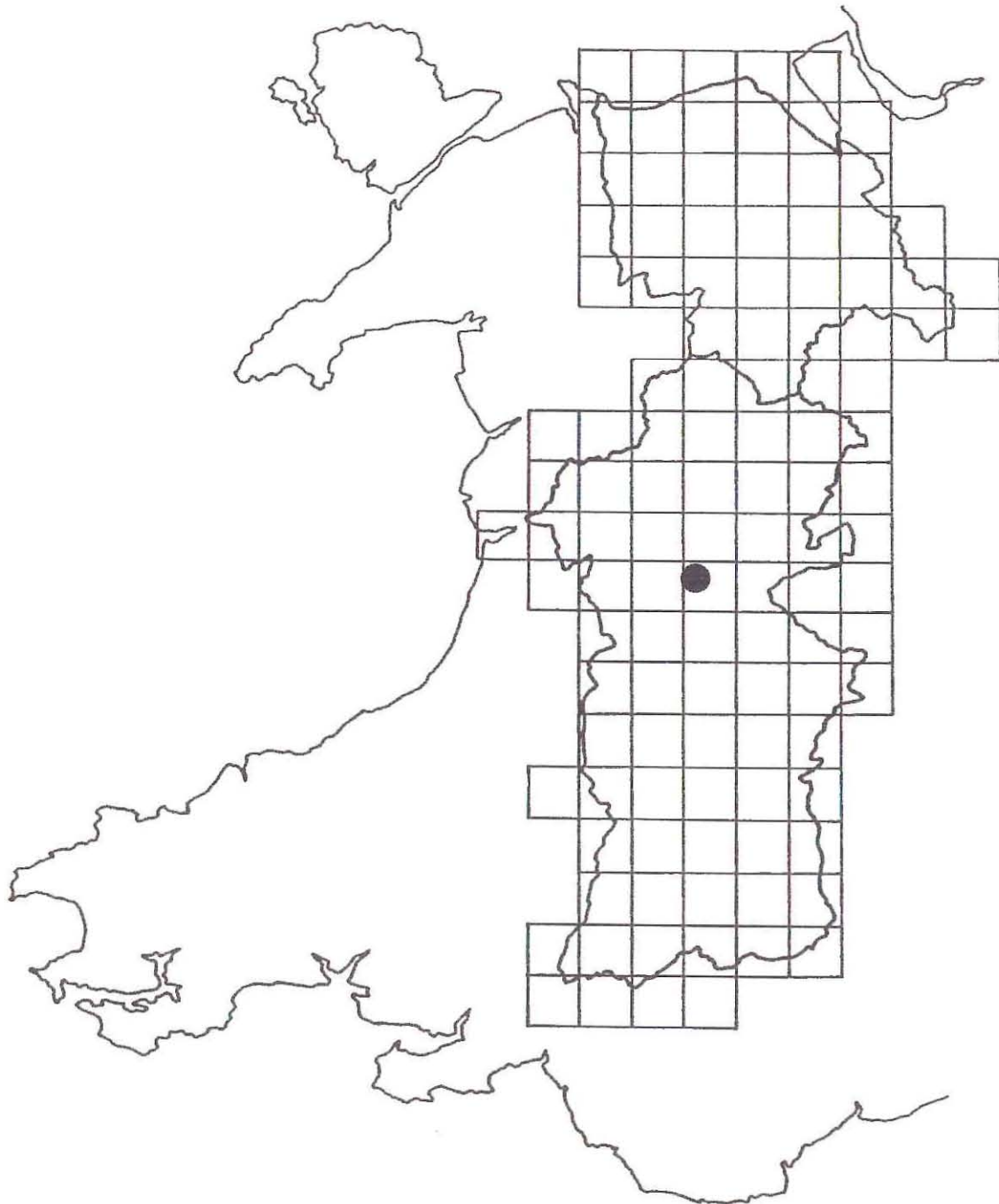


A470 Llandinam Road Improvement

ARCHAEOLOGICAL ASSESSMENT



CPAT Report No140

A470 Llandinam Road Improvement
ARCHAEOLOGICAL ASSESSMENT

by D.Thomas
May 1995

Report prepared for the Highways and Transportation Department,
Powys County Council

The Clwyd-Powys Archaeological Trust

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SUMMARY

CPAT Contracting has carried out an assessment of the archaeological resource affected by the proposed Llandinam improvement of the A470. The assessment consisted of field assessment and desk-top study of all readily available documentary, cartographic and aerial photographic sources to assess the implications of the scheme on the archaeological resource of the corridor so that an appropriate mitigation response can be determined.

The assessment area included only one previously recorded site, namely the Llandinam Bridge, which is a Grade II* listed building. Other sites identified during the assessment are of minor archaeological significance.

There is a strong possibility that significant archaeological deposits lie beneath ground level because previously unidentified sites close to the assessment corridor, such as the Glanfeinion Bronze Age house, have only been recognised after topsoil stripping.

1 INTRODUCTION

- 1.1** The Contracting section of the Clwyd-Powys Archaeological Trust (hereafter CPAT) was commissioned in April 1995 by the Highways and Transportation Department of Powys County Council to carry out an archaeological assessment of a proposed road improvement scheme on a 1.7km stretch of the A470 trunk road between Pwllan Cottages and Lower Ffinant, near Llandinam in Powys (from SO 02248704 to SO 02608878). The A470 is a major trunk road and the scheme is required to by-pass the village of Llandinam.
- 1.2** The archaeological assessment was requested by the Highways and Transportation Department of Powys County Council on the advice of the Curatorial Section of CPAT acting in their role as archaeological advisors to the Council. A brief for the assessment prepared by the Curatorial Section of CPAT recognised the archaeological potential of the area and proposed a programme of work consisting of fieldwork and desk-top study to assess the impact of the proposed improvement on the archaeological resource within the corridor. CPAT Contracting was invited to submit a specification and quotation for the work, which was subsequently accepted by Powys County Council Highways and Transportation Department. A copy of the specification is included in this report as Appendix 1.
- 1.3** The desk-top assessment involved a study of all readily available cartographic, documentary and aerial photographic archives relating to the area of the scheme, while the fieldwork consisted of a structured and methodical examination of the road corridor as specified in the brief. This report presents a summary analysis of the fieldwork and desk-top studies to provide an assessment of the implications of the proposed scheme on the total archaeological resource of the corridor which will be used by the archaeological curator to formulate an appropriate mitigation response.

2. DESK-TOP STUDY

2.1 Introduction

2.1.1 The desk-top study included consultation of the County SMR and aerial photographic archive held at the CPAT offices in Welshpool, the map and document archive held at the National Library of Wales in Aberystwyth, the National Monument Record and aerial photographic archive held at the Royal Commission on Ancient and Historical Monuments in Wales (RCAHMW) also in Aberystwyth, and archives held at the Powys County Archives Office and Powys County Library both in Llandrindod Wells.

2.2 Cartographic Sources

2.2.1 There are no early estate maps relating to the area in either the National Library of Wales or the Powys County Archive. The earliest map of the area is the Enclosure map of Llandinam parish produced in 1826, while the Tithe map and apportionment of the parish date to 1842.

2.2.2 The road corridor is covered by four sheets of the first edition of the 25" series of the Ordnance Survey map, which were surveyed in 1876. The second edition of the 25" series was also studied. This was revised in 1902 and published in 1904.

2.3 Documentary Sources

2.3.1 The site records provided by the SMR and the NMR were studied as a basis for the assessment.

2.3.2 The records held at the National Library in Aberystwyth and the Powys County Archive were searched for any primary documentary sources relating to the road corridor, but a search of the indices of collections relating to the area failed to produce anything of relevance to the assessment.

2.3.3 The relevant local and national journals were searched for material relating to the area. This search was based on the bibliography

provided by the SMR at CPAT. Other publications relating to the area were also studied.

2.4 Aerial Photographic Archive

- 2.4.1** Three collections of aerial photographic records were consulted. The first of these is a series of site-specific oblique photographs held at CPAT. The other two, the RAF and Ordnance Survey collections, are held at the RCAHMW offices in Aberystwyth and are vertical photographs at a scale of 1:10,000.

3. FIELD ASSESSMENT

- 3.1** Access was arranged with the landowners by Powys County Council. The area of the corridor was walked in transects with a minimum of a 20m-wide spacing, and any features were briefly noted and assessed. Particular attention was given to the two sites listed in the SMR and highlighted in the brief.

4. ARCHAEOLOGICAL BACKGROUND

- 4.1** The improvement corridor runs along the eastern side of the River Severn. The river has undoubtedly been an important routeway and focus of human activity for a considerable period of time, but specific evidence of occupation in the improvement corridor is rare. Two sites are recorded in the SMR. These are the Llandinam Bridge (PRN 6996) and the possible route of the Roman road between Caersws and Trawscoed (RRX 82d).
- 4.2** Further afield there is evidence of Bronze Age activity from a number of cairns on the uplands, such as the Alltgethin cairn (PRN 4232; SO 03548735), but until recently there has been no evidence of occupation in the river valley. The discovery of a Middle Bronze Age building at Glanfeinion (PRN 19453; SO 015860) during a watching brief conducted during the laying of a gas pipeline in 1994,

however, has indicated that the low-lying ground close to the river was occupied in the later prehistoric period (Hankinson 1994, 4-5).

- 4.3** Possible Iron Age activity close to the river is indicated by the enclosure at Llandinam Hall (PRN 5131; SO 03158993). Other sites may exist, but have not yet been recognised or have largely been destroyed by recent farming activities. On the higher ground above Llandinam is Coed Mawr Gaer hillfort (PRN 1858; SO 01538771), and further to the north is the large Cefn Carnedd hillfort (at SO 01659000).
- 4.4** Approximately 4km to the north of Llandinam lies Caersws Roman fort, an auxillary fort first constructed in c. 75 AD, around which a small civilian settlement developed. Occupation of the site continued into the late third to early fourth centuries (Jones 1993). Evidence of Roman activity closer to the development area is unknown apart from the possible exception of the enclosure at Llandinam Hall (see para 4.3) which could be Roman. A postulated Roman Road from Caersws to the fort at Trawscoed in Dyfed is thought to run beneath the line of the present A470 through the road corridor (RRX82d), but the only section of this road previously recognised was close to Glanfeinion during the gas pipeline watching brief (PRN 19454; SO 01488602). This suggested that the road does not lie directly beneath the A470 and that to the north of the recorded section it lies to the west of the modern road.
- 4.5** The village of Llandinam is thought to have originated in the early medieval period as it was the site of an early church known as a 'clas' (PRN 965; Silvester 1992, 75). This site is now occupied by the present church of St Llonio. Many of the farms in the area may have a medieval origin, although there is no direct evidence. Many of the present field boundaries may also have a medieval origin, but most are probably post-medieval or modern.

5. RESULTS OF THE ASSESSMENT.

- 5.1** Previously known sites are described below in order of their Primary Record Number drawn from the County SMR. Six new sites have been recognised as a result of the present assessment, and these

are listed after those already recorded. The locations of all these sites are shown on Figure 1. The sites have also been classified according to categories which refer to the archaeological significance of the site and their implication for schemes which may affect them. All these categories are defined below, although not all are relevant to the present assessment.

Category A

Sites of national importance sufficient to merit avoidance by any proposed development, including Scheduled Ancient Monuments, Listed Buildings and Registered Historic Parks, or those that meet the criteria for scheduling or listing.

Category B

Sites of regional importance which do not merit scheduling or listing but for which preservation in-situ is preferred.

Category C

Sites of local importance which merit adequate recording if their destruction is necessary.

Category D

Sites of minor importance for which rapid recording would be sufficient.

Category E

Sites for which Stage 1 of the assessment was not sufficient to assess their significance. Further work would be needed if they were to be directly affected by the proposals.

Category F

Those sites which have previously been noted as possible sites, but which are now thought to have little or no archaeological significance. Also those sites which have been noted but for which there is no precise location.

5.2 PRN 6996 Llandinam Bridge SO 00258858

Category A

- 5.2.1** Llandinam Bridge is a Grade II* listed building and as such is protected by relevant legislation which provides a constraint on the siting of the road. The structure, constructed in 1846, is the earliest cast iron bridge in Montgomeryshire and also the first public contract for the well known industrialist David Davies, a statue of whom is sited at its eastern end. The bridge is formed by a single span with heavy stone abutments and was designed by Thomas Penson on Telford's principles and cast at the Hawarden Ironworks. The statue of David Davies is a contemporary copy of a statue erected outside the Barry Dock offices, and was designed by Alfred Gilbert, the designer of the statue of Eros in Picadilly Square.

5.3 RRX 82d Possible Roman Road alignment Unlocated

Category E

- 5.3.1** The Roman road from Caersws towards Trawscoed in Dyfed has previously been thought to lie beneath the line of the modern A470. No surface traces of the road have been identified in the development area, but a watching brief conducted during the laying of a gas pipeline revealed a short section at Glanfeinion (SO 01488602; Hankinson 1994, 4). This suggested that the road lay to the west of the A470 immediately north of Glanfeinion, and did not follow the route of the modern road. The route of the road through the assessment area is therefore not known, and may lie further to the west.

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Category D

- 5.4.1** Structural remains of an abandoned garden located in woodland. Surviving features include a 14m length of edge-set stones possibly defining one side of a north-south aligned former footpath. A further 5m length of set stones extends eastwards from the northern end. A bent ashwood archway 2.10m high and 1.50m wide is located 5m to the east.

- 5.4.2** These features are of relatively recent origin as the small area within which these features are located is depicted as an open space and not woodland on the 1964 Edition 1:10,000 Ordnance Survey sheet.
- 5.5 Site 2 Water Channel** (centred at SO 02558771)
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- 5.5.1** A raised water channel 72m long x 6.5m wide x 0.7m high, aligned approximately east-west and defined by two linear embankments enclosing a narrow watercourse. It is defined as a field boundary on modern maps and it may be significant that mature ash trees are located at points on the northern bank possibly indicating a late 19th or early 20th-century origin to this feature.
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- 5.6.1** A dry former water channel 30.0m long x 6.0m wide x 0.30m high, aligned east-west and defined by two low banks c. 0.25m high enclosing the former water course.
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- 5.7.1** A dry former water channel 105m long x 5m wide, aligned approximately south-west/north-east but curving to the north-west at its northern end to join an open water channel at the edge of the field. This feature is again defined by two low banks c. 0.30m high enclosing the former watercourse.
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Pwllan where millstones in the grounds also suggest that this was formally the site of a mill. The field name may relate to this building rather than to a lost mill site.

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6. CONCLUSIONS

6.1 Apart from the Llandinam bridge and statue of David Davies the assessment only revealed sites of minor archaeological interest in the road corridor. Sites 2,3 and 4 are best interpreted as drainage features of relatively recent origin, and site 1 is a recent garden.

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A470 Llandinam Road Improvement
 Fig 1b: Location of archaeological sites recorded during the field assessment.
 (Southern part; 1: 2500)

DASHED LINE INDICATES PROPOSED ROUTE CORRIDOR



Powys County Council
 Cyngor Sir Powys

Highways & Transportation Dept
 Adran Priffyrdd a Thrafnidiaeth

County Surveyor Arolygwr y Sir
 Ian Blair M.Sc., C.Eng., M.I.C.E., M.I.H.T., M.B.I.M.
 County Hall, Llandrindod Wells

PROPOSED ROUTE CORRIDOR

THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

Llandinam Road Improvement:
ARCHAEOLOGICAL ASSESSMENT

CPAT Report No 140.1

CPAT Report No 140.1

Llandinam Road Improvement:
ARCHAEOLOGICAL ASSESSMENT

D. Thomas
July 1997

Report for Mid Wales Trunk Road Agency

The Clwyd-Powys Archaeological Trust
7a Church Street, Welshpool, Powys, SY21 7DL
tel (01938) 553670, fax (01938) 552179
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Sites of local importance which merit adequate recording if their destruction is necessary.

Category D

Sites of minor importance for which rapid recording would be sufficient.

Category E

Sites for which Stage 1 of the assessment was not sufficient to assess their significance. Further work would be needed if they were to be directly affected by the proposals.

Category F

Those sites which have previously been noted as possible sites, but which are now thought to have little or no archaeological significance. Also those sites which have been noted but for which there is no precise location.

5.2 PRN 6996 Llandinam Bridge SO 00258858

Category A

- 5.2.1** Llandinam Bridge is a Grade II* listed building (Cadw Ref: 80/70/314) and as such is protected by relevant legislation which provides a constraint on the siting of the road. The structure, constructed in 1846, is the earliest cast iron bridge in Montgomeryshire and also the first public contract for the well known industrialist David Davies, a statue of whom is sited at its eastern end (PRN 32614). The bridge is formed by a single span with heavy stone abutments and was designed by Thomas Penson on Telford's principles and cast at the Hawarden Ironworks.

5.3 PRN 32614 Pedastal and statue of David Davies SO 025886

Category A

- 5.3.1** The statue of David Davies, listed separately as grade II* (Cadw Ref 80/70/315) and therefore protected by relevant legislation, is a contemporary copy of a statue erected outside the Barry Dock offices, and was designed by Alfred Gilbert, the designer of the statue of Eros in Piccadilly Circus. It lies on the eastern end of Llandinam Bridge (PRN 6996).

5.4 RRX 82d Possible Roman Road alignment Unlocated

Category E

- 5.4.1** The Roman road from Caersws towards Trawscoed in Dyfed has previously been thought to lie beneath the line of the modern A470. No surface traces of the road have been identified in the development area, but a watching brief conducted during the laying of a gas pipeline revealed a short section at Glanfeinion (SO 01488602; Hankinson 1994, 4). This suggested that the road lay to the west of the A470 immediately north of Glanfeinion, and did not follow the route of the modern road. The route of the road through the assessment area is therefore not known, and may lie further to the west.

5.5 Site 1 Small Garden (SO 02488810)

Category D

- 5.5.1** Structural remains of an abandoned garden located in woodland. Surviving features include a 14m length of edge-set stones possibly defining one side of a north-south aligned former footpath. A further 5m length of set stones extends eastwards from the northern end. A bent ashwood archway 2.10m high and 1.50m wide is located 5m to the east.

- 5.5.2** These features are of relatively recent origin as the small area within which these features are located is depicted as an open space and not woodland on the 1964 edition 1:10,000 Ordnance Survey sheet.
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- 5.6.1** A raised water channel 72m long x 6.5m wide x 0.7m high, aligned approximately east-west and defined by two linear embankments enclosing a narrow watercourse. It is defined as a field boundary on modern maps and it may be significant that mature ash trees are located at points on the northern bank possibly indicating a late 19th or early 20th-century origin to this feature.
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6. CONCLUSIONS

- 6.1** Apart from the Llandinam bridge and statue of David Davies the assessment only revealed sites of minor archaeological interest in the road corridor. Sites 2,3 and 4 are best interpreted as drainage features of relatively recent origin, and site 1 is a recent garden.
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Tithe map and Apportionment of Llandinam Parish, 1842 (National Library of Wales)

1st Edition of the Ordnance Survey 25" map, Montgomeryshire Sheets 42.7,8,11,12 (National Library of Wales).

2nd Edition of the Ordnance Survey 25" map, Sheets 42; 7,8,11,12 (National Library of Wales).