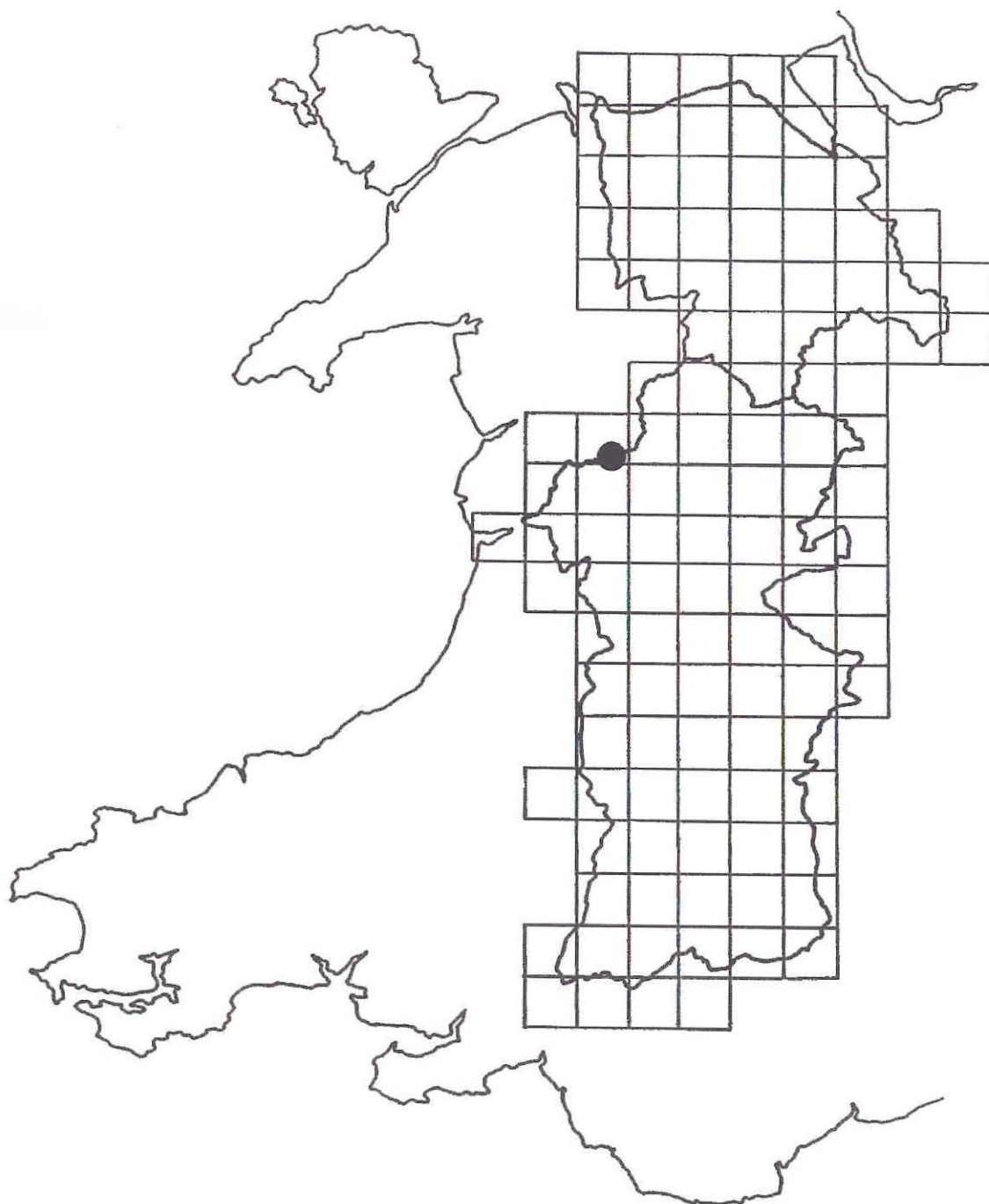


Nant-y-dugod Road Improvement:
ARCHAEOLOGICAL ASSESSMENT






CPAT Report Record

Report and status

CPAT Report Title	Nant-y-dugood Road Improvement. Archaeological Assessment.		
CPAT Project Name	Nant-y-dugood		
CPAT Project No	678	CPAT Report No	190
Confidential (Y/N)	Y	draft/final	FINAL

Internal control

	name	signature	date
prepared by	R Hankinson		22/07/96
checked by	A. M. GIBSON		23/07/96
approved by	A. M. GIBSON		23/07/96

Revisions

no	date	made by	checked by	approved by

Internal memo

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Nant-y-dugoes Road Improvement:
ARCHAEOLOGICAL ASSESSMENT

by R.H. Hankinson
July 1996

Report prepared for W.S. Atkins Ltd, Epsom

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Fig 1 Sites identified within the study area.

Appendix 1 Gazetteer of Archaeological Sites

Appendix 2 Project Specification

1 INTRODUCTION

- 1.1 On the 17th of January 1996, the Contracts Section of the Clwyd-Powys Archaeological Trust (CPAT) was invited by W.S. Atkins Ltd of Epsom, Surrey, acting as consultants to the Welsh Office, to tender for the Stage 2 Archaeological Assessment of a proposed road improvement corridor affecting the A458 Shrewsbury to Mallwyd main road in the vicinity of Nant-y-Dugod Farm (SH 9183 1327), in accordance with a brief supplied by W.S. Atkins.
- 1.2 The initial quote provided by CPAT Contracts was only valid for work carried out prior to 30th March 1996. A revised quotation was requested by W.S. Atkins on 24th April, and this revised quote was accepted by the Welsh Office on 14th May 1996.
- 1.3 The desk-top study and field survey required were carried out in the second week of July 1996, and this report written immediately thereafter.
- 1.4 The brief supplied by W.S. Atkins specified that CADW: Welsh Historic Monuments be consulted and their opinions included in the final report. After consultation with W.S. Atkins it was agreed that the final report would be forwarded to CADW so that they could provide their response directly, in line with normal practice.

2 GEOGRAPHICAL BACKGROUND

- 2.1 The corridor within which the assessment was carried out was approximately 2.5km in length by 0.3km wide, and related to a length of the A458 from SH 9122 1300 to SH 9353 1387, between the villages of Mallwyd in Gwynedd and Foel in Powys, it encompassed both counties.
- 2.2 The eastern end of the corridor commenced on the col known as Bwlch y Fedwen, from where it headed west then south-west down the valley known as Cwm Dugod. The corridor covered the base of the valley on either side of the Afon Dugod, and its steep south and south-east facing slopes. The Afon Dugod flows generally westward and joins the Afon Dyfi at Mallwyd, 5km to the west.
- 2.3 The rocks underlying the improvement corridor are greywackes belonging to the Sheinwoodian stage of the Wenlock Series of Silurian rocks (BGS Geological Map of Wales 1994). The soils derived from these rocks vary according to their location within the Cwm Dugod valley; soils in the valley bottom are slowly permeable loamy upland soils with a peaty surface horizon, or very acid peat soils, of the Wilcocks 2 Soil Association, while on the steeper valley slopes the soils are well drained, occasionally shallow, fine loamy or silty soils of the Manod Soil Association (Rudeforth *et al.* 1984).

3 METHODOLOGY

- 3.1 The assessment brief supplied by W.S. Atkins specified two elements to the work. The initial element undertaken was a desk-top study of available sources relating to the area. A number of sources which are not regularly consulted were mentioned in the brief, however, following consultation with Mr N. Watson of W.S. Atkins, the list of sources which were to be consulted was revised to encompass primary and secondary sources, cartographic sources, and aerial photographs, held by the following organisations:

- a The Regional Sites and Monuments Record (SMR) held by the Clwyd-Powys Archaeological Trust (CPAT), Welshpool.
 - b The Regional Sites and Monuments Record held by the Gwynedd Archaeological Trust (GAT), Bangor.
 - c The National Monument Record (NMR) of the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), Aberystwyth.
 - d The Gwynedd Record Office, Dolgellau.
 - e The Powys Record Office, Llandrindod Wells.
 - f The National Library of Wales, Aberystwyth.
- 3.2 Following the completion of the desk-top study, a walkover survey of the proposed road improvement corridor was undertaken. This was carried out using transect walking techniques at a nominal separation of 30m, although the variable nature of the ground conditions, in particular, areas of dense vegetation, affected this figure in localised areas.
- 3.3 The archaeological sites revealed by the desk-top study and walkover survey are presented in the gazetteer of sites (Appendix 1) and are marked on Figure 1, at a scale of 1:10,000. Included in the location and descriptive data for each site in the gazetteer is a designation of the site's perceived importance. The importance assigned follows 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*. The criteria applied to the designation are described below:-
- 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*.
 - 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.
 - 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.
 - D Minor and damaged sites which do not merit inclusion in a higher category, for which rapid recording should be sufficient.
 - E Sites whose importance could not be fully determined from the desk-top assessment and field search. These sites would need to be subjected to evaluation in the following stage of work if it is envisaged that they will be disturbed by the proposed scheme of road improvements, in order that they can be assigned to Categories A-D.

F Recorded sites for which no traces remain extant.

4 ARCHAEOLOGICAL BACKGROUND

4.1 Prehistoric Period

4.1.1 Prehistoric activity within the improvement corridor is evidenced by the Bronze Age cairn (PRN 1202) recorded in the Clwyd Powys SMR. No other sites are known to exist in the corridor, but it should be noted that there are a number of cairns in the surrounding area (eg PRN 3989 at SH 9385 1350), and some 1km to the south of the area there is the approximate location of the Talyglannau hoard of 18 looped palstaves of Bronze Age date, found in 1902. No evidence of habitation belonging to this period has been recognised in the road improvement corridor.

4.2 Roman Period

4.2.1 Roman activity in the immediate area of the road improvement corridor, in the form of a road, has been suggested by two sources. The Clwyd Powys SMR refers to a suggested Roman road (PRN 11900), running through Llanerfyl towards Dolgellau, crossing Bwlch y Fedwen, although the course suggested is approximate only. Rigg and Toller (1983) suggested that the line of the Roman road generally followed the modern road except where it took a shorter route across Cwm Bychan, from SH 9270 1372 to SH 9300 1381. Rigg and Toller's evidence has been disputed by Browne (1986) who suggested that this stretch of road was contiguous with a stretch of abandoned road further to the east identified by Rigg and Toller as the coach road mapped and described by Ogilby in 1675 (see also paragraphs 4.3 and 4.4).

4.3 Medieval Period

4.3.1 The road mapped and described by Ogilby in 1675 which runs from Welshpool to Caernarfon and passes through the improvement corridor (see Appendix 1 - Gazetteer of Sites, site number ND2) may well have been in use in the period. This possibility is suggested by the fact that at Lliidiart y Barwn (SH 9006 1238), some 1km to the south-west, there is the location of the murder in October 1555 of Lewis Owen, one of the Barons of the Exchequer, by the outlaws known as the "Gwylliaid Cochion". Pennant's (1783, 93-4) description of the event, gained from local sources, refers to the Gwylliaid Cochion as having "...cut down several long trees, to cross the road, and impede the passage." It is likely that the road mentioned was part of that described and mapped by Ogilby, and if it had been in existence for more than twenty years at the time of the murder it would be of Medieval date.

4.3.2 In the area immediately surrounding the improvement corridor there are sites of Medieval or possible Medieval date. The Cistercian abbey of Strata Marcella, near Welshpool held a farm or grange at Dolymaen (SH 9427 1361), some 0.7km to the east of the corridor (Williams 1990, 60), the land holding for Dolymaen depicted in Williams (1990, 95) includes all of the improvement corridor to the east of the county boundary at Nant-y-dugod Farm. Only 100m to the south-east of the eastern limit of the corridor is the pentagonal enclosure (PRN 4048), thought by the Clwyd-Powys SMR to be potentially of Medieval date, which may be related to the monastic land holding.

4.4 Post Medieval Period

4.4.1 The majority of the archaeological sites recognised within the improvement corridor belong to this period. These sites are of two types, relating to the agricultural use of the area and the passage through it of a main road linking the Dyfi and Banwy valleys.

- 4.4.2 Sites which relate to the agricultural use of the corridor in this period include the farm of Nant-y-dugod (ND11), the former farm of Maes-glas (ND10), the house site at Bwlch y Fedwen (PRN 8271), the disused barn of Beudy Newydd (ND5), and an area of possible ridge and furrow cultivation (ND6) adjacent to the Nant Cwm-bychan which may be related to the Bwlch y Fedwen house site. It should be noted that all of these sites, with the exception of Beudy Newydd, may have originated in the Medieval period, but there is, as yet, no definite evidence to support this possibility.
- 4.4.3 The use of the improvement corridor by traffic passing between the Dyfi and Banwy valleys is demonstrated by the presence of three stretches of abandoned road alignment. Two of these adjoin the present main road, but the third road which, it is suggested in this report, represents the line of the road depicted and described by Ogilby (1675), passes over the saddle to the south of Tal Cefn c.0.7km to the south of the present main road and rejoins the line of the main road to the west of Nant-y-dugod Farm. Associated with these former road lines are two bridges which survive as abutments, one is situated immediately to the north of, and predates, the present bridge over the Nant y Dugod which was built in 1838. The other former bridge is situated along the line of the road identified as Ogilby's coach road in this report, c.100m to the south of Nant-y-dugod Farm, and may well have originated in the Medieval period (see paragraph 4.3.1, above).
- 4.5 **Modern Period**
- 4.5.1 The use of the improvement corridor in the modern period (from 1836 onwards), as depicted on the various 19th century cartographic sources relating to the area, demonstrates that the combination of agricultural use with highway(s) seen in the Post medieval and probably the Medieval periods continued. Direct evidence of this is provided by the present main road bridge over the Nant y Dugod which carries the date of 1838. The construction of the bridge at this date, combined with cartographic evidence which demonstrates that the two sections of former road line adjoining the present main road went out of use between 1832-3 when the Ordnance Surveyors drawing was surveyed and 1841 when the Tithe map was produced suggests that a major scheme of road building and improvement was carried out in the improvement corridor at this time. Little change in the pattern of occupation and landuse has occurred following this road building phase.

5 RECOMMENDED MITIGATION MEASURES

- 5.1 No statutorily protected monuments are present within the defined road improvement corridor, although the a road (site number ND2) and its associated bridge (site number ND3) are thought likely to date to the Medieval period and may merit that designation.
- 5.2 The mitigation measures thought necessary for the recorded archaeological sites in the improvement corridor are detailed below, for location and descriptive data on each site please refer to the gazetteer of archaeological sites (Appendix 1).
- 5.3 **PRN 1202**
This site is immediately adjacent to the present main road, and already appears to have been substantially disturbed by road construction in the past. If road improvement or widening which will affect this site is considered its nature and dating should be evaluated. This should take the form of limited excavation of a section of the remaining earthworks, a linear trench on the side adjoining the drainage ditch which has already been somewhat disturbed may be most suitable.

The results of the evaluation should then be used to prepare a suitable mitigation strategy for the site.

5.4 PRN 8271

This site surrounds the present road but appears to have been largely unaffected by previous road construction. It would be preferable if the site was avoided by any envisaged road improvement works, but if this proves impossible, further detailed recording, including selective excavation of the identified platforms, should be undertaken to establish the precise nature and dating of the site.

5.5 PRN 11900

The precise line of this Roman road does not appear to have been conclusively proven. It is possible that it followed the line of one of the other roads identified within the improvement corridor, and if this is the case the appropriate mitigation will be found within the recommendations for these roads. However, it is possible that the Roman road followed a different course and that sub-surface traces of it remain within the improvement corridor, accordingly a watching brief should be maintained during any earthmoving operations which are carried out within the corridor. This may also provide information on previously unknown sites for which no surface traces remain.

5.6 SITE No ND1

The remains of this bridge and its associated road (site number ND2) are potentially of high importance to the understanding of the Medieval, and possibly also the Roman, road network as it relates to this area. Accordingly, they should be preserved. If preservation proves to be impossible a detailed EDM survey, followed by complete excavation, of the remains and the immediate approaches of the associated road should be carried out, in an attempt to preserve by record their precise nature and possible dating.

5.7 SITE No ND2

As has been noted above, the remains of this road and its associated bridge (site number ND1) are potentially of high importance to the understanding of the Medieval, and possibly also the Roman, road network as it relates to this area. Accordingly, they should be preserved. If preservation proves to be impossible a scheme of detailed EDM survey and selective excavation of any section of road which will be disturbed should be carried out in an attempt to preserve by record the precise nature and possible dating of the road.

5.8 SITE No ND3

Cartographic evidence suggests that this section of road is probably a turnpike road of the 18th century. Its well-preserved nature means it would be preferable for it to be avoided by the proposed road improvements but, if this proves impossible, selective excavation of those areas where disturbance is envisaged should be carried out. This may provide further information on the nature and dating of the road.

5.9 SITE No ND4

Cartographic evidence suggests that this section of road is probably a turnpike road of the 18th century. Its well-preserved nature means it would be preferable for it to be avoided by the proposed road improvements but, if this proves impossible, selective excavation of those areas where disturbance is envisaged should be carried out. This may provide further information on the nature and dating of the road.

5.10 SITE No ND5

This barn is likely to be of Post Medieval date and is not thought to be of sufficient importance to merit preservation if threatened by the proposed road improvements. If it is proposed that the building be disturbed by the road improvement work, it should be drawn and photographed to a sufficient level in relation to its importance.

5.11 SITE No ND6

This area of possible ridge and furrow cultivation is located on either side of the former road, site number ND3, and may be related to the nearby house site (PRN 8271). As an individual site it is not of particular importance, but its relationship with other features in the area may be of value. It is most unlikely that this site could be disturbed without affecting the adjacent former road (ND3) and any mitigation measures should be considered in parallel with that site.

5.12 SITE No ND7

This enclosure is presumed to be of Post Medieval date, and it would be preferable if it was avoided by the proposed road improvements. If that proves to be impossible limited excavation should be carried out in an attempt to determine the nature and dating of the site.

5.13 SITE No ND8

This former bridge is the predecessor to the present bridge over the Nant y Dugod, its method and date of construction are of particular interest. In view of its potential importance in determining the development of the road network in relation to the area, the remains should be preserved, if possible. If it is determined that the site will be damaged by any proposed road improvements, then the remains should be subjected to an EDM survey prior to the carrying out of a selective excavation designed to interpret the method and possible date of construction of the bridge.

5.14 SITE No ND9

This bridge carries the present main road over the Nant y Dugod and was built in 1838. Its excellent state of preservation means it would be preferable for it to remain undisturbed by any proposed improvement work, although this may well prove impossible. As a minimum, the bridge should be photographed prior to any disturbance, detailed recording, while preferable, may prove to be difficult due to the height of the bridge and consequent difficulty of access.

5.15 SITE No ND10

The former farm of Maes-glas was not examined in detail during the walkover survey as this was deemed inappropriate at that stage. If it is intended that the buildings are to be disturbed by any of the proposed road improvement work, a programme of building recording and interpretation should be carried out on the extant buildings in order to determine their potential dating. Following this, an appropriate mitigation strategy, related to the importance of the site, should be prepared and implemented.

5.16 SITE No ND11

The farm of Nant-y-dugod was not examined in detail during the walkover survey as this was deemed inappropriate at that stage. If it is intended that the buildings are to be disturbed by any of the proposed road improvement work, a programme of building recording and interpretation should be carried out on the extant buildings in order to determine their potential dating. Following this, an appropriate mitigation strategy, related to the importance of the site, should be prepared and implemented.

5.17 SITE No ND12

No trace of the milestone remains at this location. No mitigation is therefore thought to be necessary for this site.

5.18 SITE No ND13

No trace of the milestone remains at this location. No mitigation is therefore thought to be necessary for this site.

6 CONCLUSIONS

6.1 The assessment has demonstrated that remains of potentially high importance relating to roads of the Post Medieval, Medieval, and possibly Roman periods exist within the improvement corridor. If possible, these former routes should be avoided by the proposed road improvement work, but in the event of disturbance being unavoidable a relevant programme of recording by both survey and excavation should be implemented.

6.2 It is assumed that the existing inhabited houses of Nant-y-Dugod and Maes-glas and their associated buildings will not be directly affected by the proposed road improvements. If this is not possible due to technical constraints a preferred scheme of building recording prior to the determination of suitable mitigation strategies is recommended in Section 6, above.

6.3 The relatively high density of archaeological sites within the improvement corridor appears to be due to the local topography which has concentrated sites within suitable areas of the valley. Due to these concentrations, it seems unlikely that any scheme of road improvements can be implemented without affecting the archaeology of the area to some degree. Careful consideration of possible routes is required and this should include detailed consultation with the relevant archaeological bodies, in particular:

CADW: Welsh Historic Monuments.

Mr C. Martin of the Curatorial Section of the Clwyd-Powys Archaeological Trust, the County Archaeologist for Powys.

The Curatorial Section of the Gwynedd Archaeological Trust, who act as archaeological advisors to Gwynedd Council.

7 ACKNOWLEDGEMENTS

7.1 The writer would like to thank the landowners of the road improvement corridor for permission to examine the area during the walkover survey, and the staff of the following organisations for their help and assistance:

The Regional Sites and Monuments Record (SMR) held by the Clwyd-Powys Archaeological Trust (CPAT), Welshpool.

The Regional Sites and Monuments Record held by the Gwynedd Archaeological Trust (GAT), Bangor.

The National Monument Record (NMR) of the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW), Aberystwyth.

The Gwynedd Record Office, Dolgellau.

The Powys Record Office, Llandrindod Wells.

The National Library of Wales, Aberystwyth.

8 SOURCES

8.1 Detailed references to the documentary, cartographic, and aerial photographic sources referring to each site are contained within the gazetteer of archaeological sites (Appendix 1). Only printed works and otherwise unreferenced material which refers to the area of the improvement corridor and its environs are detailed below.

8.2 In addition to these sources the journal of the Merionethshire Historical and Record Society was examined, but no works relating to the area were found.

8.3 References

Browne D.M. 1986. Some Observations on a Supposed Roman Road from the Long Mountain to Dolgellau Proposed by John Rigg and Hugh Toller in *Britannia* XIV, 1983, pp155-165. *Archaeology in Wales*, 26, 23-24.

Edwards G. 1873. A History of the Parish of Garthbeibio. *Montgomeryshire Collections*, 6, 1-24.

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Lewis S. 1833. *A Topographical Dictionary of Wales*. London: S.Lewis and Co.

Margary H. 1992. *The Old Series Ordnance Survey Maps of England and Wales - 6 (Wales)*, Lympe.

Margary I.D. 1973. *Roman Roads in Britain*. London: John Baker.

Ogilby J. 1970. *Britannia London 1675*, 173 & map 87. Amsterdam: Theatrum Orbis Terrarum Ltd.

Pennant T., 1783, *A Tour in Wales* 2, 93-4. London.

RCAHMW. 1921. *An Inventory of the Ancient Monuments in Wales and Monmouthshire - 6, County of Merioneth*, 156. London: HMSO.

RCAHMW. 1911. *An Inventory of the Ancient Monuments in Wales and Monmouthshire - 1, County of Montgomery*, 38-40. London: HMSO.

Rigg J., & Toller H. 1983. A Roman road from the Long Mountain to Dolgellau and some Branches. *Britannia*, 14, 155-165.

Rudeforth C.C., Hartnup R., Lea J.W., Thompson T.R.E., & Wright P.S. 1984. *Soils and their Use in Wales*, Bulletin No.11. Harpenden: Soil Survey of England and Wales.

Williams D.H., 1990, *An Atlas of Cistercian Lands in Wales*. 60 & 95. Cardiff: UWP.

8.4 Other Unreferenced Material

Clwyd Powys SMR: Site Report of 08/07/96 for the improvement corridor

Manuscript notes made by H.Davies held by RCAHMW.

The Rocks of Wales, British Geological Survey Geological Map of Wales of 1994 at 1:250,000 scale.

APPENDIX 1

GAZETTEER OF ARCHAEOLOGICAL SITES

PRN	1202	Site No	NGR SH93431388	IMPORTANCE E
Bwlch Barrow			Cairn	Bronze Age

Stone built cairn 17.4m diameter demolished for walling stone in 1833 (Edwards 1873, 12). At the given location is a mound measuring 13m by 4m by 0.6m high, as reported in 1977 by the Ordnance Survey. The mound appears to have been circular and c.15m in diameter, but only the northern part remains, the southern part having been entirely removed by the construction of a drainage ditch and the main road. The mound appears to be substantially of earthen construction, although two hollows on its top suggest some robbing has taken place.

There appears to be no basis for the site having been located at either the position marked on the supplied 1:10,000 site plan, or the grid reference given in the CPAT Curatorial Section letter to W.S. Atkins of 17th February 1995. No evidence which appeared to relate to the former cairn was recognised at these locations during the walkover survey.

Edwards G., 1873, Montgomeryshire Collections 6, "History of the Parish of Garthbeibio", 12.

PRN	8271	Site No	NGR SH92781379	IMPORTANCE B
Bwlch y Fedwen House Site			House Site	Post Medieval ?

House site reported by Edwards (1873), who states: "On the top of Bwlch y Fedwen are to be seen the remains of an old house...".

The location of this former house may be represented by three platforms located on the eastern bank of Nant Cwm Bychan on either side of the main road. Two of the platforms are rectangular measuring approximately 10m by 5m, that to the north of the road aligned with the contours, while that to the south is aligned at 90 degrees to the contours. Adjacent to the southern platform on its south-west is a third platform, possibly of earlier date, whose morphology is difficult to determine as it is crossed by a more recent drystone wall. The excessively thick nature of the wall where it crosses the platform suggests that it may contain evidence of a building on the site.

This group of platforms may be associated with the possible area of ridge and furrow (site number ND 6) identified from aerial photographic sources.

Edwards G., 1873, Montgomeryshire Collections 6, "History of the Parish of Garthbeibio", 15.

PRN	11900	Site No	NGR SH93401388	IMPORTANCE F
Lydham to Dolgellau Roman Road			Road	Roman

The line of a suggested Roman road between Lydham (Shropshire) and Dolgellau (Gwynedd)

APPENDIX 1

GAZETTEER OF ARCHAEOLOGICAL SITES

given by the Clwyd-Powys SMR. No evidence to support this alignment was seen on the ground. Rigg and Toller (1983, 161) considered that they had identified the Roman road line and suggested that it followed the modern main road line from the eastern boundary of the improvement corridor to SH 9300 1381, from where "the A458 diverges for 320m while the Roman road continues for 280m as a well-preserved 7m wide terrace with a low metalled kerb along the south side. It takes a shorter route than the modern road and crosses a small stream where metalling is exposed in the banks."; this section of extant road is given site number ND3 in the gazetteer.

Browne (1986, 23-4) disagreed with the interpretation that the section of road referred to above by Rigg and Toller was of Roman date, arguing that it was probably part of the coach road depicted and described in 1675 by Ogilby, and was of the same construction as the length of former road given site number ND4 in this report.

The opinion of the writer is that the earliest extant road line in the improvement corridor is that given site number ND2 in this report, which is most probably the coach road depicted and described by Ogilby in 1675. This road takes a more direct route between the Banwy valley and Cwm Dugood and may, possibly, have been constructed on the same line as the putative Roman road.

Browne D.M., 1986, Archaeology in Wales 26, "Some Observations on a Supposed Roman Road from the Long Mountain to Dolgellau Proposed by John Rigg and Hugh Toller in Britannia XIV, 1983, pp155-165", 23-4.

Ogilby J., 1970, Britannia London 1675, Theatrum Orbis Terrarum Ltd, Amsterdam, 173 and map 87.

Rigg J. and Toller H., 1983, Britannia 14, "A Roman road from the Long Mountain to Dolgellau and some Branches", 155-165.

PRN	0	Site No ND1	NGR SH91851316	IMPORTANCE A/B
Pont Nant-y-dugood Bridge I			Bridge	Medieval

Remains of former bridge situated immediately below the confluence of the Nant y Dugood and Afon Dugood, approximately 100m to the south of Nant-y-dugood Farm.

The two abutments survive although the western abutment is in poor condition due to river erosion, the morphology of the eastern abutment suggests that the bridge itself may have been a timber structure, with the road level some 2m above the bed of the river. The span of the bridge would have been approximately 6m, with the road crossing it 4m in width. The area surrounding the bridge is heavily overgrown with scrub.

The line of the coach road depicted by Ogilby in 1675 appears to be very similar to the road, site number ND2, which this bridge serves. If ND2 is Ogilby's road then this

APPENDIX 1
GAZETTEER OF ARCHAEOLOGICAL SITES

bridge is referred to in the road description as follows "...and enter Merionethshire at 21 miles 3 furlongs where you cross a brook over Nant=tede=godh Bridg.". It seems likely that the road (ND2), and therefore possibly this bridge, was in use in the medieval period.

Ogilby J., 1970, Britannia London 1675, Theatrum Orbis Terrarum Ltd, Amsterdam, 173 and map 87.

PRN	0	Site No ND2	NGR	SH92051326	IMPORTANCE A/B
Tal Cefn Road			Road		Medieval

Earthworks relating to the line of a former road between the Banwy valley and Cwm Dugod. The line leaves that of the A458 c.0.5km to the south-east of Dolymaen Farm, passing to the south of Tal Cefn before entering Cwm Dugod, crossing the Afon Dugod at SH 9185 1316 over a ruined bridge (site number ND1), and rejoining the A458 at SH 9168 1320, a total length of approximately 3km.

From its western end the road is visible as a revetted terrace, 5m in width until it nears the bridge where it is bounded by drystone walls. The bridge is c.4m wide and from there the road continues as a hollow way, 4m wide at its base, diagonally up a moderate west facing slope to the east of Nant-y-dugod Farm. On reaching the crest of the slope a hollow way, branching north-west and then west, is encountered which leads to Nant-y-dugod Farm. The continuation of the road to the east is defined by earthwork banks c.5m apart.

This road was referred to by H.Davies (post-1911 manuscript notes held by NMR), who considered it to be the "first road leading from Cann Office to Mallwyd" crossing the original Bwlch y Fedwen which he reports to be the col to the south of the present Bwlch y Fedwen. Examination of the drawing and description of the coach road from Welshpool to Caernarfon given by Ogilby in 1675 suggests that this is the 17th century road, significant similarities are the "Nantedegodh bridge" on the border between Merionethshire and Montgomeryshire, immediately followed by a sharp left turn and a right turn after one furlong (0.2km). From this point the road depicted takes a straight course for over two miles (3.2km).

The road described by Ogilby is almost certainly the one on which the murder of Lewis Owen, one of the Barons of the Exchequer, was carried out by the "Gwylliaid Cochion" (see site number ND11) in 1555. Pennant's (1783, 93-4) description of the event refers to "...a place called, from the deed, Llydiart y Barwn; where they had cut down several long trees, to cross the road, and impede the passage.". Llydiart y Barwn is located 1km to the south-west of the improvement corridor.

NMR archive - undated (post 1911 inventory) notes of H. Davies.

Ogilby J., 1970, Britannia London 1675, Theatrum Orbis Terrarum Ltd, Amsterdam, 173 and map 87.

APPENDIX 1
GAZETTEER OF ARCHAEOLOGICAL SITES

Pennant T., 1783, A Tour in Wales MDCCLXX. 2, London.

RAF/106G/UK 1468 6151-55, taken 4/5/1946 at 1:10,000.

OS 72 405 133-34, taken 26/9/1972 at 1:7,500.

OS 72 409 510-11, taken 4/10/1972 at 1:7,500.

PRN	0	Site No ND3	NGR SH92801375	IMPORTANCE B
Nant Cwm Bychan Road			Road	Post Medieval

A length of former road crossing the Nant Cwm Bychan approximately 30m to the south of the present main A458 road. The road is approximately 280m long by 5m wide, terraced into a south facing slope with a bank 1.5m wide on the downslope side which survives in part to the east of the stream. The section to the west of the stream appeared to have been recently improved on the 1946 AP, which may have masked some of the features relating to the road in that area. The stream crossing may have been bridged but is more likely to have been a simple culvert.

Rigg and Toller (1983, 161) considered that this section of road was Roman and "...continues for 280m as a well-preserved 7m wide terrace with a low metalled kerb along the south side. It takes a shorter route than the modern road and crosses a small stream where metalling is exposed in the banks.". The Roman interpretation has been disputed by Browne (1986, 23-4) who was of the view that this section of the road was a coach road contiguous with the road, site number ND4, which was identified by Rigg and Toller as the road depicted and described by Ogilby in 1675.

Careful examination and measurement of the Ordnance Surveyors drawing (No 332), surveyed in 1832-3 demonstrates that this section of road, including the section of abandoned road to the east (site number ND4) was in use at that time. When the old series linch:lmile map of the area (Sheet 60NW - Margary 1992) was produced in 1836 the road in this immediate area is seen to have adopted its modern line which suggests that this stretch of road was abandoned in the intervening period; the Tithe map for Garthbeibio of 1841 confirms that the road had been abandoned. In view of the argument put forward in this report to suggest that the road depicted and described by Ogilby in 1675 took an entirely different route through much of the improvement corridor, and the fact that a milestone is depicted on this road to the west of the stream on the Ordnance Surveyors drawing of 1832-33, it seems most probable that this section of road dates to the 18th and early 19th centuries and was constructed as a turnpike road. The relationship of the road with an area of possible ridge and furrow (site number ND6) situated on either side of this section of road may potentially provide additional evidence of the dating of the road, although the relationship was not clear on the aerial photographs examined.

Browne D.M., 1986, Archaeology in Wales 26, "Some Observations on a Supposed Roman Road from the Long Mountain to Dolgellau Proposed by John Rigg and Hugh Toller in Britannia XIV, 1983, pp155-165", 23-4.

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Garthbeibio Tithe Map of 1841.

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Llympne, 38 (Sheet 60NW).

Ogilby J., 1970, Britannia London 1675, Theatrum Orbis Terrarum Ltd, Amsterdam, 173 and map 87.

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

Rigg J. and Toller H., 1983, Britannia 14, "A Roman road from the Long Mountain to Dolgellau and some Branches", 155-165.

RAF/106G/UK 1468 6153-54, taken 4/5/1946 at 1:10,000.

OS 72 405 134-35, taken 26/9/1972 at 1:7,500.

OS 72 409 510-11, taken 4/10/1972 at 1:7,500.

OS 73 234 1272-73, taken 7/6/1973 at 1:7,500.

PRN	0	Site No ND4	NGR SH93321388	IMPORTANCE B
Bwlch y Fedwen Road			Road	Post Medieval

A length of former road crossing Bwlch y Fedwen to the north of the present main A458 road, which meets the present road at SH 9327 1384. The road is approximately 800m long by 5m wide, terraced into a south facing slope with an intermittent bank 2m wide on its downslope side.

Rigg and Toller (1983, 161) considered that this section of road was the coach road depicted and described by Ogilby in 1675, and this interpretation was supported by Browne (1986, 23-4). However, careful examination and measurement of the Ordnance Surveyors drawing (No 332), surveyed in 1832-3 demonstrates that this section of road, including the section of abandoned road to the west (site number ND3) was in use at that time. When the old series linch:1mile map of the area (Sheet 60NW - Margary 1992) was produced in 1836 the road appears to have still been in use but it had been abandoned by 1841 when the Tithe map for Garthbeibio was produced. In view of the argument put forward in this report to suggest that the road depicted and described by Ogilby in 1675 took an entirely different route through much of the improvement corridor, it seems most likely that this section of road dates to the 18th and early 19th centuries and was probably constructed as a turnpike road.

Browne D.M., 1986, Archaeology in Wales 26, "Some Observations on a Supposed Roman Road from the Long Mountain to Dolgellau Proposed by John Rigg and Hugh Toller in Britannia XIV, 1983, pp155-165", 23-4.

Garthbeibio Tithe Map of 1841.

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Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Lympne, 38 (Sheet 60NW).

Ogilby J., 1970, Britannia London 1675, Theatrum Orbis Terrarum Ltd, Amsterdam, 173 and map 87.

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

Rigg J. and Toller H., 1983, Britannia 14, "A Roman road from the Long Mountain to Dolgellau and some Branches", 155-165.

RAF/106G/UK 1468 6152-53, taken 4/5/1946 at 1:10,000.

OS 72 405 134-35, taken 26/9/1972 at 1:7,500.

OS 73 234 1272-73, taken 7/6/1973 at 1:7,500.

PRN	0	Site No ND5	NGR SH92401353	IMPORTANCE C
Beudy Newydd Barn			Barn	Post Medieval

Disused rectangular barn measuring 8m east-north-east/west-south-west by 6m by 4m high (approximately), built on a platform cut into a steep south-south-east facing slope. Drystone built with corrugated iron roof and an internal timber-framed partition with a feeder for stock added. Entrance was probably in the south wall but the wall is completely ruined, although the remainder of the building is in reasonable condition. The present roof is later than the rest of the building and locally derived roofing stone, which was presumably the original roofing material, has been used to alter the height of the gable ends, particularly the eastern end. Examination of aerial photographs suggests that the building was in use in 1946, it appears to be first depicted on the Ordnance Surveyors drawing dated 1832-3.

Garthbeibio Tithe map of 1841.

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Lympne, 38 (Sheet 60NW).

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

Ordnance Survey first edition 1:2,500 map, Montgomeryshire 12.11, surveyed in 1887.

Ordnance Survey second edition 1:10,560 map, Montgomeryshire 12SW, revised in 1901.

RAF/106G/UK 1468 6153-54, taken 4/5/1946 at 1:10,000.

OS 72 405 134-35, taken 26/9/1972 at 1:7,500.

OS 72 409 510-11, taken 4/10/1972 at 1:7,500.

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PRN	0	Site No ND6	NGR SH92821376	IMPORTANCE C
Nant Cwm Bychan Ridge and Furrow			Ridge and furrow	Post Medieval

Irregularly spaced traces of probable ridge and furrow cultivation, aligned approximately west-north-west/east-south-east, recognised from aerial photographs on either side of the road, site number ND3. The cultivation is of particular interest as its relationship with the road may provide useful relative dating evidence, but the relationship is not certain, and would need to be investigated by other means (eg excavation). Possible faint ridges 3m across, perhaps suggesting a Post Medieval date, were recognised to the south of the road (ND3) during the walkover survey, but the relationship between them and the road was not evident.

RAF/106G/UK 1468 6153-54, taken 4/5/1946 at 1:10,000.

OS 72 405 134-35, taken 26/9/1972 at 1:7,500.

OS 72 409 510-11, taken 4/10/1972 at 1:7,500.

OS 73 234 1272-73, taken 7/6/1973 at 1:7,500.

PRN	0	Site No ND7	NGR SH92851370	IMPORTANCE C
Bwlch y Fedwen Enclosure			Enclosure	Post Medieval ?

Sub-rectangular earthwork enclosure/animal fold measuring 22m north-east/south-west by 8m (maximum), with banks 1.5m wide by 0.4m high. The bank which forms the north-west side of the enclosure extends further to the the north-east and appears to be a redundant field boundary. The enclosure has two entrances, one at the northern corner, and one in the south-eastern bank, and has been truncated at its south-western end by stream action.

RAF/106G/UK 1468 6153-54, taken 4/5/1946 at 1:10,000.

OS 72 405 134-35, taken 26/9/1972 at 1:7,500.

OS 72 409 510-11, taken 4/10/1972 at 1:7,500.

PRN	0	Site No ND8	NGR SH91751328	IMPORTANCE B
Pont Nant-y-dugod Bridge II			Bridge	Post Medieval

A former road bridge over the Nant y Dugod which survives as drystone built abutments on either side of the stream, less than 10m upstream of the present road bridge. It is uncertain whether the bridge was a narrow arch or a simple timber-framed structure. The road, c.3m in width, which can be seen approaching the bridge from the north-east and south-west, where it diverges from the modern road line, is approximately 3m above the bed of the stream. The old series 1:63360 map of the area (Sheet 60NW - Margary 1992) of

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1836 depicts the road taking this line, but by the time the Garthbeibio Tithe map was produced in 1841, the road takes its modern line, this is further corroborated by the date (1838) inscribed on the keystone of the arch of the bridge (site number ND 9) carrying the modern main road.

Garthbeibio Tithe map of 1841.

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Llympne, 38 (Sheet 60NW).

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

PRN	0	Site No ND9	NGR SH91761327	IMPORTANCE B
Pont Nant-y-dugod		Bridge III	Bridge	Modern

Single arched bridge carrying the main A458 road over the Nant y Dugod. Constructed of large stone blocks and with curved abutments narrowing to the central arch over the stream. The keystone of the arch on the north-west side has the date 1838 inscribed on it. The bridge is first depicted on the Garthbeibio Tithe map of 1841.

Garthbeibio Tithe map of 1841.

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Llympne, 38 (Sheet 60NW).

Ordnance Survey first edition 1:2,500 map, Montgomeryshire 12.11, surveyed in 1887.

Ordnance Survey second edition 1:10,560 map, Montgomeryshire 12SW, revised in 1901.

PRN	0	Site No ND10	NGR SH91701332	IMPORTANCE E
Maes-glas Farm			Farmstead	Post Medieval

Stone built house, measuring c.10m by 6m, with associated stone outbuilding and barn situated on a small terrace to the west of the Nant y Dugod stream valley. House appears to have been renovated and is in use as a holiday cottage, the outbuilding and barn are substantially unaltered and in part retain their original stone roofing material. First certainly depicted and named on the old series 1:63,360 map (Sheet 60NW - Margary 1992).

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Llympne, 38 (Sheet 60NW).

Ordnance Survey first edition 1:2,500 map, Montgomeryshire 12.11, surveyed in 1887.

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Ordnance Survey second edition 1:10,560 map, Montgomeryshire 12SW, revised in 1901.

PRN	0	Site No ND11	NGR SH91841325	IMPORTANCE E
Nant-y-dugood Farm			Farm	Post Medieval

Occupied farm situated immediately above the confluence of the Afon Dugood and Nant y Dugood. The house measures approximately 10m north-east/ south-west by 6m. There is a range of outbuildings, some of which appear to be those depicted on the relevant 19th century maps.

It seems possible that the farm or one in this immediate vicinity may have originated in the medieval period, although the evidence is somewhat equivocal. A hollow way extends in the direction of the farm from the road (site number ND3) which, it is suggested in this report, was in use in the Medieval period, although this may represent later utilisation of the road; in addition, Edwards (1873, 14) notes that "...Bwlch y Fedwen...The abode of some of the Gwilliaid Cochion was in the lower part of this pass, at Dugood, and Nant y Dugood.", as has already been noted, this group were responsible for the murder of Baron Lewis Owen in 1555, Pennant (1784, 93) suggests that they had been there for many years at the time of the murder and were all captured or dispersed soon after the murder took place.

Garthbeibio Tithe map of 1841.

Margary H., 1992, The Old Series Ordnance Survey Maps of England and Wales 6 - Wales, Lympe, 38 (Sheet 60NW).

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

Ordnance Survey first edition 1:2,500 map, Montgomeryshire 12.11, surveyed in 1887.

Ordnance Survey second edition 1:10,560 map, Montgomeryshire 12SW, revised in 1901.

PRN	0	Site No ND12	NGR SH92211346	IMPORTANCE F
Beudy Newydd Milestone			Milestone	Post Medieval

Site of milestone depicted on first and second edition Ordnance Survey maps. Probably only erected at the time of the road improvements carried out in this area in the mid to late 1830's. No longer extant.

Ordnance Survey first edition 1:2,500 map, Montgomeryshire 12.11, surveyed in 1887.

Ordnance Survey second edition 1:10,560 map, Montgomeryshire 12SW, revised in 1901.

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PRN	0	Site No ND13	NGR SH92761374	IMPORTANCE F
Nant Cwm Bychan Milestone			Milestone	Post Medieval

Position of milestone depicted on Ordnance Surveyors drawing of 1832-33. Confirms use of the road, site number ND3, as a turnpike prior to 1836. No longer extant, perhaps due to improvement of field apparent on the 1946 aerial photograph.

Ordnance Surveyors drawing No 332, surveyed in 1832-33 at 1:31,680.

RAF/106G/UK 1468 6153-54, taken 4/5/1946 at 1:10,000.

APPENDIX 2

A458 Shrewsbury-Mallwyd. Nant-y-Dugod Improvements. Archaeological Assessment Stage 2 Your ref: NW/jal/R4-4656

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

1 Introduction

1.1 The proposed development of a block of land on or adjacent to the A458T road between Bwlch y Fedwen and Braich Llwyd involves the improvement of the present road

1.2 This area lies on the Powys-Gwynedd border and there are known archaeological monuments within or adjacent to the area affected by the proposed works.

1.3 WS Atkins Consultants Ltd as advisers to the Welsh Office 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 WS Atkins consultants ltd (dated January 1996) 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 assess by means of a walkover survey the extent and degree of survival of any archaeological sites identified in 2.1.1 above and to search for the presence of hitherto unrecorded sites including areas of palaeoenvironmental potential.

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 recommendations options 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 area, including documentary and cartographic sources. Archives and repositories will include those sources identified in para 2.3 of the Brief as well as the relevant County Records offices and the National Library of Wales.

3.2 The assessment will be supported by a walkover survey 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 Brief (section 3). 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 and evaluation will take no more than ten 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
19th January 1996

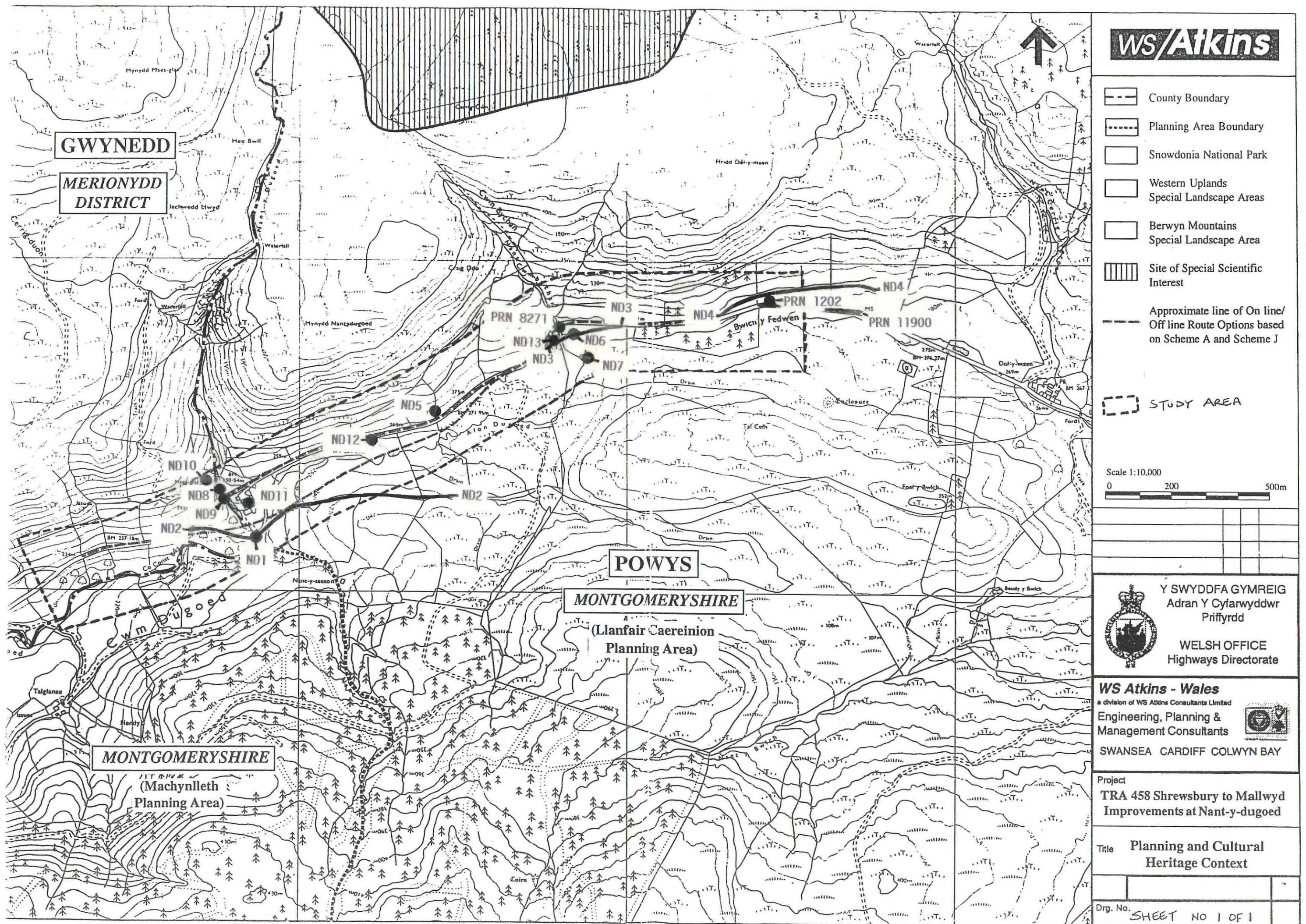


Fig 1: Sites identified within the study area