 1887). These 18th and 19th-century cartographic sources are housed in the Powys County

Archives, Llandrindod Wells and the National Library of Wales, Aberystwyth. They include the Tithe maps for the parishes of Bronllys (1839) and Talgarth (1839), 18th-century estate maps, and a map accompanying the Bronllys Enclosure Act which is dated to 1863.

2.3 A review of two aerial photographic collections was also conducted. These were the RAF vertical aerial photographs taken in 1946 (scaled at approximately 1:10,000), and the Ordnance Survey vertical aerial photography taken at a scale of 1:7,700 in 1972, both held by RCAHMMW. In passing it may be noted that no sites were identified which showed solely as cropmarks.

2.4 A number of documentary sources relating to the locality were consulted. These included studies of the history of the local railway system (Hughes 1990; Kidner 1990). No readily available placename studies were found, however, and the local historical journal, Brycheiniog, was consulted, though little significant information specific to the assessment area was found.

3 The Field Survey

3.1 Access was obtained to the fields on the preferred route of the bypass which were examined by transect field walking techniques, modified to suit the local field pattern. Owing to the open nature of the ground a maximum separation between transects of 50m was adopted, although in practice the separation achieved was often significantly less than this maximum.

3.2 The 1km long by 200m wide corridor of the A479 to the south of the proposed southern terminal of the bypass was viewed from the present road corridor only; the most northerly section, up to 500m to the south of the bypass terminal, was reasonably visible from the road, but the remaining part of the corridor could not be seen and will need to be examined in greater detail if proposals for road improvements at this location are adopted.

3.3 As has been previously mentioned, the primary role of the field survey was to ascertain the present nature of the sites recorded in the desk-top study, which were examined for surviving features. In addition, previously unrecorded sites were described, measured, photographed and sketched as appropriate (see Section 8).

4 Archaeological Background to the Study Area

4.1 The archaeological background to the area is dealt with by period, and is based on the local information held in the SMR. Reference has also been made to published works.

4.2 The locality has certainly been occupied from at least the Neolithic period and throughout succeeding prehistoric phases. This can most probably be attributed to the relatively favourable conditions for agriculture which occur in the area.

4.3 The evidence for Neolithic occupation of the area is substantial as it is situated within the zone of the Cotswold-Severn group of chambered tombs used for collective burial during Neolithic times. The nearest to the assessment area occurs at Pen y Wyrldod (PRN 568 - SO 1505 3156), which is located 0.9km to the south-west of the proposed southern terminal of the bypass. A further six (or possibly seven) monuments of this type occur within 4km of the boundary of the assessment area. In addition to extant monuments, a number of finds have been discovered which confirm significant levels of activity during the period, notably, a weathered cushion macehead found in the bed of the Afon Llynfi at Bronllys (PRN 5823), and a scraper discovered during the current assessment (Site 11 in Section 7.3). At present, no habitation sites of the period have been discovered in the locality, this is not surprising as traces are generally difficult to recognise.

4.4 Bronze Age activity is evidenced primarily by funerary monuments, in particular a group of round barrows at Ffostyll, located approximately 3.5km to the east of Bronllys. A standing stone considered to be of this period is located to the east of Bronllys Castle at SO 1522 3459. Stray finds of the period have also been made in the area, most notably a socketed and looped axe of Bulford-Helsbury (South Welsh) type (PRN 17502) found near Pentre Sollars at SO 1402 3650. Again, no direct evidence of habitation sites in the area has yet been found.

4.5 Local activity into the Iron Age is readily apparent; sites such as the promontory enclosure at Pendre (see Section 7.2 - PRN 556), and the hill-slope enclosure (PRN 504) situated 0.5km to the west of Llyswen, demonstrate a significant level of population in the period. Both survive as earthworks but one can anticipate that in due course other enclosures with a largely domestic/farming emphasis will be revealed as cropmarks or soilmarks recognisable only from the air. The favourable conditions for agriculture are undoubtedly responsible for both the predicted level of late prehistoric activity and also perhaps its above-ground denudation (see para 4.12).

4.6 Direct evidence of Roman occupation in the immediate area is limited to an iron smelting site at Aberllynfi (SO 171 372). However, as the Roman road from the auxiliary fort at Y Gaer near Brecon to Kenchester (see Section 7.2 - RR 63b) which supposedly runs beneath the modern Brecon to Hay-on-Wye road is thought to cross a putative road running in a north-north-west/south-south-east direction (see Section 7.2 - RRX 88) in the vicinity of Bronllys, there is at least the possibility of some form of Roman settlement at that location. The only known evidence of Roman activity in the immediate locality is a

fragmentary pipeclay figure of a cockerel found in Talgarth.

4.7 Conclusive proof of activity in the immediate locality during the Early Medieval period is lacking. Nevertheless, the Llangorse crannog (artificial island) in Llangorse Lake, located some 7km to the south, perhaps gives a hint of the importance of the area, in view of the interpretation of the crannog as one of the royal sites of the kingdom of Brycheiniog (Redknap 1991). Documentary corroboration of this important focus has been suggested by Thomas (1994), who names Talgarth as the centre of a 5th-century kingdom. Traditionally, the town is claimed to have a pre-Conquest origin (Silvester and Dorling 1993).

4.8 The medieval period following the Norman invasion of this region of Wales is one for which a great deal of evidence survives. Talgarth was evidently a town of some importance in this period, as demonstrated by the borough status which it had gained by 1309 (Silvester and Dorling 1993), and its extensive open arable field system (See Section 7.3, Site 12). Bronllys had a very similar open field system, and is thought to have developed around the church, perhaps in the 12th century (Martin and Walters 1993). The most notable feature of the local landscape in the period would have been Bronllys Castle (PRN 539), which is thought to date to the end of the 11th century.

4.9 The later medieval period saw the continuation of the two centres of population noted above. It also witnessed the construction of a number of manor houses and halls, most of which are no longer extant - the most notable surviving feature is the 15th-century fortified gatehouse of the no longer extant Porthamal manor house. Many of the local farms, though not the present farm buildings themselves, are likely to have been functioning at this time.

4.10 The post-medieval period shows a further continuation in the patterns of land-use and settlement. Some of the earlier inhabited structures were evidently rebuilt and farmhouses of the longhouse type are first encountered, as for example at Pen y Wyrld (PRN 21044; SO 1533 3180) and The Elms (PRN 20823; SO 1544 3407).

4.11 The agricultural dominance of the landscape continues through the early modern period, and perhaps the best evidence of this is provided by the preservation of the open field systems of Bronllys and Talgarth up to the middle of the 19th century; that of Bronllys was only enclosed in 1863. The only apparent change which took place in this period was an increase in population, no doubt resulting from the development of better communications in the form of turnpike roads and the two successive railways (Sites 7 and 9 in Section 7.3) which cross the area (see Silvester 1969).

4.12 The predominance of the agricultural element in the landscape of the area continues to the present; most of the land has an agricultural classification of three (high for the region), and arable and frequently ploughed pasture are commonplace. The unbroken continuation of relatively intensive agriculture in the area has implications for the survival of sites, particularly of prehistoric and Roman date, which are unlikely to remain as extant features of the landscape.

5 Recommendations for the Preservation and Recording of Sites within the Study Area (For descriptions and location see Section 7)

5.1 The sites included in this section are those within the assessment corridor for which some mitigation strategy is considered necessary. Three sites are not included as they are of minor interest only and do not merit further examination.

5.2 A table of sites (Table 1) which specifies the likely impact of the scheme and the proposed mitigation has been prepared. It should be noted that this is intended for quick reference only; mitigation strategies are described in greater detail in the paragraphs (5.4 to 5.9) below.

5.3 In addition to the specific sites which have been identified, three discrete areas are considered to have sufficient potential for geophysical survey to be recommended. This should take place under favourable conditions; in particular resistivity survey is contra-indicated when the ground is waterlogged.

5.4 Category A sites are those which must be avoided by the proposed road improvement works. It should be noted that neither of these sites is a new discovery, and that both have a statutory designation.

a) PRN 539 Bronllys Castle

The northern extent of the outer bailey of the scheduled medieval castle provides a constraint on the location of the proposed roundabout located to the south of Bronllys. In order not to alter the setting of the castle significantly, thereby creating a residual impact, sympathetic landscaping of the junction should be implemented.

b) PRN 556 Pendre Hillfort

The scheduled area of the Iron Age promontory enclosure provides a constraint on an easterly extension of the southern terminal of the bypass. However, as the area commences on the opposite side of the stream which occupies a deeply cut valley to the east of this terminal, it seems most unlikely that any such extension will be envisaged.

5.5 Category B sites, for which preservation in-situ is preferred.

a) Site 2 Marish Farm

In view of the potentially early origin for certain buildings and the possibility for the survival of related sub-surface remains it would be preferable for the farm to be avoided. We are informed by the consulting engineers that no habitable buildings will be demolished as part of the proposed works.

b) Site 8 Cae Post

The origin of the house appears to be well-attested and it would be unfortunate for the structure itself to be lost; avoidance by the road is preferable. We are informed by the consulting engineers that no habitable buildings will be demolished as part of the proposed works.

5.6 Category C sites which may be affected by the proposed road construction, for which adequate recording is necessary prior to their destruction.

a) PRN 2995 Colebrook Common Field

The agricultural features still extant should be recorded prior to their destruction. This should take the form of a measured survey using EDM equipment.

b) Site 4 Cottages at Dewsbury Gate

Only the most north-eastern cottage is likely to retain any of its original features, these would have required recording if any demolition had been planned. We are informed by the consulting engineers that no habitable buildings will be demolished as part of the proposed works.

c) Site 5 Building

A programme of rapid recording and limited excavation should be undertaken if disturbance to the structure is required as a result of the proposed road construction. The timing of such works may be dependant on the progress of the road scheme as a whole.

5.7 Sites and areas which require evaluation under Stage 3 of the archaeological programme

a) Site 9 The Hay Railway

Limited excavation in the form of trial trenching should be carried out on the line of the tramroad, at an appropriate time. This should be to the south-east of the road leading from Talgarth to Trefecca, in an attempt to determine whether any features relating to the construction of the tramroad have survived modern road improvements.

b) Site 11 Finds location

The artefacts found at this location may represent domestic occupation, accordingly, geophysical survey should be carried out in the field to determine whether any sub-surface

archaeological features are present. In addition, thorough fieldwalking should be carried out and long-term arrangements should be made with the landowner to facilitate this.

c) Site 12 Briery Common Field

The earthworks present in the field should be investigated in an attempt to determine whether they belong to the period predating the Norman invasion of the area. An examination of a larger area than that covered by this assessment, combined with trial excavation at an appropriate time, may be necessary. Whatever the result of this further work, a measured (EDM) survey should be carried out on any earthworks which are threatened with destruction.

d) The area surrounding the road between Talgarth and Bronllys

A block of land measuring 300m north-north-east/south-south-west x 150m wide, centred on the proposed roundabout located immediately to the south of Bronllys, should be subjected to geophysical survey. The present understanding of the development of Bronllys is that it grew around the church, but the potential for structures between the castle and church has been demonstrated by Site 6, and therefore sub-surface features in this area should be assessed by prospection.

f) The assessment area as a whole

In view of the levels of occupation present in the area from the Neolithic period onwards, any areas which are ploughed within the assessment area, prior to the commencement of the bypass construction, should be subjected to fieldwalking for artefact retrieval. Contact should be maintained with the landowners to facilitate this aspect of the programme, and ensure its implementation at an appropriate time. The area of any concentrations of finds which may be discovered should then be subjected to geophysical survey, and possibly also to limited trial excavation.

5.8 Category D sites which should be subject to an archaeological watching brief during site works.

- a) RR 63b - present road alignment precludes trial excavation
- b) RRX 88 - present road alignment precludes trial excavation
- c) Site 3
- d) Site 6
- e) Site 7
- f) Site 10
- g) All topsoil stripping or excavation of undisturbed ground, due to the possible presence of sites for which there are no surface indications (see para 4.12).

5.9 Areas which should be considered for geophysical survey in view of their location, although no surface traces of archaeological features have been ascertained at these locations.

a) A 200m length of the area to be affected by earthmoving operations in the vicinity of Far Barn, between the Afon Llynfi and Afon Dulas (see Fig 1). The level promontory at this location appears favourable for settlement.

b) A 200 length of the area to be affected by earthmoving operations at the southern end of the proposed bypass (see Fig 1). The level ground, combined with the proximity of Pendre enclosure (PRN 556) and the Neolithic chambered tomb at Pen y Wyrldod (see Section 4.3), suggests a possibility for prehistoric occupation at this location.

6 Table of Reference for Impacts and Recommended Mitigation

6.1 The table overleaf is intended to provide quick reference to the impacts and recommended mitigation strategies covered in Section 5.

6.2 Definition of terms used in Table 1

6.2.1 Potential impact

None - The present proposals will not materially affect the site.

Residual - Implementation of the scheme may alter the setting of a monument which is of national importance.

Significant - Implementation of the scheme is likely to affect the potential for future interpretation of the nature of the site.

Slight - Implementation of the scheme is unlikely to affect the potential for future interpretation of the nature of the site.

Unknown - Due to previous disturbance, there are no surface remains of the site at this location.

6.2.2 Proposed Mitigation

The terms used are only intended for quick reference and should be self-explanatory. For detailed descriptions of the individual mitigation strategies, please refer to paragraphs 5.4 - 5.9.

Table 1

Site	Description	Cat	Potential impact	Mitigation
PRN 539	Bronllys Castle	A	Residual	Sympathetic landscaping
PRN 556	Pendre Hillfort	A	None	None
PRN 2995	Colebrook Common Field	C	Significant	Measured survey
PRN 5563	Dewsbury Gate ridge and furrow	D	None (Not extant)	None
RR63b	Roman road	D	Unknown	Watching brief
RRX88	Roman road	D	Unknown	Watching brief
Site 1	Trackway	D	None	None
Site 2	Marish Farm	B	None (No demolition planned)	None
Site 3	Dewsbury Gate	D	Unknown	Watching brief
Site 4	Cottages at Dewsbury Gate	C	None (No demolition planned)	None
Site 5	Building	C	Significant	Recording/ Excavation (if necessary)
Site 6	Building	D	Unknown	Watching brief
Site 7	The Mid-Wales Railway	D	Slight	Watching brief
Site 8	Cae Post	B	None (No demolition planned)	None
Site 9	The Hay Railway	E	Unknown	Trial excavation
Site 10	Trefecca Gate	D	Unknown	Watching brief
Site 11	Finds location	E	Significant	Geophysical Survey/ Fieldwalking
Site 12	Briery Common Field	E	Significant	Investigation + Measured survey
Site 13	Ridge and furrow cultivation	D	Significant	None (Present level of recording sufficient)
Site 14	Trackway	D	Slight	None

7 Acknowledgements

7.1 The writer would like to thank Dr Alex Gibson of CPAT for his identification of the lithic finds discovered during the assessment and the staff of the following organisations for their help and assistance:

Powys County Archives, Llandrindod Wells

National Library of Wales, Aberystwyth

National Monument Record, RCAHMW, Aberystwyth

Sites and Monuments Record, Clwyd-Powys Archaeological Trust, Welshpool

7 Gazetteer of Sites within the Assessment Corridor

7.1 The sites described below are marked on Figure 1, at a scale of 1:10000, in addition areas of more concentrated archaeological interest are depicted on Figs 2-4, at a scale of 1:2500. The gazetteer of sites has been arranged in order of Primary Record Number (PRN), Roman road number (RR or RRX) and Site Number. Following the location and descriptive data for each site is a highlighted category designation. The categories assigned follow the guidelines set out in section 4.7.3 of Cadw's draft Archaeology and the Trunk Road Programme in Wales: a Manual of Best Practice, and are described below:-

Category A - Sites designated as being of national importance which meet the criteria for scheduling or listing. It is presumed that sites in this category will be preserved and protected in situ.

Category B - Sites of regional or county importance which do not meet the criteria for scheduling or listing, but which are nevertheless of particular importance within the region. Preservation in situ is the preferred option for these sites, but if loss or damage is unavoidable, appropriate detailed recording will be undertaken.

Category C - Sites of district or local importance which are not of sufficient importance to justify preservation if threatened, but which merit adequate recording in advance of loss or damage.

Category D - Minor and damaged sites which do not merit inclusion in a higher category, for which rapid recording should be sufficient.

Category E - Sites whose importance could not be fully determined from the desk-top assessment and field search. These sites are to be subject to evaluation in Stage 3, before they can be assigned to Categories A-D.

7.2 Sites contained within the SMR for the area

PRN 539 Bronllys Castle (SO 1493 3463 - Figs 1 and 3). An 8m-high motte surmounted by a circular keep, with main and outer baileys lying to the north. The outer bank and ditch are still visible on their west, north-west and north sides. An engraving of 1741 shows a ruined building to the north of the keep within the main bailey. The keep is considered to be 13th century, whereas the motte and bailey are dated to the early Norman period, between 1091 and 1093 (Haslam 1979).

Scheduled Ancient Monument (B 8)

Category A

PRN 556 Pendre Hillfort (SO 1558 3263 - Fig 1). A probably bivallate promontory hillfort or enclosure, 1.57ha in area, consisting of an inner bank and ditch with a counterscarp bank and a probable less well defined outer ditch. At their northern termination both banks do not reach the scarp of the promontory and appear to be slightly inturned, which suggests that this was the location of the entrance. The site has not been excavated and no traces of internal features have been recorded.

Scheduled Ancient Monument (B 62)

Category A

PRN 2995 Colebrook Common Field (Centred at SO 1530 3560 - Figs 1 and 2). This open arable field is located to the south-east of the A438, and was depicted on a map dated 1754 as "Mais Colbrook". In 1863 the field was enclosed as part of the Bronllys Enclosure Act, although the boundaries of two strips have been fossilised by the planting of hedgerows and follow the classic reversed S pattern of medieval cultivation. Ridge and furrow is still evident in the western part of the field, and there is a probable headland, adjacent to the A438 road, to the north-east of the house called "Penmaes".

Category C

PRN 5563 Dewsbury Gate ridge and furrow (SO 150 357 - Figs 1 and 2). An area of post-medieval ridge and furrow, aligned north-east/south-west, some 2m wide. No evidence for the ridge and furrow could be seen in the area during the current assessment, and it seems most likely that recent ploughing has obliterated the traces previously recorded.

Category D

RR 63b Roman road (Crossed by the proposal at SO 1502 3562 - Figs 1 and 2). The putative line of the Roman road between Brecon and Kenchester follows the line of the modern A438 road. Apart from its alignment no evidence of its Roman nature has been revealed at this location.

Category D

RRX 88 Roman road (Crossed by the proposal at SO 1466 3475 - Figs 1 and 3). A putative Roman road follows the line of the A479 between Bronllys and Talgarth. No evidence to confirm its existence has been recorded.

Category D

7.3 Sites revealed by the assessment

Site 1 Sunken trackway (SO 1490 3582 - Figs 1 and 2). A trackway, approximately 5m in total width x <2m deep x 150m in length, located to the north of Marish farm. It is perhaps a precursor of the modern road leading to Llyswen, although little evidence can be seen for its course to the north of the assessment area.

Category D

Site 2 "Marish Farm" (SO 1491 3575 - Figs 1 and 2). A house and associated farm buildings adjacent to the A479. The present house, which is immediately adjacent to the main road, is first depicted on the first edition 1:2500 Ordnance Survey map, surveyed in 1887. However, buildings on the south-west and north-west sides of the courtyard are depicted on a map of c.1770, and the fields to the south are called "Mar issa mawr" on a map dated 1754. It therefore seems most likely that there was a farm of the same, or similar, name in this location at least as early as the middle of the 18th century. The only surviving building from this period is probably the south-eastern end of the barn which forms the south-western part of the courtyard. The presence of a garden which adjoins a building (now substantially rebuilt or no longer extant) on the north-western side of the courtyard suggests that this was the location of the original house.

The meaning of the word "mar" or "marish" is unknown, but possible explanations include a mis-spelling of "man", meaning "place", or an incorrect transcription of "marswr", meaning "marcher" in the context of the Welsh Marches.

Category B

Site 3 "Dewsbury Gate" (SO 1501 3561 - Figs 1 and 2). A former turnpike gate and cottage which was located immediately to the south-west of the junction between the Brecon to Hay-on-Wye road and the road leading towards Llyswen. The building is no longer extant; cartographic evidence suggests that it was constructed in the first half of the 19th century. It is first depicted on the Bronllys Tithe map, dated 1839.

No evidence for the origin of the name "Dewsbury" at this location has been found: perhaps it occurred as a result of the opening of the turnpike road, due to the personal history of one of the instigators of the scheme.

Category D

Site 4 Cottages at Dewsbury Gate (SO 1506 3561 - Figs 1 and 2). A row of three cottages located on the south-east side of the A438, two of which have since been amalgamated to form one dwelling, while the north-eastern cottage appears to be unmodified. The cottages were probably constructed in the middle of the 19th century; they are first depicted on the map which accompanies the Bronllys Enclosure Act, dated 1863.

Category C

Site 5 Building (SO 1497 3555 - Figs 1 and 2). A ruined building located to the south-east of the A438, approximately 100m to the north-east of the house called "Penmaes". The approximate dimensions of the building measure 6.5m north-east/south-west x 5.0m north-west/south-east x 2.0m high (max). Only the south-west and south-east walls of the building remain; the south-east wall is partially ruined but retains evidence of what appears to have been a lancet or slit window mid-way along its length. Narrow windows of this type are a common feature of farm buildings in the area, and it seems most likely therefore that the building performed an agricultural function, either as a

field barn or stock shelter. The building is first evident on the 2 inch:1 mile Ordnance Surveyors manuscript drawings, dated 1817.

Category C

Site 6 Former building (SO 1464 3475 - Figs 1 and 3). A rectangular building aligned north-east/south-west is depicted to the south-west of the Bronllys-Talgarth road at this location on maps dating between 1817 and 1964. It appears to have been subsequently demolished to allow for road improvements. No information about its function has been ascertained.

Category D

Site 7 "The Mid-Wales Railway" (Crossed at SO 1493 3340 - Figs 1 and 4). The course of the former railway survives as an embankment running in a north-east/south-west direction, to the south-east of the flood plain of the Afon Llynfi. Cutting the embankment at right-angles is a stone-faced cutting through which the minor road leading to Tregunter Farm runs, originally spanned by a railway bridge. This part of the line, between Three Cocks (Aberllynfi) and Brecon, was constructed following the sale of the Hay Railway (Site 9) to the Hay, Hereford and Brecon Railway (part of the Mid-Wales Railway) in June 1862. Services began in September 1864 (Kidner 1990). The first edition 1:2500 Ordnance Survey map, surveyed in 1886, shows it as being a single track line at this location. The line closed at the end of 1962 and the span of the bridge noted above has been subsequently demolished.

Category D

Site 8 "Cae Post" (SO 1497 3341 - Figs 1 and 4). A stone-built house alongside the road leading from Talgarth to Trefecca. A recently repainted datestone reads:- John Perkins 1811. A sale notice for a newly built dwelling house and adjacent meadow in the borough of Talgarth, "Late in the occupation of Thomas Perkins", which is dated May 1812 (Reference B/D/CL/2/66 in the Powys County Archives), may relate to Cae Post, this could perhaps be confirmed by examination of the 1811 census.

Category B

Site 9 "The Hay Railway" (Crossed at SO 1496 3336 - Figs 1 and 4). A horse-drawn tramway between Hay-on-Wye and Brecon, built in 1816 (Hughes 1990). The tramway was taken over by the Hay, Hereford and Brecon Railway in 1862, prior to the construction of the Mid-Wales Railway which superseded it and follows its course in part. At the point where the line of the tramway is crossed by the proposed bypass, it ran along the south-eastern side of the road from Talgarth to Trefecca. Recent road improvements at this location may have obliterated its remains, however. Evidence of the course of the tramway, in the form of an earthwork embankment, can still be seen in a field further to the south-west.

Category E

Site 10 "Trefecca Gate" (SO 1493 3332 - Figs 1 and 4). A turnpike gate and cottage depicted on the 2 inch:1 mile Ordnance Surveyors' drawings, dated 1816-17. It was still depicted on the 1964 1:10,560 Ordnance Survey map, but has been subsequently demolished, perhaps to allow for the road improvements referred to under Site 9, above.

Category D

Site 11 Finds location (within field centred at SO 1503 3335 - Figs 1 and 4). Three flint/chert artefacts found during the field survey in a recently ploughed and reseeded field. They have been identified as: a late Neolithic/early Bronze Age end scraper, a utilised flake (possibly a scraper), and a burnt flint.

Category E

Site 12 Briery Common Field (centred at SO 1510 3320 - Figs 1 and 4). An open arable field first evident in a survey of the Ashburnham Brecknockshire estates of the latter 17th century (Sylvester 1969). It is depicted on a map dated c.1770 as "Brier Common Field", but appears to have lost its status in the period following the completion of the Tithe map for Talgarth (1839), perhaps at the time of the Bronllys Enclosure Act (1863).

Surface remains of the strip pattern are evident in the two westernmost fields as a minimum of seven concentrically curved banks, 7m-10m wide x up to 0.6m high which vary in separation between 18m and 30m (between the top of each respective bank). To the north of the banks, three modern field boundaries on an identical alignment suggest that the field originally extended further in this direction. Ridge and furrow cultivation is evident in the field centred at SO 1525 3325, although it is situated outside the assessment area. The partially circular appearance of the banks in the two westernmost fields is unusual in the context of open field systems, which more commonly are parallel strips, often in the shape of a reversed S (as can be seen in PRN 2995). Possibly this example could be indicative either of an earlier field system or a local variation in cultivation practice.

Category E

Site 13 Ridge and furrow (SO 1532 3294 - Fig 1). An area of ridge and furrow cultivation aligned north/south, with ridges approximately 0.3m high x 7m apart.

Category D

Site 14 Trackway (SO 1567 3220 - Fig 1). A sunken trackway, approximately 5m wide, which is depicted on the 2 inch:1 mile Ordnance Surveyors' drawing, dated 1816-17. It is no longer in use and its bed is occupied by a stream which appears to have eroded its surface considerably. The trackway falls outside the area of the bypass and within the area of the putative A479 road widening; it was therefore not possible to examine it in detail.

Category D

8 Sources

Documentary Sources

Corcoran J.X.W.P., 1969 'The Cotswold-Severn Group' Megalithic Enquiries in the West of Britain (Liverpool)

Haslam, R., 1979 The Buildings of Wales: Powys (London)

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Sylvester D., 1969 The Rural Landscape of the Welsh Borderland (London)

Thomas C., 1994 And Shall These Mute Stones Speak (UWP)

Cartographic Sources

a) At the National Library of Wales, Aberystwyth

Ashburnham Estate Atlas c.1770

Map of Several Tenements in Brynlllys and others in the parish of Glasbury, 1754 (Large M.S. maps - Brecs P.F.C. 7)

b) At the Powys County Archives, Llandrindod Wells

Brynlllys Common Enclosure Act, 1863

Brynlllys Tithe map, 1839

Talgarth Tithe map, 1839

Ordnance Surveyors Drawing 195, 1816-17

Ordnance Surveyors Drawing 196, 1817

c) Ordnance Survey maps

1:2500 Brecknock 23.9 (1st edition, surveyed 1887)

1:2500 Brecknock 23.13 (1st edition, surveyed 1886)

1:2500 Brecknock 29.1 (2nd edition, surveyed 1886, revised 1903)

1:10560 Sheet SO 13 SW (published 1964)

d) Other cartographic sources

1:625,000 Agricultural Land Classification of England and Wales
(Ministry of Agriculture Fisheries and Food, 1979)

Aerial photographic sources (RCAHMMW)

a) RAF

106G/UK/1652/2201

106G/UK/1652/4318

b) Ordnance Survey

72 325 643

SUMMARY

This report summarises the evidence for known archaeology on the southern extension to the proposed line of the Talgarth Bypass in southern Powys, and is based on the previous archaeological assessment of the area (CPAT Report No 122). It is designed to be an addendum to that report.

One previously unrecorded site came to light as a result of the assessment, and another site, which had been noted in the previous assessment, was recorded in greater detail.

1 Introduction

- 1.1 In April 1995, CPAT Contracting was asked by Howard Humphreys & Partners Ltd to provide a costing for the archaeological assessment of a southward extension to the proposed A479 Talgarth bypass. The extension runs from SO 1541 3244 to SO 1600 3215; the remainder of the area of the bypass had already been subjected to archaeological assessment, as detailed in CPAT Report No 122 of February 1995.
- 1.2 This additional assessment had been requested by the Highways Directorate of the Welsh Office to determine the archaeological resource on and beside the line of the extension to the proposed bypass. The area had been examined from the present road corridor during the original assessment, but visibility was not sufficient to assess properly the archaeological resource.
- 1.3 Permission for entry onto the land occupied by the extension was granted by the Welsh Office in May 1995. On obtaining permission from the relevant landowners, the required fieldwork was carried out during the same month, and this report written immediately afterwards.

2 Desk-top Study

- 2.1 The approximate area of the southward extension to the bypass had already been subjected to desk-top study during the course of the previous archaeological assessment. Consequently, desk-top study was confined to the use of cartographic sources to provide further information on sites recorded during the field survey.

3 Field Survey

- 3.1 Access was obtained to the fields on the preferred route of the extension which were examined by transect field walking techniques, modified to suit the local field pattern. Owing to the open nature of the ground a maximum separation between transects of 50m was adopted, although in practice the separation achieved was often significantly less than this maximum.
- 3.2 The area examined by field survey was confined to a 200m wide corridor, centred on the line of the proposed extension, in accordance with the methods employed in the original assessment. Any previously unrecorded sites within this corridor were described, measured, photographed and sketched as appropriate.

4 Archaeological Background to the Study Area

- 4.1 The archaeological background to the proposed extension is described in the report on the original archaeological assessment (CPAT Report No 122), and, consequently, is not be repeated here.

5 Gazetteer of Sites

5.1 The sites described below are marked on Figure 1, scaled at 1:10000. It should be noted that no sites had been recorded in the area of the proposed extension, prior to the completion of the original assessment. Accordingly, the gazetteer of sites has been arranged in order of Site Number, with the intention that the site numbers will run consecutively from those assigned in CPAT Report No 122. Following the location and descriptive data for each site is a highlighted category designation. The categories assigned follow the guidelines set out in section 4.7.3 of Cadw's draft *Archaeology and the Trunk Road Programme in Wales: a Manual of Best Practice*, and are described below:-

Category A - Sites designated as being of national importance which meet the criteria for scheduling or listing. It is presumed that sites in this category will be preserved and protected in situ.

Category B - Sites of regional or county importance which do not meet the criteria for scheduling or listing, but which are nevertheless of particular importance within the region. Preservation in situ is the preferred option for these sites, but if loss or damage is unavoidable, appropriate detailed recording will be undertaken.

Category C - Sites of district or local importance which are not of sufficient importance to justify preservation if threatened, but which merit adequate recording in advance of loss or damage.

Category D - Minor and damaged sites which do not merit inclusion in a higher category, for which rapid recording should be sufficient.

Category E - Sites whose importance could not be fully determined from the desk-top assessment and field search. These sites are to be subject to evaluation in Stage 3, before they can be assigned to Categories A-D.

5.2 Sites revealed by the assessment

Site 14 Trackway (SO 1590 3215 - Fig 1). A holloway, 5m in width by 2.5m deep, which is depicted on the 2 inch:1 mile Ordnance Surveyors' drawing, dated 1816-17. It is no longer in use, having been cut by the A479, and its base is now intermittently occupied by a stream which has caused some erosion to its surface. This site had been noted in CPAT Report No 122, but, as access could not be gained at that time, recording was limited.

Category D

Site 15 Trackway (SO 1551 3222 - Fig 1). A holloway, 4m wide (max) by 1.1m deep by c.40m long, aligned north/south. To the north of the section of holloway the line of the track is visible for approximately 100m as a very slight hollow running north-north-west/south-south-east. The trackway is depicted as a public footpath on modern Ordnance Survey maps.

Category D

6 Recommendations for the Preservation and Recording of Sites within the Study Area

- 6.1 The two sites which have been identified in the area of the proposed extension are both designated Category D sites. In addition, the preferred road line is such that it is unlikely that any significant damage to their structure will occur as a result of the proposal. Accordingly, no specific mitigation for Sites 14 and 15, is considered necessary.
- 6.2 A watching brief during topsoil stripping, as recommended in paragraph 5.8 (g) of CPAT Report No 122, should be extended to the area occupied by the proposed extension to the bypass.

7 Additions to Table of Reference for Impacts and Recommended Mitigation

- 7.1 The table below is intended to be combined with Table 1 in CPAT Report No 122, and to provide quick reference to the impacts and recommended mitigation strategies already considered.

7.2 Definition of terms used in Table 1

7.2.1 Potential impact

None - The present proposals will not materially affect the site.

Residual - Implementation of the scheme may alter the setting of a monument which is of national importance.

Significant - Implementation of the scheme is likely to affect the potential for future interpretation of the nature of the site.

Slight - Implementation of the scheme is unlikely to affect the potential for future interpretation of the nature of the site.

Unknown - Due to previous disturbance, there are no surface remains of the site at this location.

7.2.2 Proposed Mitigation

The terms used are only intended for quick reference and should be self-explanatory.

Table 1 (additional)

Site	Description	Cat	Potential impact	Mitigation
SITE 14	Trackway	D	Slight	None
SITE 15	Trackway	D	Slight	None

8 Acknowledgements

- 8.1 CPAT would like to thank the landowners of ground crossed by the proposed extension for their permission to examine the preferred route.

9 Sources

9.1 Documentary Sources

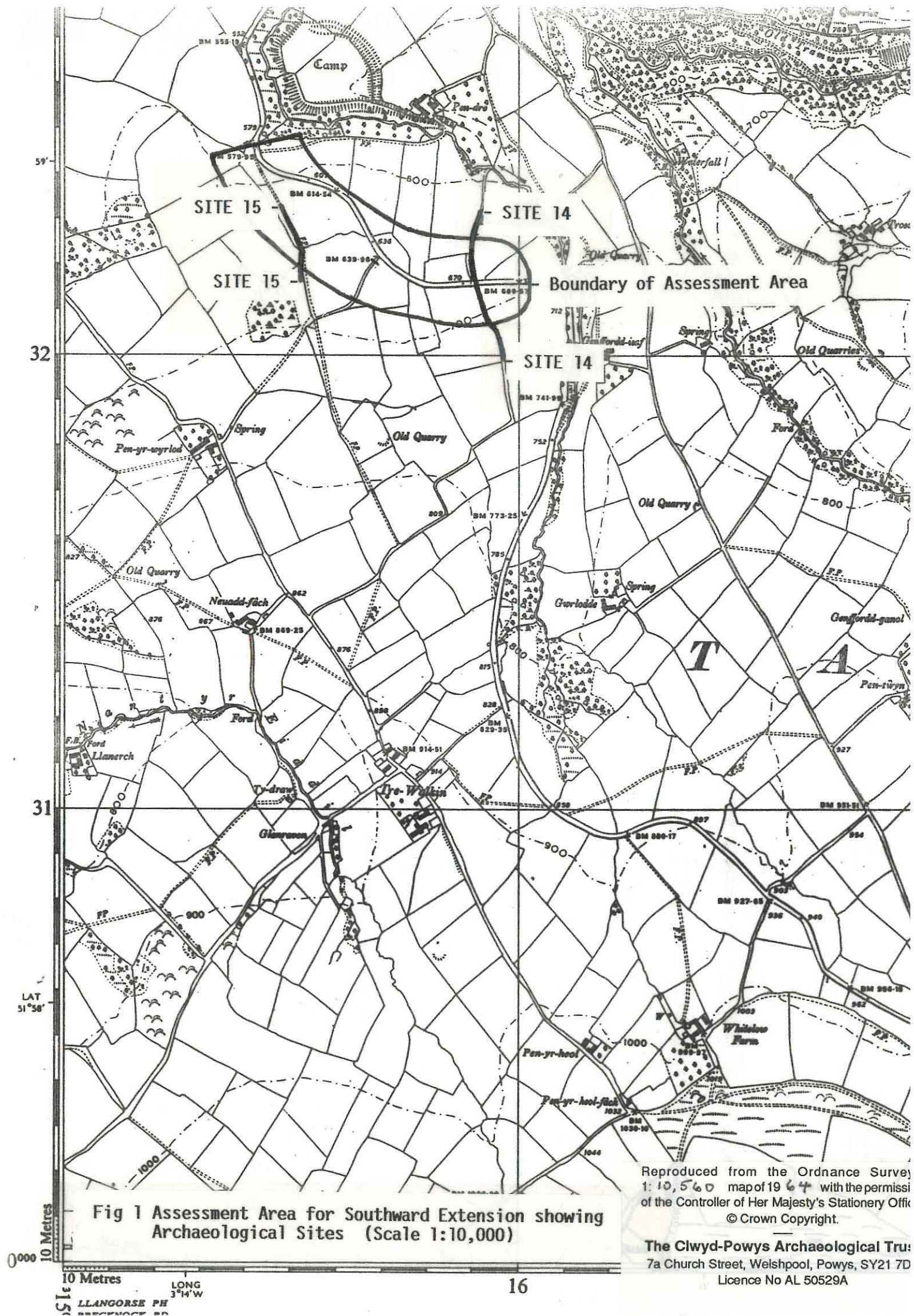
Hankinson R., 1995, *Talgarth Bypass* (CPAT Report No 122), Welshpool.

9.2 Cartographic Sources

1816-17 Ordnance Surveyors Drawing No 195.

1904 Ordnance Survey 1:2500 Brecknock 29.1 (2nd edition, surveyed 1886, revised 1903)

1964 Ordnance Survey 1:10560 Sheet SO 13 SW (published 1964)



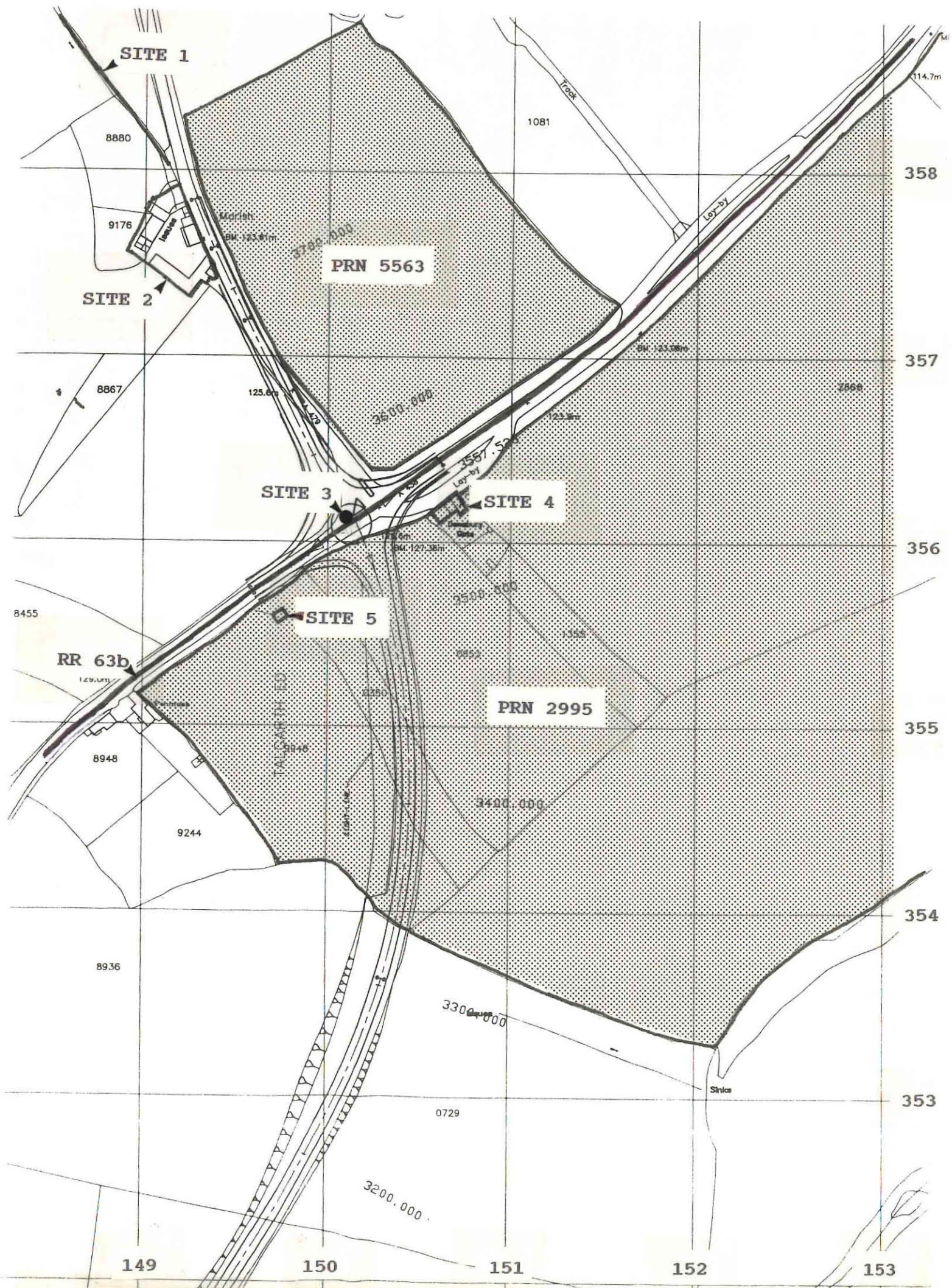


Fig 2 Inset showing the northern terminal of the proposed bypass
(Scale 1:2500)



Fig 3 Inset showing the junction between the Bronllys-Talgarth road and the proposed bypass (Scale 1:2500)

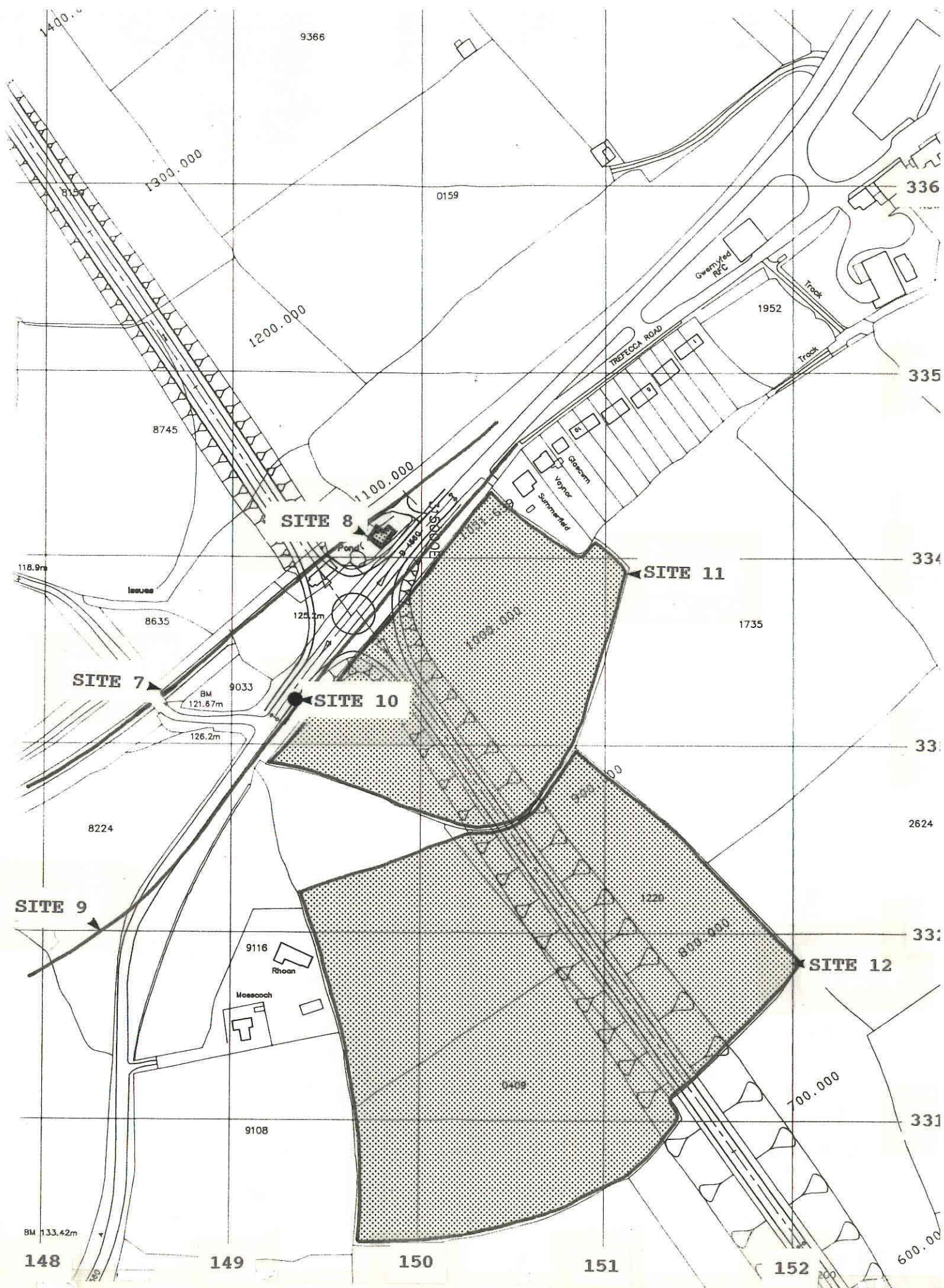


Fig 4 Inset showing the junction between the Talgarth-Trefecca road and the proposed bypass (Scale 1:2500)

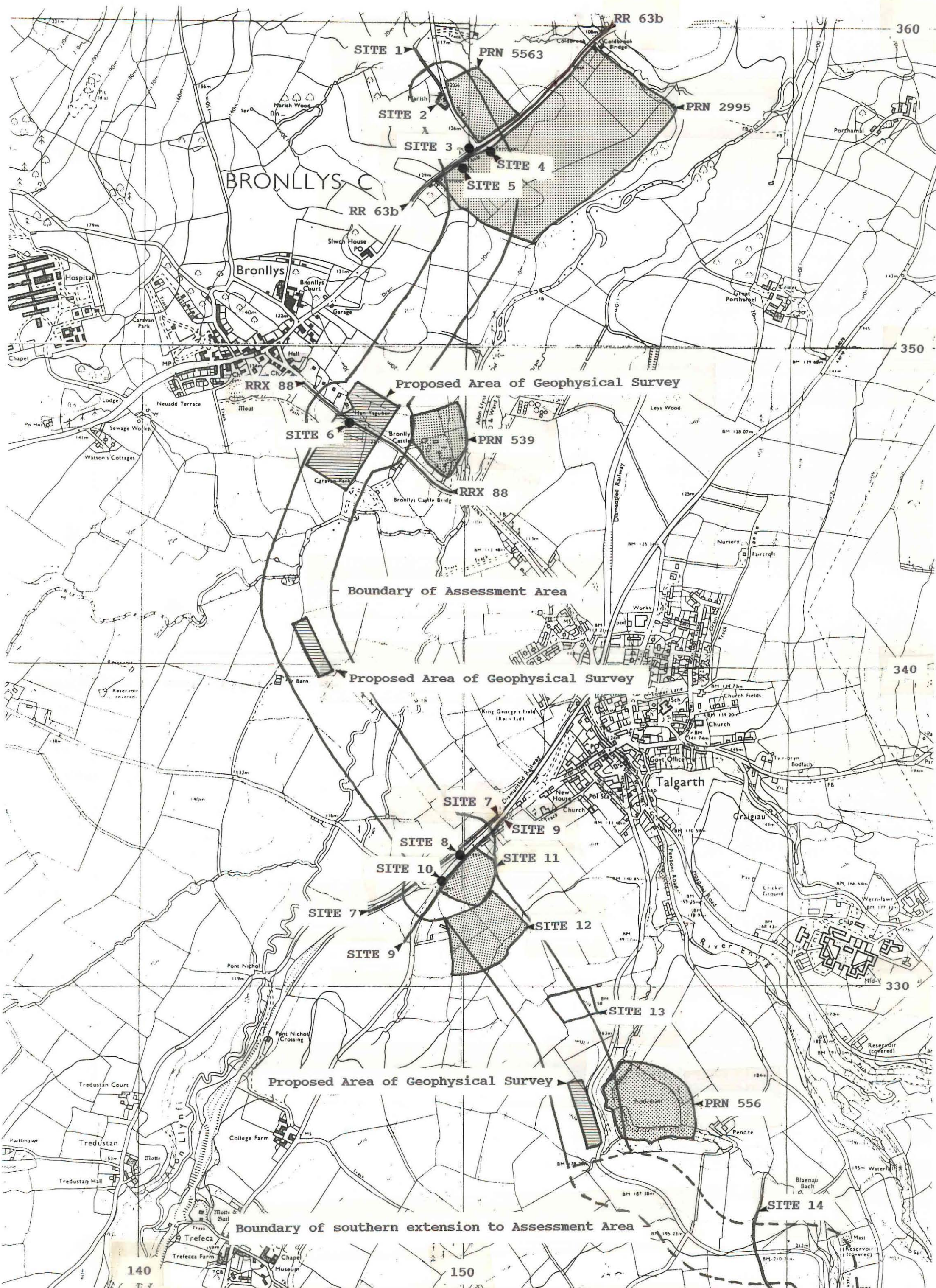


Fig 1 Assessment Area showing Archaeological Sites and Proposed Areas of Geophysical Survey (Scale 1:10,000)