

# Llanidloes Link Road, Powys

## ARCHAEOLOGICAL ASSESSMENT



**CPAT Report No 583**

**Llanidloes Link Road, Powys**  
**ARCHAEOLOGICAL ASSESSMENT**

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October 2003

Report for Symonds Group Ltd

**The Clwyd-Powys Archaeological Trust**

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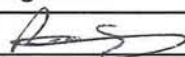

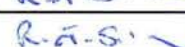
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## CPAT Report Record

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## **1 INTRODUCTION**

- 1.1 The Contracts Section of the Clwyd-Powys Archaeological Trust (henceforward CPAT Contracts) was asked by Symonds Group Ltd in August 2003 to provide a quotation for an archaeological assessment of land adjacent to the A470 trunk road at Llanidloes in Powys. The assessment was the subject of a brief (CPAT ASB 509), prepared by Mr M Walters of the Curatorial Section of the Clwyd-Powys Archaeological Trust, acting as the archaeological curator for the region.
- 1.2 The quotation was accepted by Symonds Group Ltd on 27th August 2003. Following the subsequent approval by Mr Walters of the specification for the work prepared by CPAT Contracts, the desk-top and field survey elements of the assessment were carried out in October 2003. This report was written immediately thereafter.
- 1.3 The assessment report includes a study of the archaeological significance of the proposed development and its landscape. The potential impact of the proposal on the archaeological resource of the area is considered and mitigation measures are proposed, where considered appropriate.

## **2 LOCATION, TOPOGRAPHY AND GEOLOGY**

- 2.1 The archaeological study area covers a total area of 13.4 hectares and is centred at approximately National Grid Reference SN 95948473, encompassing ground on the north and east sides of the town of Llanidloes in Powys. The proposed road forms a link between the B4518 Victoria Avenue/Newtown Road, the A470 trunk road, and the Gorn road, which runs east-south-east from Llanidloes.
- 2.2 The western end of the proposed road commences on the valley floor of the River Severn at 160m OD, rising fairly rapidly to the east, where the majority of the proposal area is located on a raised terrace, which lies at an elevation of between 180m OD and 200m OD. At its southern end the road the proposed road crosses the shallow, but steep-sided, stream valley of Lletty Cochnant.
- 2.3 Land-use in the archaeological study area is mainly permanent pasture, but there are also significant portions of land which are used for commercial purposes (e.g. the Llanidloes Foundry) and domestic dwellings. Between Victoria Avenue and Hafren Terrace there is also a Council depot, with its nearby storage yard, and a public playground. The vegetation cover of the area, where present, is mainly of grass, with smaller amounts of woodland, adjacent to the A470 and in the valley of Lletty Cochnant.
- 2.4 The underlying geology consists of mudstones and siltstones belonging to the Telychian phase, which forms part of the Llandovery Series of the Silurian period (1994 British Geological Survey map). The soils on the floor of the Severn valley at this point are deep stoneless alluvial silts belonging to the Teme Association, while on the adjoining terrace the soils are fine loamy and clayey soils belonging to the Brickfield 3 Soil Association (1983 Soil Survey of England and Wales map and legend).

## **3 METHODOLOGY**

- 3.1 The initial phase of the assessment consisted of a desk-based study of the readily available primary and secondary sources relating to the defined archaeological study area. The repositories consulted include: The Regional Sites and Monuments Record (SMR), held by the Clwyd-Powys Archaeological Trust in Welshpool; the National Monuments Record (NMR), a department of the Royal Commission on the Ancient and Historical Monuments in Wales (RCAHMW), in Aberystwyth; and The National Library of Wales (NLW), also in Aberystwyth. The NMR also provided aerial photography for study.
- 3.2 Following the desk-based study, a programme of field survey was carried out. This entailed the systematic transect walking of the proposal area at transect intervals of 30m.



Detailed examination of domestic dwellings and commercial structures was not carried out, although brief records of the overall nature of any which appeared to have historic interest were made. Any sites that were encountered during the field survey were recorded on standard CPAT site visit forms, the data including: an accurate location using a hand-held global positioning system (GPS) receiver; a written description of character, function, condition, vulnerability, dating etc; and a sketch survey, where appropriate. Each extant site was photographed in 35mm black and white, colour print and colour slide. The opportunity was also taken to gather anecdotal evidence from local residents regarding a small number of the sites.

- 3.3 A brief synopsis of the information relating to individual sites, gathered from the desk-based study and field survey, is given in Appendix 2 of this report.
- 3.4 The final element of the assessment involved a consideration of the landscape of the survey area, in comparison to its surrounds. This has been undertaken using information gathered during the first two phases of the assessment, combined with the records contained in the regional SMR.
- 3.5 All sites and features of archaeological interest that were identified were then compared to the proposed layout of the link road and an assessment made of the impact of the proposal. Once the impacts had been identified, suitable mitigation measures to minimise their effect were considered and these are presented below.

#### **4 HISTORIC BACKGROUND**

- 4.1 The origins of Llanidloes are uncertain. Possibly, with its dedication to the obscure St Idloes, the church may have been established on the bank of the upper Severn where it is joined by the Clywedog in the early medieval era, that is sometime between the 5th and 10th centuries AD. It has also been suggested that a manorial centre developed here, but this too cannot be proved, although there is some evidence, largely circumstantial for a motte and bailey castle at the southern end of the town. However, the first substantive activity that can be discerned is the establishment of a regularly laid out town, with its deliberately constructed grid pattern of streets, which acquired borough status in the second half of the 13th century. Defences were erected around this town, probably before the end of the 13th century, and there is little doubt that over the next fifty years it sheltered a thriving community. It is thought that the size of its population remained reasonably stable and perhaps prosperous in the following centuries, for the church was enhanced by the addition of architectural gems plundered from Cwmhir Abbey and the half-timbered market hall, the only one of its kind in Wales, is erected around 1600. Llanidloes then expanded again towards the end of the 18th century with the growth of its textile industry, and the railway was pushed up the Severn Valley in the mid 19th century, aiding its accessibility (Soulsby 1983, 170; Silvester 1992, 101).
- 4.2 Around the town there would undoubtedly have been farming settlements that would have shared an interdependence with the town. And the fields and enclosures of those settlements, together perhaps with burgesses who lived within the town would have ringed the urban area.
- 4.3 Little archaeological work of any sort has been conducted in Llanidloes in recent years, although a watching brief was maintained in the area of the putative castle bailey in the 1980s. The town was the subject of a limited historic settlement survey in 1992 (Silvester 1992), and the church was examined in detail in 1996 (Silvester and Frost 1999).

#### **5 RESULTS OF THE DESK-BASED STUDY**

- 5.1 The information from the regional Sites and Monuments Record yielded only two known sites within the archaeological survey area, namely Old Tollgate Cottage (PRN 21211; Site 9), on the south side of the B4518 at the eastern end of Victoria Avenue, and a



stone (PRN 44332; Site 7) in the field to the north-east of the KTH factory. A number of other recorded sites are located in the vicinity, but are outside the proposal boundary. None, as far as can be ascertained, will be directly affected by the proposed works.

- 5.2 The earliest cartographic source for the survey area is the Ordnance Surveyors drawing (No 321) of 1822. This does not show any structures in the area, the nearest being Ysgubor Capel ('Chapel Barn', now known as Chapel Farm) which is immediately beyond its eastern boundary. The old series Ordnance Survey (OS) map (Sheet 60SW), which was based on the 1822 drawing, similarly shows Ysgubor Capel, but again depicts no sites in the survey area.
- 5.3 A detailed survey of the local landholdings is provided by the 1840 Tithe Survey of Cilmachallt township in the parish of Llanidloes (Fig. 2). Ysgubor Capel is again depicted, although now named 'Chapel House'. In addition, the lane (Site 4) which runs west from Ysgubor Capel to Llanidloes takes a direct course to join Foundry Lane, rather than its existing alignment. The site now occupied by 'Dolafon' (Site 11) is recorded as a timber yard in the Tithe apportionment.
- 5.4 The first edition OS 1:2,500 map (Montgomeryshire 48.1; Fig. 3) of 1886 demonstrates a marked change in the locality, resulting from the construction of the railway through Llanidloes in the latter part of the 1850s (NMR archive). A large number of new structures associated with the railway are depicted on the map, including a reservoir (Site 5) in the Lletty Cochnant valley. It also appears that the lane mentioned above was diverted to avoid the main focus of railway activity, though its former line was still recognised as a footpath. A well (Site 13) is depicted at the point where the revised line of the lane met the railway. With the exception of two areas of sidings, one to the south of Hafren Terrace (Site 1) and the other in the vicinity of the station, much of the course taken by the railway (Site 17) is now occupied by the A470 trunk road. A number of other buildings are also depicted in the survey area, including Dolafon and Old Tollgate Cottage (both not named on the map) although, owing to the limitations of the Tithe Survey, some of these could have been extant in 1840. One small building (Site 10), to the east of Old Tollgate Cottage, is denoted by the letters W.M. on the map; the most likely explanation is that this was the site of a weighing machine, perhaps related to goods activity from the railway.
- 5.5 The second edition OS 1:2,500 map (Montgomeryshire 48.1; Fig. 4), produced in 1902, reveals little change, with the exception of the construction of two small buildings (Sites 14 and 15), the loss of another similar structure (Site 3) on the east side of the railway, and the appearance of a linear building (Site 16) on the site of what is now the Council Depot. No evidence regarding the nature and function of Site 16 has been found; it is unlikely that it represents the existing building within the council depot.
- 5.6 The available aerial photographs, taken in 1948 and 1951, provide little additional information. The only clarification they provided was the recognition that one of the buildings on the east side of the railway (Site 15) appears to have been a corrugated iron-clad field barn.
- 5.7 Anecdotal evidence gathered during the field survey provided some further information regarding the more recent buildings in the study area. The Llanidloes Foundry (Site 6) was apparently constructed in about 1952, at which time a building on the bank of the Lletty Cochnant stream was converted to provide power for the works. This building first appears on the first edition OS map of 1886 and it seems probable that it was originally associated with the functions of the railway. One possibility is that it utilised water stored in the reservoir (Site 5) further up the valley to provide power to the Railway Foundry works which were sited on the opposite side of the railway.



## 6 RESULTS OF THE FIELD SURVEY

- 6.1 The basic methodology of the field survey is briefly described in paragraph 3.2, above. No sites were revealed by the field survey that had not already been recognised from desk-based sources. Accordingly, the field survey focussed on the present condition of the identified sites and the assessment of their nature, function and potential importance.
- 6.2 A brief assessment of the field boundaries in the study area reveals that the predominant form is of hedgerows on low banks, although this necessarily pertains only to the land on the east side of the A470, not affected by urban spread. Several boundaries have been lost since 1840 as a result of field amalgamation, but all of these can be traced on the ground as low banks, suggesting they conformed to the predominant field boundary morphology. No exceptional or atypical boundaries were observed.

## 7 THE HISTORIC LANDSCAPE

- 7.1 The landscape of the study area reflects activity associated with the medieval and earlier post-medieval occupation of the town of Llanidloes and its environs. There appears to be no solid evidence of medieval settlement in the study area which now occupies pasture land falling beyond the original boundary of the town, although some of this ground may have been cultivated in the past.
- 7.2 Llanidloes underwent a marked expansion during the 19th century, mainly as a result of the coming of the railway in the 1850s. This led to the development of an urban landscape on ground adjoining the river Severn, now occupied by Victoria Avenue and Hafren Terrace, the topography of which suggests that it had once been a river meander. The railway had its own impact on the landscape of the town, with the construction of a large number of buildings. It became a fairly important engineering centre, with its own foundry.
- 7.3 The modern landscape of Llanidloes is little different from that of the latter part of the 19th century. In the 1950s the Llanidloes Foundry was constructed on pasture to the south-east of the railway, whose subsequent closure provided an opportunity for the construction of the A470 trunk road bypass, which utilised the railway line as a convenient route.

## 8 ASSESSMENT OF THE ARCHAEOLOGICAL RESOURCE

- 8.1 Each site of archaeological interest, identified during archaeological study, has been classified according to its perceived significance. The categories, with the exception of Category E, are based on those given in the Department of Environment, Transport and Regions' *Design Manual for Roads and Bridges* (DMRB) Volume 11 Section 3 Part 2 (1993). Category E is taken from the draft *Archaeology and the Trunk Road Programme in Wales: a Manual of Best Practice* prepared by Cadw: Welsh Historic Monuments (n.d.) which in other respects follows the DMRB volume.

*Category A* sites are those believed by CPAT to be of primary significance, either potentially of national importance or already designated by CADW: Welsh Historic Monuments as scheduled ancient monuments or listed buildings. It is presumed that sites in this category will be preserved and protected *in situ*.

*Category B* sites are sites of regional importance. These sites are not of sufficient importance to justify scheduling, but are nevertheless important in aiding the understanding and interpretation of the archaeology of the region. Preservation *in situ* is the preferred option for these sites, but if loss or damage is unavoidable, appropriate detailed recording should be undertaken.



*Category C* sites are sites of local importance. These sites are of lesser importance, but are nevertheless useful in aiding the understanding and interpretation of the archaeology of the local area. They are not normally of sufficient importance to justify preservation if threatened, but merit adequate recording in advance of loss or damage, or if portable they should be moved.

*Category D* sites are either sites of minor importance or those which are so badly damaged that too little now remains to justify their inclusion in a higher grade. Rapid recording should be sufficient, but as with *Category C* sites they should be moved if this is an appropriate strategy.

*Category E* sites are sites which have been identified, but whose importance cannot be assessed from fieldwork and desk-based study alone. An archaeological evaluation would be required to categorise such a site more accurately if the proposal was likely to affect it in any way.

- 8.2 The locations of the individual archaeological sites are shown on Figure 1. Tables summarising the archaeology of the study area according to its perceived importance are provided below, with more detailed information on each site available in Appendix 2.

### 8.2.1 Category A sites

There are no sites in this category within the archaeological study area. Two listed buildings, namely the former Railway Station at Llanidloes (PRN 31759) and the Long Bridge (PRN 31812), appear to be situated within view of the proposal.

### 8.2.2 Category B sites

Site No	Name	Type	Period	Condition	NGR
5	Lletty Cochnant reservoir	Reservoir	19th Century	Near intact	SN95918431
9	Old Tollgate Cottage	House	Post Medieval ?	Near intact	SN95738475

### 8.2.3 Category C sites

Site No	Name	Type	Period	Condition	NGR
4	Wtra Bron-y-bedd holloway	Holloway	Post Medieval ?	Near intact	SN96028447
6	Llanidloes Foundry	Foundry	20th Century	Intact	SN95838442
11	Dolafon house	House	19th Century	Intact	SN95888478

### 8.2.4 Category D sites

Site No	Name	Type	Period	Condition	NGR
1	Llanidloes railway goods sidings	Railway sidings	19th Century	Near destroyed	SN95878473
2	Lower Green trackway	Trackway	19th Century	Destroyed	SN95968472
3	Lower Green barn I	Barn ?	19th Century	Near destroyed	SN95958467
8	Lower Green barn II	Barn	20th Century	Intact	SN95948457
12	Llanidloes Council depot	Council depot	20th Century	Intact	SN95808474
13	Idloes Terrace well	Well	Post Medieval ?	Destroyed	SN95888460
14	Lower Green building I	Building	19th Century ?	Destroyed	SN95958470
15	Lower Green building II	Building	19th Century	Destroyed	SN95968473
16	Lower Green building III	Building	19th Century ?	Destroyed	SN95818474
17	Cambrian Railway	Railway	19th Century	Destroyed	SN95908466

### 8.2.5 Category E sites

Site No	Name	Type	Period	Condition	NGR
7	Llanidloes Foundry stone	Stone	Post Medieval ?	Near intact	SN95888455
10	Victoria Avenue weighing machine	Weighing machine ?	19th Century	Intact	SN95788476

## 9 IMPACT

### 9.1 Direct impact

Because of some uncertainty as to the nature of the proposed scheme and the precise line of the new road, it is possible that all of the identified archaeological sites may be subject to a direct impact. The nature of these possible impacts are considered in the table below.

Site No	Name	Type	Period	Condition	Impact	Category
1	Llanidloes railway goods sidings	Railway sidings	19th Century	Near destroyed	Loss	D
2	Lower Green trackway	Trackway	19th Century	Destroyed	Loss	D
3	Lower Green barn I	Barn ?	19th Century	Near destroyed	Loss	D
4	Wtra Bron-y-bedd holloway	Holloway	Post Medieval ?	Near intact	Partial loss	C
5	Lletty Cochnant reservoir	Reservoir	19th Century	Near intact	Partial loss	B
6	Llanidloes Foundry	Foundry	20th Century	Intact	Potential loss	C
7	Llanidloes Foundry stone	Stone	Post Medieval ?	Near intact	Potential loss	E
8	Lower Green barn II	Barn	20th Century	Intact	Potential loss	D
9	Old Tollgate Cottage	House	Post Medieval ?	Near intact	Potential loss	B
10	Victoria Avenue weighing machine	Weighing machine ?	19th Century	Intact	Loss	E
11	Dolafon house	House	19th Century	Intact	Potential loss	C
12	Llanidloes Council depot	Council depot	20th Century	Intact	Partial loss	D
13	Idloes Terrace well	Well	Post Medieval ?	Destroyed	Loss	D
14	Lower Green building I	Building	19th Century ?	Destroyed	Loss	D
15	Lower Green building II	Building	19th Century	Destroyed	Loss	D
16	Lower Green building III	Building	19th Century ?	Destroyed	Loss	D
17	Cambrian Railway	Railway	19th Century	Destroyed	Loss	D

### 9.2 Visual impact on setting

Two sites which are statutorily designated as listed buildings appear to be situated within view of the proposal. The visual impact of the proposal on these sites is believed to be minor, particularly when the impact of previous developments in the locality are considered.



Site No	Name	Type	Period	Condition	Impact	Category
PRN 31759	Llanidloes railway station	Railway station	19th Century	Intact	Site setting	A
PRN 31812	Long Bridge	Bridge	19th Century	Intact	Site setting	A

- 9.3 In addition to the sites recorded above, there is the potential for further unrecorded sites that may be impacted upon by the proposed development. These sites consist of those which only remain as sub-surface features, having no extant visible traces.

## 10 MITIGATION

- 10.1 Consideration of the potential impact on the known archaeology suggests that the mitigation measures which follow provide an appropriate response to the proposals.

### 10.2 Terminology

The following standard archaeological terms are used below as recommended mitigation measures:

**Preservation in situ:** where it is considered to be the most suitable response it may be considered appropriate to preserve the site in its present form, condition and location.

**Preservation by record:** where proposals will inevitably lead to the loss of a site sufficient recording should be undertaken to provide a full, accurate and permanent record of its nature, form, significance and dating. Preservation by record can take a number of forms, depending on the nature of the site in question, and may be achieved with or without excavation and could include any or all of the following: written record; drawn record; photographic record; artefactual record; survey; and environmental sampling.

**Evaluation:** where insufficient information exists regarding a site for a decision to be made regarding its future management a programme of investigative work may be proposed. Such investigation may include geophysical survey, topographical survey and trial excavation.

**Watching brief:** a watching brief may be recommended to include archaeological monitoring of all relevant ground works, including topsoiling, in order to identify and record any previously unknown archaeological remains which may be revealed. Sufficient time must be allowed for adequate recording of any remains that are encountered.

### 10.3 General Mitigation

It has been noted in paragraph 9.3, above, that there is a potential for unrecorded sites in the proposal area and if any exist, then these may be subject to an impact from the proposal. Sites which fall into this category specifically include those without obvious surface traces or finds scatters associated with prehistoric activity. In order to provide some mitigation for the potential effect of the scheme in this regard, a watching brief should be carried out during any significant ground disturbance. Primarily this covers topsoiling prior to the commencement of road construction work, but may also be considered for other elements of the infrastructure, if appropriate.

#### 10.4 Site-specific Mitigation

The assessment has identified potential impacts on the following recorded sites and mitigation measures are recommended below.

Site No	Name	Type	Period	Condition	Impact	Mitigation
PRN 31759	Llanidloes railway station	Railway station	19th Century	Intact	Site setting	Setting already altered
PRN 31812	Long Bridge	Bridge	19th Century	Intact	Site setting	None possible
Site 1	Llanidloes railway goods sidings	Railway sidings	19th Century	Near destroyed	Loss	Watching brief
Site 2	Lower Green trackway	Trackway	19th Century	Destroyed	Loss	No further mitigation
Site 3	Lower Green barn I	Barn ?	19th Century	Near destroyed	Loss	Watching brief
Site 4	Wtra Bron-y-bedd holloway	Holloway	Post Medieval ?	Near intact	Partial loss	Preservation by record (survey)
Site 5	Lletty Cochnant reservoir	Reservoir	19th Century	Near intact	Partial loss	Preservation in-situ of structures
Site 6	Llanidloes Foundry	Foundry	20th Century	Intact	Potential loss	Preservation by record (photo)
Site 7	Llanidloes Foundry stone	Stone	Post Medieval ?	Near intact	Potential loss	Evaluation
Site 8	Lower Green barn II	Barn	20th Century	Intact	Potential loss	No further mitigation
Site 9	Old Tollgate Cottage	House	Post Medieval ?	Near intact	Potential loss	Preservation in-situ
Site 10	Victoria Avenue weighing machine	Weighing machine ?	19th Century	Intact	Loss	Preservation by record (survey)
Site 11	Dolafon house	House	19th Century	Intact	Potential loss	Preservation in-situ if possible
Site 12	Llanidloes Council depot	Council depot	20th Century	Intact	Partial loss	Preservation by record (photo)
Site 13	Idloes Terrace well	Well	Post Medieval ?	Destroyed	Loss	No further mitigation
Site 14	Lower Green building I	Building	19th Century ?	Destroyed	Loss	No further mitigation
Site 15	Lower Green building II	Building	19th Century	Destroyed	Loss	No further mitigation
Site 16	Lower Green building III	Building	19th Century ?	Destroyed	Loss	No further mitigation
Site 17	Cambrian Railway	Railway	19th Century	Destroyed	Loss	No further mitigation

##### PRN 31759 Llanidloes Railway Station

The setting of the station has already been significantly altered by the construction of the A470 along the line of the former railway. It is unlikely that the proposals will have any further significant effect on the setting of the site.

##### PRN 31812 Long Bridge

The bridge may be partially visible from the extreme north-west end of the proposed link road. It is unlikely that there will be any significant visual intrusion as the bridge is already masked to some extent by the trees lining Victoria Avenue.



Site 1 Llanidloes railway goods sidings

The remaining features of this site are likely to be destroyed by construction work, but currently are largely hidden beneath later activity and vegetation. A watching brief should be carried out during site clearance to determine whether any significant structures survive and if so, then preservation of them by record should be considered.

Site 2 Lower Green trackway

There appear to be no surviving remains of this former trackway. No further mitigation beyond its recording in this report is considered to be necessary.

Site 3 Lower Green barn I

Although this site appears to be of relatively recent origin and is largely destroyed, its siting on a levelled platform might suggest an earlier structure on the same site. In order to allow for the recording of any features which would confirm or deny the above hypothesis, a watching brief should be carried out during site clearance/topsoil removal.

Site 4 Wtra Bron-y-bedd holloway

The holloway is believed to be of importance owing to its connection with early post-medieval activity in Llanidloes. Preservation in-situ is unlikely to be practicable, and the most appropriate mitigation would seem to be a measured survey of the surviving earthworks which represent the original line of the sunken lane.

Site 5 Lletty Cochnant reservoir

Although the reservoir is choked by flood debris from the stream, the main structures (dam wall and spillway, sluice mechanism etc) are still in relatively good condition. The site is an important element in understanding the method by which the railway engineers utilised the natural resources of the locality and the structures should accordingly be preserved in-situ, if this is at all possible. If disturbance to the structural remains is inevitable, then preservation by record should be attempted, although the potential difficulties inherent in providing an adequate record, given the fact that most of the surviving structures are partially masked by debris, may render the results less than satisfactory.

Site 6 Llanidloes Foundry

Although the foundry is of relatively recent origin, there are believed to be a number of original features which still survive within the existing buildings. Furthermore one of the buildings may have originally been constructed to provide power for functions related to the railway and an earlier foundry. In order to provide a record of any significant surviving features, a photographic survey should be carried out prior to the commencement of any site clearance.

Site 7 Llanidloes Foundry stone

Although the stone may be of 19th-century origin, the possibility that it may be earlier in date cannot be ruled out. The site should be evaluated to ensure that it is not of prehistoric origin.

Site 8 Lower Green barn II

The site is of minor archaeological interest. No further mitigation beyond its recording in this report is considered to be necessary.

Site 9 Old Tollgate Cottage

The building appears to be substantially intact, despite some more recent cosmetic alterations. It should be preserved in-situ, if at all possible.

Site 10 Victoria Avenue weighing machine

Owing to construction constraints, it is unlikely that the surviving building can be preserved in-situ. In view of the uncertainty regarding the nature of the site it should be evaluated prior to the commencement of construction work. This should include the examination and recording by measured survey and photography of the interior and exterior of the building. An updated written record should also be compiled once access can be gained to the interior.

Site 11 Dolafon house

Although the house is only of local importance, the possibility that it overlies earlier structures renders it preferable for the site to be preserved in-situ. If disturbance to the site is inevitable, then preservation by record might be considered, although this is not the preferred option.

Site 12 Llanidloes Council depot

The main storage building at the depot is of minor architectural interest, but it would be preferable for a rapid photographic survey of the building to be carried out prior to any potential disturbance.

Site 13 Idloes Terrace well

The site appears to have been completely destroyed and is of minor archaeological interest. No further mitigation is considered to be necessary.

Site 14 Lower Green building I

The site appears to have been completely destroyed and is only of minor archaeological interest. No further mitigation is considered to be necessary.

Site 15 Lower Green building II

The site appears to have been completely destroyed and is only of minor archaeological interest. No further mitigation is considered to be necessary.

Site 16 Lower Green building III

The site appears to have been completely destroyed and is only of minor archaeological interest. No further mitigation is considered to be necessary.

Site 17 Cambrian Railway

The main course of the railway has been completely destroyed by the construction of the A470, Llanidloes bypass. No further mitigation is considered to be necessary.

## 11 CONCLUSIONS

- 11.1 No sites which are considered to be of national importance are situated within the archaeological study area. Two listed buildings which are nearby are unlikely to be subject to any further significant visual intrusion on their setting.
- 11.2 One site is recommended for evaluation, namely the Llanidloes Foundry stone (Site 7). Although the site is likely to be of post-medieval in date, the possibility that it may be of earlier origin cannot be discounted. Depending on the results of the evaluation, and once the importance of the site can be categorised, further mitigation may need to be considered.
- 11.3 Preservation in-situ is the recommended option for Sites 5, 9 and 11, while preservation by record is recommended for a further four sites, prior to their destruction. Of these, two (Sites 6 and 12) should have rapid photographic surveys, while the remaining two sites (Sites 4 and 10) should be subjected to measured survey.
- 11.4 In order to ensure that any possible sites which may exist, but for which no surface traces can be discerned, are provided with suitable mitigation, a watching brief should be carried out during any significant earthmoving/topsoil removal operations. Particular emphasis should be placed on the location of Sites 1 and 3, to determine whether any significant further evidence relating to these two sites can be recorded.
- 11.5 The remaining archaeological sites in the study area, which have generally been recorded from desk-based sources, appear to have largely been destroyed by subsequent activity. No further mitigation is considered to be necessary for these sites.



## **12 ACKNOWLEDGEMENTS**

- 12.1 The writer would like to thank the following for their assistance and co-operation: John Stoddard of Symonds Group Ltd, for facilitating the field survey; Jeff Spencer, Sites and Monuments Record Officer, CPAT; the staff of the National Monument Record, RCAHMW; and the staff of the National Library of Wales, Aberystwyth.

## **13 REFERENCES**

### **13.1 Published and Printed Sources**

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Silvester, R J, 1992, *Montgomeryshire Historic Settlements*, Welshpool: CPAT

Silvester, R J and Frost, P, 1999, *The historic churches of Montgomeryshire*, Welshpool: CPAT

Soulsby, I, 1983 *The towns of medieval Wales*. Chichester, Sussex: Phillimore

### **12.2 Cartographic Sources**

1822 Ordnance Surveyors' Drawing No 321

1836 Old Series Ordnance Survey 1:63,360 map (Sheet 60SW)

1840 Tithe survey: Llanidloes (Cilmachallt township), Montgomeryshire

1886 First edition Ordnance Survey 1:2,500 map (Montgomeryshire 48.1)

1902 Second edition Ordnance Survey 1:2,500 map (Montgomeryshire 48.1)

1983 Soil Survey of England and Wales map and legend (Sheet 2 - Wales, at 1:250,000 scale)

1994 British Geological Survey map of Wales (Solid edition, at 1:250,000 scale)

### **12.3 Aerial Photographic Sources**

RAF Vertical APs: CPE/UK 2531/No 4137, dated 24/03/1948  
540/488/No 3035, dated 11-05-1951

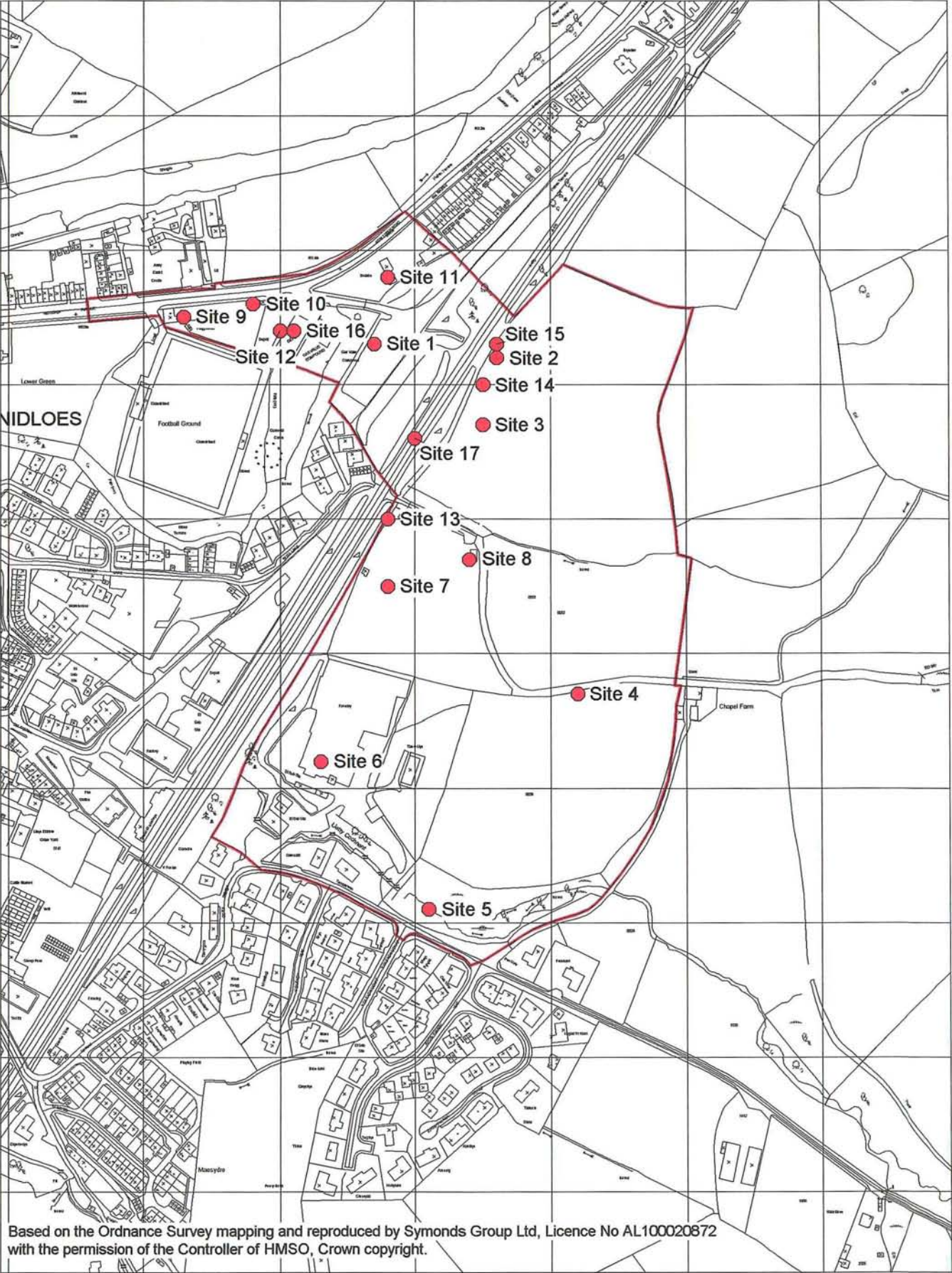


Fig. 1 Archaeological Study area and archaeological sites (Scale 1:4,000)



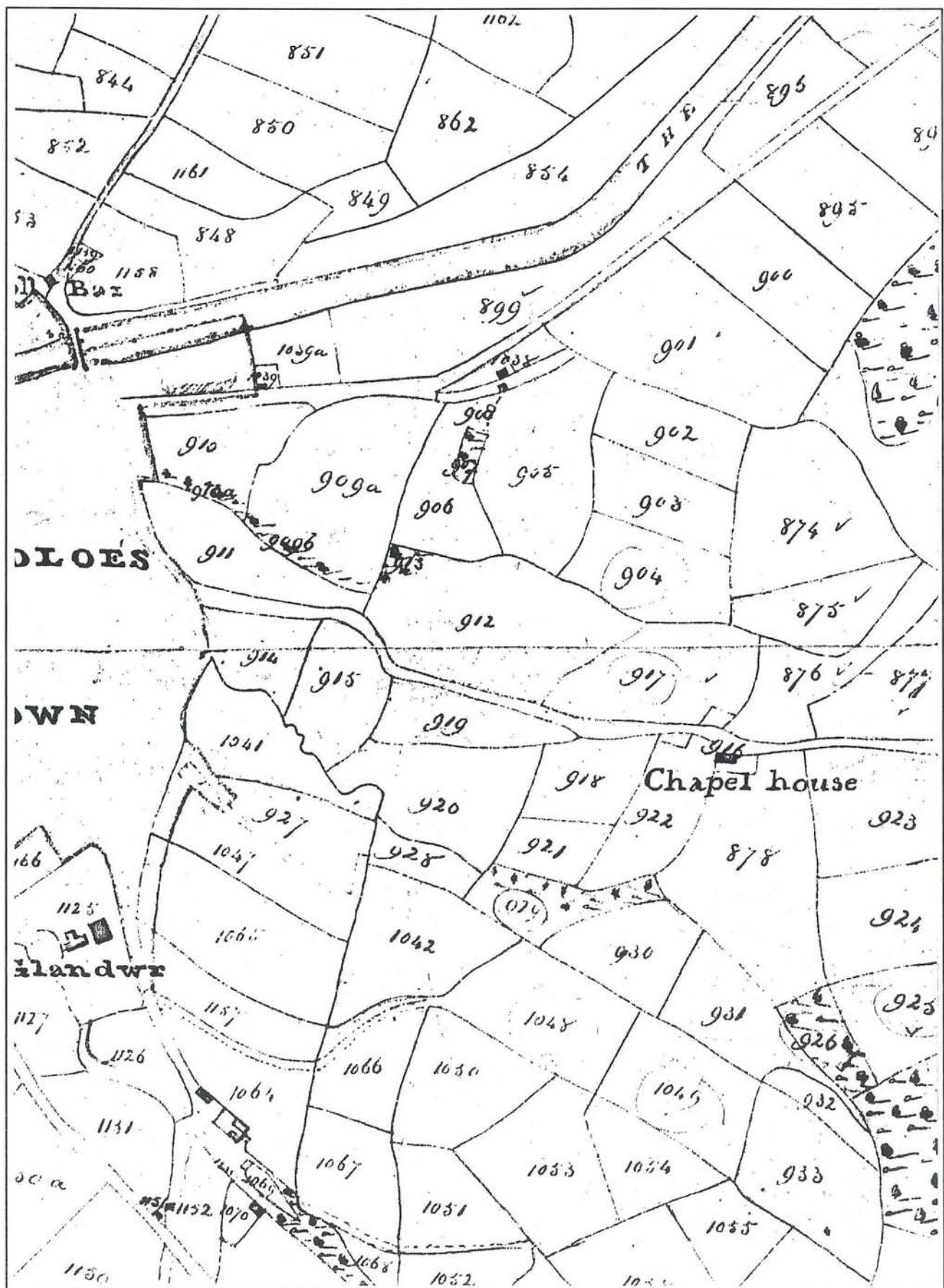


Fig. 2 Llanidloes Tithe map of 1840

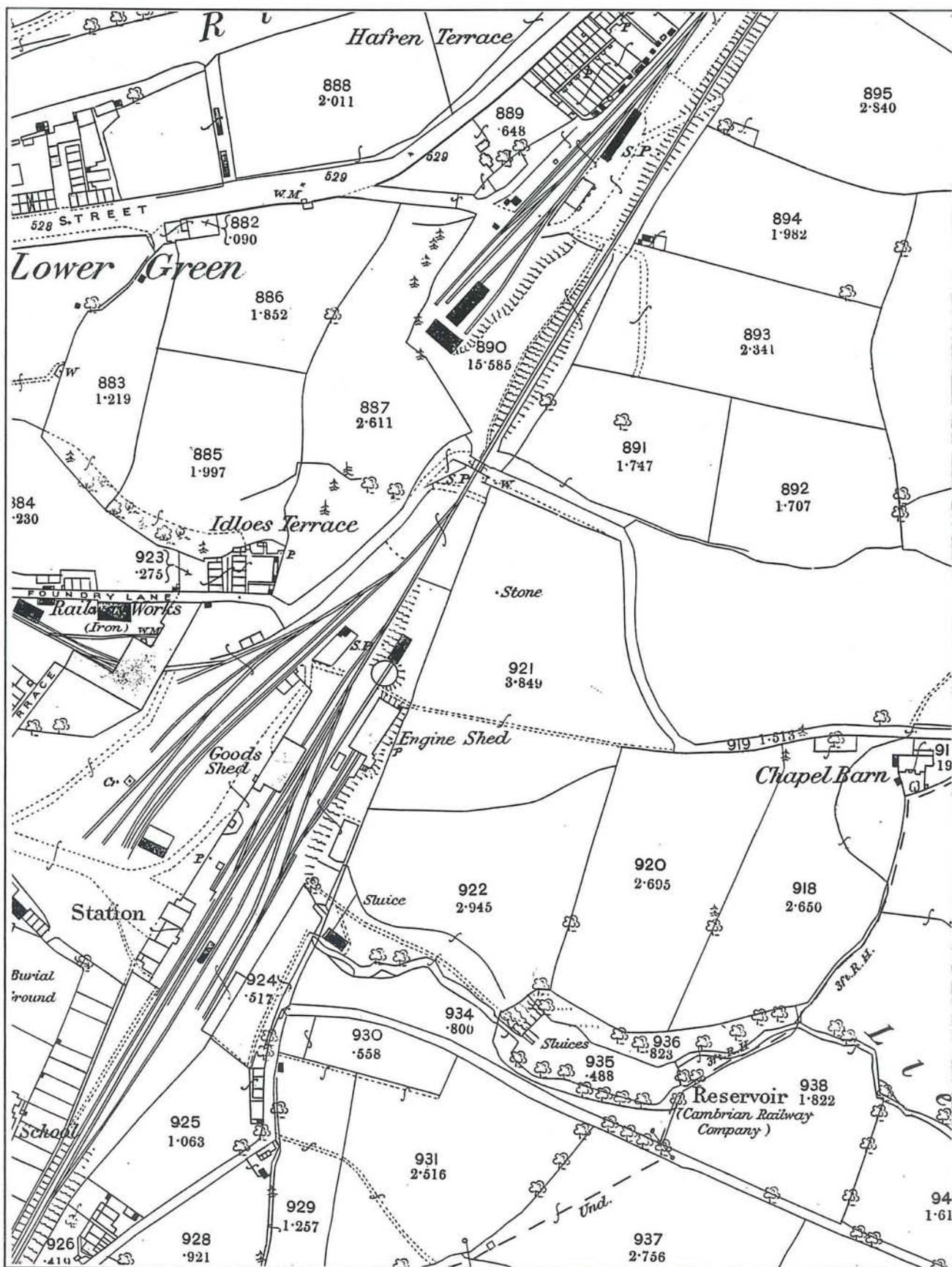


Fig. 3 First edition Ordnance Survey 1:2,500 map of 1886 (Montgomeryshire 48.1)



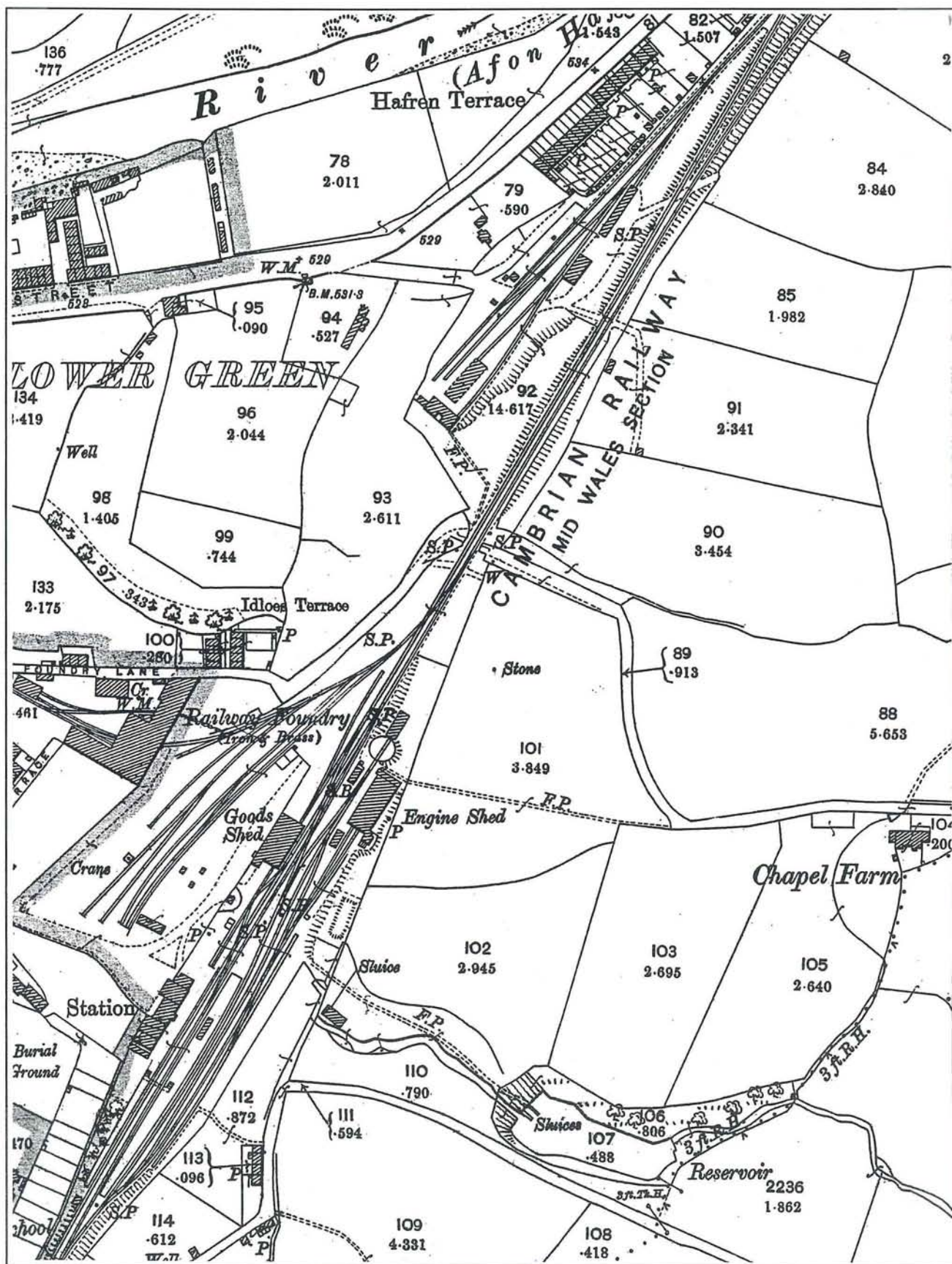


Fig. 4 Second edition Ordnance Survey 1:2,500 map of 1902 (Montgomeryshire 48.1)





Plate 1 Traces of a building at the south-west end of the railway sidings (Site 1). Photo CPAT 1543.01



Plate 2 Platform on site of Lower Green barn I (Site 3). Photo CPAT 1543.03





Plate 3 Eastern part of Wtra Bron-y-bedd holloway (Site 4). Photo CPAT 1543.04



Plate 4 Llanidloes Foundry (Site 6) and western part of Wtra Bron-y-bedd holloway (Site 4).  
Photo CPAT 1543.08





Plate 5 Lletty Cochnant reservoir (Site 5). Photo CPAT 1543.07



Plate 6 Llanidloes Foundry stone (Site 7). Photo CPAT 1543.09





Plate 7 Old Tollgate Cottage (Site 9) and the eastern end of Victoria Avenue. Photo CPAT 1543.12



Plate 8 Victoria Avenue weighing machine (Site 10). Photo CPAT 1543.13