

THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

**A487 Fishguard to Bangor Trunk Road
Pont ar Ddyfi Improvement
CULTURAL HERITAGE ASSESSMENT
Volume 3: Appendices**



CPAT Report No 442.3

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Report for Powys County Council

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APPENDIX 1 GAZETTEER OF SITES

PRN	4090	Pont ar Ddyfi	NGR SH7441801916	Category A
<i>Type</i>	Bridge	<i>Period</i>	19th Century	
<i>Form</i>	Structure	<i>Condition</i>	Intact	

One of the finest bridges in Montgomeryshire. Joins Pennal to Machynlleth UD. Stone bridge 5.5m wide with 5 arches spanning a total of 64m. Stringcourse, low, stepped cutwaters and flat pilasters, without capitals, between arches. Low parapet with roadway approx 20 feet wide. (late C18 according to Jervoise). (Former Cadw listing description)

The original timber bridge was constructed in 1533 when Geoffrey Hughes, a citizen and merchant of London, left £6 13s 4d towards the making of a bridge. This was replaced in stone around 1681.

Present bridge has had steel reinforcement bars added to either side of the southern arch.

PRN	4323	Pont ar Ddyfi Battle	NGR SH7442001873	Category E
<i>Type</i>	Battle site	<i>Period</i>	Post Medieval	
<i>Form</i>	Document	<i>Condition</i>	Unknown	

There are records of a minor Civil War engagement in November 1644, which has in some sources been attributed to the area around Pont ar Ddyfi, although the exact location is not recorded. What may have been little more than a local skirmish involved Parliamentary troops marching from Pembroke who beat off a Royalist ambush near Machynlleth and went on to burn Mathafarn, the home of the Royalist leader, Rowland Pugh (Gaunt 1991, 50).

PRN	36885	Pen-y-bont nos 1-6	NGR SH74400196	Category A
<i>Type</i>	Building	<i>Period</i>	Post Medieval	
<i>Form</i>	Building	<i>Condition</i>	Intact	

Grade II listed building comprising nos 1-6 Pont ar Ddyfi. Probably early 19th century with later 19th century and modern alterations. Two storey painted roughcast fronts, slate roof and original rubble chimney stacks to nos 1 and 3, otherwise brick stacks.

PRN	36886	Corris Railway (Powys)	NGR SH74770174	Category B
<i>Type</i>	Railway	<i>Period</i>	19th Century	
<i>Form</i>	Structure	<i>Condition</i>	Damaged	

The Corris Machynlleth and River Dovey Tramroad Act was passed in 1858 allowing the construction of a 2ft 3in narrow gauge line from Corris to Machynlleth, and then to Derwenlas, which was opened in 1859. The line was worked by horses and gravity and crossed the Dyfi on a timber viaduct. The main line railway opened in 1863 after which slate was exchanged at Machynlleth and the track to Derwenlas was abandoned with the railway now being known as the Corris Railway. In 1878 Imperial Tramways Company of Bristol acquired the line, relaying with steel rails, easing some curves and introducing steam locomotives from 1879. Passengers were carried briefly by horse bus in 1879 and from 1883 by steam following improvements to some curves. The line was purchased by GWR in 1930 with the passenger service ending the following year. Following floods in 1948 the line was closed and dismantled by 1950 (Baughan 1991 175-7).

The line now survives to the south of the Dyfi as an embankment up to 5m wide and 0.6m high, the top being 3m wide. The best preserved section is flanked by concrete fence posts. Elsewhere, the line can be identified by following field boundaries. Immediately south of the Dyfi an exposed section shows the embankment to be constructed of slate waste with edge-set slate edging and slate coping.

PRN	36887	Corris Railway (Gwynedd)	NGR SH75050215	Category B
Type	Railway	Period	19th Century	
Form	Structure	Condition	Damaged	

The Corris Machynlleth and River Dovey Tramroad Act was passed in 1858 allowing the construction of a 2ft 3in narrow gauge line from Corris to Machynlleth, and then to Derwenlas, which was opened in 1859. The line was worked by horses and gravity and crossed the Dyfi on a timber viaduct. The main line railway opened in 1863 after which slate was exchanged at Machynlleth and the track to Derwenlas was abandoned with the railway now being known as the Corris Railway. In 1878 Imperial Tramways Company of Bristol acquired the line, relaying with steel rails, easing some curves and introducing steam locomotives from 1879. Passengers were carried briefly by horse bus in 1879 and from 1883 by steam following improvements to some curves. The line was purchased by GWR in 1930 with the passenger service ending the following year. Following floods in 1948 the line was closed and dismantled by 1950 (Baughan 1991 175-7).

The section to the north of the Dyfi has been partly reused by a recently constructed cycleway, beyond which the line survives alongside the road with the remains of a slate slab fence on the east side (CPAT 01).

PRN	36888	Corris Railway Culvert	NGR SH74880191	Category B
Type	Culvert	Period	19th Century	
Form	Structure	Condition	Near intact	

Well-constructed stone-built culvert beneath the Corris Railway embankment to the south of the Dyfi. The culvert is 0.65m wide and 0.5m high, crossing beneath the line at an angle. Large stone lintel with edge-set stones above and slate coping on top forming edge of railway embankment. Only west side clearly visible, east side partly obscured by vegetation.

PRN	36889	Pont ar Ddyfi milestone	NGR SH7481702015	Category B
Type	Milestone	Period	19th Century	
Form	Structure	Condition	Intact	

Milestone, roughly shaped, measuring 46cm wide and 80cm high, lying on N side of A487. Inscribed MACH 1M with benchmark beneath

PRN	36890	Pont ar Ddyfi Sunday School	NGR SH7443501970	Category B
Type	Sunday School	Period	19th Century	
Form	Structure	Condition	Intact	

Brick-built chapel and Sunday School on north side of A487 to east of Pont ar Ddyfi. Now pebbledashed and converted to a dwelling.

PRN	36891	Pont ar Ddyfi house 'Minafon'	NGR SH74450196	Category B
Type	House	Period	19th Century ?	
Form	Structure	Condition	Intact	

Stone-built house immediately to east of Pont ar Ddyfi.

PRN	36892	Pont ar Ddyfi Tollgate	NGR SH74410196	Category B
Type	Tollgate	Period	Post Medieval	
Form	Structure	Condition	Unknown	

Tollgate erected in the second half of the 18th century and depicted in 1828 opposite the north end of the bridge. Uncertain whether this is the same building which survives at the east end of the row of cottages.

PRN 36893 Pont ar Ddyfi platform *NGR SH7446501545 Category C*
Type Platform *Period* 19th Century
Form Earthwork *Condition* Damaged

Building depicted on OS 2nd edition 25" of 1900. Survives as a level area in pasture field. Slight scarp 0.3m high defines north-east and south-east sides, with overall dimensions c. 9m NW-SE by 5m NE-SW. Probing suggests a solid surface beneath the turf, possibly a floor or rubble.

PRN 36894 Corris Railway Dyfi Bridge *NGR SH74920196 Category D*
Type Bridge *Period* 19th Century
Form Document *Condition* Destroyed

Originally a timber viaduct with at least seven piers carrying the Corris narrow gauge railway over the Dyfi. Replaced in 1906 by a steel girder bridge supported on three stone piers with stone abutments at either end. The line was opened in 1859 and closed in 1948 (Baughan 1991, 175). The site of the bridge is now occupied by the Dyfi Millennium Bridge, opened in 2001 to carry the new cycleway. No visible trace of railway bridge survives. Large stones forming remains of revetting on south bank may not be associated with the bridge.

PRN 36895 Pont ar Ddyfi embankment *NGR SH74660191 Category D*
Type Flood defence *Period* 20th Century
Form Earthwork *Condition* Damaged

Flood defence bank along south side of the Dyfi to the east of Pont ar Ddyfi. Survives as a turf covered bank up to 17m wide overall and 1.2m high. The embankment appears to post-date the Corris Railway, suggesting that it was constructed after 1950 when the line was dismantled. Footpath follows the top of the embankment.

PRN 36896 Pont ar Ddyfi Quarry *NGR SH74420198 Category D*
Type Quarry *Period* 19th Century ?
Form Earthwork *Condition* Damaged

Quarry depicted on OS 2nd edition 25" 1900. Now disused.

PRN 36897 Machynlleth Ridge & Furrow *NGR SH74740162 Category E*
Type Ridge and furrow *Period* Medieval ?
Form Document *Condition* Unknown

Possible ridge and furrow identified from RAF vertical APs. No visible trace remains on the ground.

PRN 36898 Pont ar Ddyfi mere stones *NGR SH74440168 Category D*
Type Boundary stone *Period* Medieval ?
Form Document *Condition* Destroyed

Five mere stones depicted and named on an estate map of 1763. No longer surviving in pasture field.

PRN 36899 Pont ar Ddyfi bridge (site of) *NGR SH74420118 Category E*
Type Bridge *Period* Post Medieval
Form Document *Condition* Unknown

The original timber bridge was constructed in 1533 when Geoffrey Hughes, a citizen and merchant of London, left £6 13s 4d towards the making of a bridge. This was replaced in stone around 1681. The present bridge dates from 1805 and contemporary records suggest that it was constructed on dry land and the river then diverted to run underneath it (Davies 1991, 68). It is not clear whether any remains of the 1681 bridge might survive. The bridge may have been located immediately upstream of the present structure.

APPENDIX 2 SPECIFICATION

A487 FISHGUARD TO BANGOR TRUNK ROAD, PONT AR DDYFI IMPROVEMENT: SPECIFICATION FOR AN ASSESSMENT OF THE CULTURAL HERITAGE BY THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

1 Introduction

- 1.1 The proposed development involves improvements to the A487 Fishguard to Bangor Trunk Road at Pont ar Ddyfi, Machynlleth, Powys. Three separate options have been proposed, two of which would involve the construction of new crossings over the Dyfi. A Brief has been prepared by The Director of Highways Transport and Property, Powys County Council, which details the works required to produce an Cultural Heritage Assessment, which will be included within an Environmental Assessment.

2 Objectives

- 2.1 The objectives of the assessment are:
- 2.1.1 to reveal by means of a combination of desk based study and field survey, the nature, condition, significance and, where possible, the chronology of the cultural heritage within the area of the proposed development in so far as these aims are possible;
- 2.1.2 to record any archaeological sites identified during the field evaluation;
- 2.1.3 to prepare a report outlining the results of the assessment.

3 Methods

- 3.1 Stage one of the assessment will involve the examination of all the readily available primary and secondary documentary, cartographic, pictorial, photographic and oral sources. Repositories consulted will include the following: County SMR, CPAT, Welshpool; County SMR, GAT. Bangor; the National Monuments Record, RCAHMW, Aberystwyth; the National Library of Wales, Aberystwyth; Powys County Archives, Llandrindod Wells; Cadw: Welsh Historic Monuments; National Trust; CCW.
- 3.2 Stage two will take the form of a field survey of the area affected by the proposals. All archaeological sites will be recorded together with any potential environmental deposits. Each site will be recorded on standard CPAT site visit forms including: an accurate location using GPS; photography in 35mm format black and white and colour print and colour slide; sketch surveys as appropriate; written description of character, function, condition, vulnerability, dating etc.
- 3.3 Following the on-site work an illustrated and bound report will be prepared according to the principles laid out in the Brief, incorporating the results from stages 1 and 2. This will be in A4 format, divided into three volumes: 1 Report Text; 2 Drawings and Maps (A3); 3 Appendices. The report will contain sections on: Summary; Methodology; Site location; Topography and Geology; Desk Top Study; Field Survey; Conclusions and Recommendations and References; together with a gazetteer of archaeological sites. A map will be included within the report showing the location of all sites recorded during the assessment, and where possible, their extent. Six copies of the final report will be provided to the client, as well as required digital information on CD.
- 3.4 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 small team of skilled archaeologists under the direct supervision of Mr RJ Silvester, 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 or with the assistance of the same field archaeologist who conducted the evaluation.
- 4.3 It is anticipated that stage one of the assessment will be completed within 5 days, the field survey will be completed in 1 day, and the report will be completed within 5 days.
- 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, as well as Professional Indemnity insurance.

N.W. Jones
Senior Project Archaeologist
6th September 2001