



ABERPORTH AIRFIELD PHASE 2

Ceredigion

Archaeological Assessment Report



Oxford Archaeology North

July 2004

**White Young Green
Environmental Ltd**

Issue No: 2004-5/276
OAN Job No: L9407
NGR: SN 242 493

Document Title: ABERPORTH AIRFIELD PHASE 2, CEREDIGION

Document Type: Archaeological Assessment Report

Client Name: White Young Green Environmental Ltd

Issue Number: 2004-5/276

OA Job Number: L9407

Site Code: -

National Grid Reference: SN 242 493

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SUMMARY

Oxford Archaeology North (OA North) were invited by White Young Green Environmental Ltd to undertake an archaeological assessment of the second phase of development at Aberporth airfield (SN 255 495) as part of an Environmental Impact Assessment. The development is proposed to include a westward diversion to the B4333 in conjunction with the redevelopment of the main airfield site. The assessment involved a desk-based study of the location of archaeological sites to the west of the main airfield site; however a rapid walk-over survey of the site has yet to be completed.

The desk-based study involved an enhancement of the previous Phase One assessment report in light of further work (Cambria Archaeology 2004) and an investigation of pertinent documents held by the Dyfed Sites and Monuments Record, the National Library of Wales, and the National Monuments Record in Aberystwyth for the area included in Phase Two of the proposed redevelopment work.

The NMR and Dyfed SMR recorded a further three sites of archaeological interest, including the existence of a Bronze Age round cairn at the eastern edge of the study area, at Crug-gwyn, a cremation burial on the south-west edge of the assessment area at Tremaen and the standing buildings of Pen-y-bryn farm which has recently been added to the SMR.

The rest of the sites identified by the desk-based study consisted of post-medieval structures which included houses and farms at Crug-gwyn (Site **22**), Cytir Mawr (Site **31**) and Pen-llas (Site **32**), along with an un-named structure shown on the tithe map (Site **34**), several quarries, a spring and the sewage works associated with the construction of the airfield.

The sites have been graded in terms of archaeological significance. The possible cairn (Site **25**) and cremation burial have been graded as of regional importance, reflecting the potential prehistoric date and degraded condition. Similarly, the airfield perimeter defensive system (Sites **2-10**), formed by pillboxes, is considered to be of regional importance, reflecting the integrated nature of the system and its relatively good survival.

It is recommended that an archaeological evaluation be undertaken at selected sites; however, the precise programme of evaluation will be subject to a walk-over survey yet to be undertaken. At the very least targeted evaluation trenching is recommended on the un-named rectangular structure (Site **34**) and Penn-llas (Site **32**); also evaluation trenching may be needed in the general vicinity of the grid references supplied for the round barrow (Site **25**) and Cremation burial (Site **24**), should the proposed development encroach into their areas.

ACKNOWLEDGEMENTS

Oxford Archaeology North would like to thank Emma Leacroft of White Young Green Environmental Consultancy for commissioning this phase of work. Thanks are also due to Lucy Bourne, Planning Archaeologist at Cambria Archaeology, and the staff at reader services of the Royal Commission on Ancient and Historical Monuments in Aberystwyth for additional information.

The desk-based assessment was undertaken and written by Peter Schofield using information provided in the previous assessment by Richard Newman; the drawings were produced by Peter Schofield and Jamie Quartermaine. The report was edited by Jamie Quartermaine and Alan Lupton, and the project was managed by Jamie Quartermaine.

1. INTRODUCTION

1.1 PROJECT BACKGROUND

- 1.1.1 Oxford Archaeology North (OA North) were invited by White Young Green Environmental Consultancy to undertake a second phase of archaeological assessment at Aberporth airfield, Ceredigion (centre SN 242 493) (Fig 1) in advance of a proposed re-routing of the B4333 to the west of the previous assessment area (LUAU 2000), as part of an Environmental Impact Assessment. It is proposed to develop the airfield for the Defence Evaluation and Research Agency (DERA).
- 1.1.2 Prior to the current phase of work, OA North under its' former guise as the Lancaster University Archaeology Unit (LUAU 2000) conducted an archaeological assessment within the boundary of the airfield itself (Fig 1), this consisted of a desk-based assessment and rapid walkover survey which informed an Environmental Impact Assessment for the specific site. The report identified the partially extant remains of a core complex of military buildings associated with the life of the airfield from the 1940's onwards, as well as the potential for prehistoric remains associated with putative Bronze Age barrow sites in the immediate vicinity.
- 1.1.3 In addition at the beginning of 2004, Cambria Archaeology were commissioned by the Welsh Development Agency (WDA) to conduct a desk-top survey and the recording of surviving buildings upon Aberporth Airfield in advance of site demolition and redevelopment.
- 1.1.4 The current archaeological assessment consists of an enhancement of the first phase of desk-based assessment of the airfield in response to the work conducted in the intervening period, and also focuses on a 1km wide corridor following the route of the proposed B4333 diversion to the west of the airfield. (Fig 4) where the proposed runway extension will take place. The proposed road development route will run from the roundabout that has been constructed to the north of Pen-y-bryn farm in a south-westerly direction, running within the fields to the south and east of the sewage works and down to a new roundabout to be constructed on the main A487 trunk road, to the south of Cyttir Mawr. The assessment consisted of an investigation of all cartographic and primary documentation pertinent to the immediate area surrounding the proposed development route held by the Dyfed Sites and Monuments Record at Cambria Archaeology, Carmarthen, and the Royal Commission on the Ancient and Historical Monument of Wales (RCAHMW) in Aberystwyth.

2. METHODOLOGY

2.1 DESK-BASED ASSESSMENT

- 2.1.1 Several sources of information were consulted, in accordance with the original project design. The study area consisted of a 1km wide corridor centred upon the line of the proposed diversion of the B4333 (Figs 3 and 4). The principle sources for the second phase of survey were the Dyfed Sites and Monuments Record (SMR), maps, and secondary sources; however, a number of other sources were also consulted as part of the original phase of work; all are presented here.
- 2.1.2 **Royal Commission on the Ancient and Historic Monuments of Wales (RCAHMW):** details of known and recorded archaeological resources in the immediate vicinity of the proposed development route were requested from RCAHMW Reader Services. Further consultation with RCAHMW revealed that they do hold the 1946 air photo coverage of the area; however, there was insufficient time to consult this source.
- 2.1.3 **Sites and Monuments Record:** details of the known and recorded archaeological resource in the immediate vicinity were requested from the Dyfed Sites and Monuments Record (SMR) in Carmarthen. Copies of the relevant section of the Aberporth tithe map and the Ordnance Survey (OS) 1st edition 6 inch to 1 mile map of the area, along with a copy of the Cambria Archaeology desk-based survey of the airfield, were forwarded by the SMR.
- 2.1.4 **Oxford Archaeology North:** OA North has an extensive archive of secondary sources relevant to the study area, specifically collected for the previous phase of development work. These were consulted where appropriate.
- 2.1.5 **Public Record Office and Welsh National Assembly:** internet-based searches revealed that the Public Record Office in Kew did not contain any records relevant to the Ministry of Defence's ownership of the site, though one set of documents, in the process of being transferred from the Welsh National Assembly to the Public Record Office (BD 54) and entitled '*Plans of airfields in Wales*', may contain some information. The present location of this document bundle could not be established by employees at the Welsh National Assembly and, consequently, the documents were not available for consultation. The Air Photographic Registry of the Welsh National Assembly was consulted by telephone and they informed OA North that no air photographic coverage of the area was held by them.
- 2.1.6 **National Library of Wales and Ceredigion Archives:** visits were made to the National Library of Wales and the Ceredigion Archives, both in Aberystwyth, to examine any relevant documents or maps. In the National Library of Wales the tithe apportionment was checked and an estate map dated 1810 for Plas Aberporth was examined (NLW Morgan Richardson Deposit No. 2), but the area lay to the north of that later used for the airfield. In the Ceredigion Archives no useful information was found other than that contained on OS maps. Air photographic coverage of Ceredigion, dated 1956, deliberately excluded Cardigan and Aberporth, presumably because of the military sensitivity of the area.

- 2.1.7 **DERA:** a meeting was held with representatives of DERA and access was granted to their maps and plans archive, allowing an assessment of the development of the site from 1940 to the present day.
- 2.1.8 **Defence Estates:** a subsequent visit was made to the offices of the Defence Estates at Brecon Barracks to examine the archives held there relating to the Defence Estates holdings at Aberporth. Little of relevance was found other than a 1:2500 map of the airfield area dated 1940.
- 2.1.9 **Expert and local consultation:** following the initial data-gathering exercise, telephone inquiries were made of the Aberporth History Society and of the Royal Commission for Ancient and Historical Monuments in Wales (RCAHMW), to gain further details about the history and development of the airfield.

2.2 FIELD SURVEY

- 2.2.1 **Phase 1 Survey:** a site visit was made and the entire airfield was walked. Notes were made on the location of a number of features and photographs were taken of features from outside the airfield. Access was not available for the area to the west of the B4333 road which will be impacted upon by the runway extension and, consequently, this area was not examined at this stage. All features identified by the present survey were adjacent to modern field boundaries and were located with respect to these topographic features. No photography was allowed within the site itself for security reasons, though DERA agreed to supply photographs of extant buildings which were found to date in their origins to c1940.
- 2.2.2 **Phase 2 Survey:** at the present time (July 2004) a site visit to conduct a rapid walkover survey of the proposed development route on the west side of the current B4333 road was not possible due to ongoing access negotiations. It is envisaged that when access has been granted a site visit will at a later stage inform a revision of this present report.

2.3 GAZETTEER

- 2.3.1 The noted features of archaeological interest from the desk-based assessment are interpreted, graded for significance and the impact upon them by the proposed development proposals considered. Mitigation measures are recommended where appropriate. All features noted within the study area are given a site number and are summarily described within a site gazetteer (*Appendix 2*).

2.4 ARCHIVE

- 2.4.1 A full archive of the work has been produced to a professional standard in accordance with current English Heritage guidelines (1991) and the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990).

3. PLANNING AND HISTORICAL BACKGROUND

3.1 PLANNING BACKGROUND

- 3.1.1 The study area does not contain any scheduled monuments or listed buildings. It does not form part of a conservation area, nor is it part of a Registered Park and Garden. Close by the study area is one grade II listed structure: a milestone at Blaenannerch, to the south of the airfield and 400m to the east of the B4333 (Cadw nd) (outside the study area).
- 3.1.2 Eight items of archaeological interest are noted on the Dyfed Sites and Monuments Record within the vicinity of the study area. In particular, the curatorial archaeological organisation, Cambria Archaeology, consider the airfield itself and a Polish resettlement camp, which occupied some of the Air Ministry buildings after the Second World War, to be of historic importance (White Young Green 2000).

3.2 HISTORICAL BACKGROUND

- 3.2.1 As with much of Ceredigion, the Aberporth area has good potential for the survival of prehistoric remains. Limited arable farming and low intensity land-use throughout much of the historical period has ensured a better than average chance for the survival of early remains. As well as cairns, there are numerous defended hilltop sites within the region, the nearest to the study area being about a kilometre away at Rhyd-y-gaer. However, there is little documented evidence for surviving prehistoric remains in the Aberporth vicinity. Evans' turn of the nineteenth century survey of the antiquities of Ceredigion does not mention Aberporth in connection with any known antiquities (Evans 1903).
- 3.2.2 No Roman remains are known of in the immediate vicinity of the study area. After the ending of Roman Britain, Ceredigion developed as a distinct sub-kingdom in the border region between the powerful kingdoms of Deheubarth and Gwynedd. Aberporth lay in the medieval commote of Iscoed, which was centred on Cardigan (Lloyd 1937).
- 3.2.3 By the early post-medieval period Aberporth was the principal herring port of Wales (Jenkins 1982, 112). By the eighteenth century it was developing wider commercial interests on the back of herring industry-associated imports, in particular salt which was brought from Ireland, France and the ports of Chester and Lancaster (*op cit*, 113). By the end of the eighteenth century the maritime trade of the south Cardiganshire ports was considerable, with Cardigan the largest port and much larger by volume of trade than Cardiff for example (*Op cit*, 114).
- 3.2.4 During the nineteenth century Aberporth continued to export salted fish, along with other primary products, including oak bark for tanning. Its imports included salt, timber, lime and in particular culm – anthracite dust used for fuel – which was unloaded on the beach (*op cit*, 118). Trade declined in the later nineteenth century as the south Cardiganshire ports were out-competed by those of south Wales. Nevertheless, Aberporth families played a role in the development of the new trade with several figuring prominently in Cardiff-based shipping (*op cit*, 125-6).

3.2.5 The airfield was planned at the start of the Second World War. Vacant possession of the site was given to the Air Ministry on 29th September 1939 and the airfield opened in December 1940, although negotiations for the freehold were still ongoing in 1941. Following the Second World War much of the land to the south of Aberporth, requisitioned during the War, remained in government hands as military installations.

3.3 GEOLOGICAL BACKGROUND

3.3.1 The solid geology of the study area is formed of Llandeilo to Ashgill rocks, comprising Argillaceous rocks with subequal interbedded strata of sandstones (Institute of Geological Sciences 1970).

4. ASSESSMENT RESULTS

4.1 INTRODUCTION

- 4.1.1 These assessment results present the results of both the Phase 1 study which examined the area of the airfield, and the Phase 2 study which examine the extent the proposed route of the diverted B4333. The results for the two areas are here presented separately but are combined in the site gazetteer (*Appendix 2*) and the site mapping (Figs 3 and 4).

4.2 PHASE 1 ASSESSMENT – AIRFIELD DEVELOPMENT

- 4.2.1 **Bronze Age Burials:** PRN 5834 is the putative site of a cairn thought to have existed in the vicinity as the result of the house named Crug-gwyn, SN 2454 4942. The house is situated on the opposite side of the road to the airfield and was present and so named in 1887-8 (OS 1st edn 6 inch to 1 mile). The house was still present in 1948 (OS revised edn 6 inch to 1 mile) but had gone by 1976 (OS 1:2500, 1977). The place-name element ‘crug’ means a mound or cairn, with the element ‘gwyn’ possibly meaning white (Davies nd). The ‘gwyn’ element is very common in the area, however, and is used as a suffix at Gwndwn-gwyn, SN 2455 4980, to the south of Rhosygdair Newydd and known as Maes-y-coed by 1976, and at Llwyn-gwyn, SN 2550 4924 (Air Ministry 1: 2500, 1940; OS 1:2500, 1977).
- 4.2.2 A further property called Crug-gwyn was depicted on both the OS 1st and 2nd edition maps within Blaenannerch, to the south of the present A 487(T) at SN 2484 4905 (OS 1st edn 6 inch to 1 mile 1887-8; OS 2nd edn 1:2500, 1905); it was no longer in existence by 1976 (OS 1:2500, 1977). This property appears to have derived its name from the tumulus (Site 22) situated in the adjacent field at SN 2484 4905 (OS 1:2500, 1977). This association lends further credence to the other Crug-gwyn being associated with a cairn.
- 4.2.3 The cairns are likely to be of Bronze Age date and may be associated with the activity represented by a likely Bronze Age cremation urn found in the neighbouring parish of Tremain and now lost (PRN 5216). This urn is recorded on the OS record cards held by Cambria Archaeology as possibly being found at SN 235 487, within the settlement of Tremain (Eleanor Breen pers comm). Whilst urns are often associated with others in cemeteries, there is no reason to assume that a cremation burial at Tremain has any significance for the study area other than as a further signifier of the seeming density of later prehistoric burial activity in the vicinity.
- 4.2.4 There are other place-names within the area that might be taken to denote prehistoric burial activity. Two buildings are shown on the tithe map of 1839 close to and within that part of the airfield which extends to and abutts the A487 trunk road, at SN 2465 4909 and SN 2461 4910 (NLW Aberporth tithe map). The former appears to have occupied the property that later became Blaenannerch post office, and the latter had been removed by 1887 (OS 1st edn 6 inch to 1 mile 1887-8). These properties are recorded in the tithe apportionment as Pen-y-cnwc. The suffix is derived from ‘cnwch’ meaning a small mound and thus the place-name is the hill of the small mound (Davies nd). A Pen-cnwc farm still existed in

1887 at SN 2494 5010, to the north of the airfield. It is unclear whether or not these two cottages derived their name from being part of the Pen-cnwc estate or whether their name was independent of it. There is no obvious immediately local topographical reason for these cottages to be so named in 1839, but the occurrence of the 'cnwc' place-name element within the study area is further possible evidence for the local occurrence of burial mounds.

- 4.2.5 **The Pre-Airfield Landscape:** the settlement pattern of Ceredigion which developed in the Middle Ages was one of dispersed farms surrounded by enclosed fields set within a landscape containing much open land used for common grazing (Parkinson 1985, 118). By the 1790s in south Cardiganshire most of the open fields had been enclosed (Davies 1979, 101), and a landscape created which was similar to that depicted on the Aberporth tithe map of 1839: highly enclosed with dispersed small settlements consisting of isolated farms and hamlets.
- 4.2.6 The hamlet of Blaenannerch, strung along what is now the modern A487 trunk road, may in the form depicted in 1839 have been of relatively recent origin, developing as part of the post-medieval rationalisation of the landscape. The missing cottage referred to as Pen-y-cnwc on the tithe map, and whose former location is within the airfield (Site **15**), may have been of relatively recent origin in 1839 even though it had been abandoned by 1887. Labourer's cottages in eighteenth and early nineteenth century west Wales were often poorly-built and lacked durability, thus they tended to exist for perhaps a century at best (William 1995). Walter Davies, writing in 1810, refers to houses of the rural poor as having no more than one smoky hearth for a kitchen and a damp little cell for a bedroom (Parkinson 1985, 111). This may well have been the type of house shown on the 1839 tithe map and referred to as Pen-y-cnwc in the apportionment.
- 4.2.7 **The Airfield:** Aberporth airfield currently consists of a set of buildings in its north-west corner with similar structures across the B4333 within a small compound. A tarmaced runway runs east/west across the middle of the airfield with an emergency grass strip on a north-east to south-west diagonal on the northern side of the tarmac runway. The grass strip is marked by 'L'-shaped strips of concrete at each of its corners. The airfield occupies land under the ownership of several estates in 1939 and vacant possession was gained in that year by the Air Ministry. The freehold was purchased between 1939 and 1941 and the conveyance deeds are dated 1942 (information from the Defence Estates). The airfield opened for operations in 1940.
- 4.2.8 An OS map dated 1953, but surveyed in 1948, along with plans held by DERA and the Defence Estates, indicate that the majority of the buildings on the site were built originally in 1940-1. The site was little altered by 1976 (OS 1:2500, 1977) though, subsequently, several original structures have been demolished (LUAU 2000, Figs 3 and 4; Cambria Archaeology 2004, Figs 3 to 6). Amongst the Second World War structures surviving, although altered and adapted, are the southernmost Bellman hangar, Whittle, Newton (B25), Edison (B18) and Marconi (B26) accommodation blocks on the main site, and Hilary (B53), Drake (B52), Scott (B48), Bonnington (B51) and Cook (B50) accommodation blocks in the compound across the B4333, which was formerly used by the Royal Navy (information supplied by Amey Comax; DERA drawing C:\DWGS\2460-86)
- 4.2.9 In addition to these buildings, there is other Second World War fabric associated with the airfield, consisting of a perimeter defence system of pillboxes (Sites **2-10**)

and 17-20). The pillboxes are marked on the OS 1:2500, 1977. Field inspection showed them to consist of two types, a smaller hexagonal concrete structure and a larger structure with five flat faces, three of which contained the gun ports, and a rounded protrusion at the rear. Consultation with Medwyn Parry of the RCAHMW, and a member of the 'Defence of Britain' project team, confirmed that the smaller pillboxes were of Type 27 and the larger, Type 24. The pillboxes were generally located at angular breaks along the perimeter circuit; they provide cover for each other and form an integrated defence system. This system comprises six Type 24 and three Type 27 pillboxes around the edge of the airfield and, in addition, outside the study area but forming part of the airfield defence system, are four Type 24 and one Type 27 pillboxes. All of the pillboxes within the study area are reasonably intact, although most are extensively vegetated. A mound initially believed to be a putative burial mound (LUAU 2000, Site 01) turned out upon subsequent inspection to be a concrete emplacement.

- 4.2.10 Outside the airfield are a number of pillboxes which form part of the airfield's defence system, including one which might be affected by ancillary works to the development proposals. Situated at SN 2452 4936 is a Type 24 pillbox (Site 21), to the north of which marked on the 1976 1:2500 OS map is a small rectangular structure (Site 23), which may be associated with the airfield and its defences. Neither structure was visited as no access had been granted to the fields to the west of the airfield.
- 4.2.11 Aberporth airfield seems to have been unusually well defended. The reason for this is that it formed part of a defensive stop line against coastal invasion consisting of other fortifications and now filled-in entrenchments (Medwyn Parry pers comm).
- 4.2.12 **The Polish Resettlement Camp:** PRN 30592 and PRN 30595 are listed within the Dyfed SMR as Polish resettlement camps. The camps are shown on an OS map dated 1953 but based on the 2nd edition survey of 1904 with the most recent additions dating to 1948. Little appears to be known about these camps and no documentation, other than the map, was found relating to them. Local inquiries, directed through the Aberporth History Society and the British Legion, unearthed a few details. Two camps existed, one using the Air Ministry structures on the airfield and the other lying to the south of the present A487 trunk road (OS ref SN 244 488). Both were post-Second World War camps set up for Polish refugees. The camps included women and children (John Edwards pers comm) and at least one girl from there attended the local school (pers comm Mary Bott). There is little local knowledge of Poles assimilating into the local community and it is believed that most were repatriated.
- 4.2.13 The camp on the airfield used the buildings formerly occupied by military personnel during the Second World War. The buildings consist primarily of barracks and were erected in 1940-1. Although present in 1948 it is not known when the camp was closed and the site reoccupied by the military, however, nationally most Poles had been repatriated by the early 1950s.

4.3 PHASE 2 ASSESSMENT - PROPOSED RE-ROUTING OF THE B4333

- 4.3.1 The second phase of the assessment examined the line of the proposed re-route of the B433, to the east of Aberporth Airfield. This revealed, in addition to the 23

sites of archaeological interest discovered in the first phase of archaeological assessment (LUAU 2000), an extra 11 sites of archaeological interest within the 1km wide assessment corridor for the road. Of these three were identified from the SMR/NMR and eight from cartographic sources. An outline of the results for the proposed road development is presented in Table 1 below and in Figs 3 and 4.

- 4.3.2 There were no Scheduled Ancient Monuments (SAM's) or Listed Buildings within the assessment area. Three of the sites lie directly in the footprint of the proposed road diversion so will be directly affected by the development (Sites **12**, **33** and **34**, Fig 4). It is assumed that any of the other sites discovered to the east of the proposed road development may be affected by the construction of any runway extension, although this impact is beyond the scope of this assessment report.

Period	No of Sites	Sites
Bronze Age	2	Cremation Burial (Site 24), Round Barrow (25)
Post-Medieval	5	Quarries (Sites 29 and 30), Farm Buildings/Houses (Sites 31 , 32 and 34)
19 th -20 th Century	3	Farm Buildings/Houses (Site 26 , 27), Sewage Works (Site 28)
Unknown	1	Spring (Site 33)

Table 1: Sites within the immediate environs of the proposed development

- 4.3.3 **National Monuments Record (NMR) and Sites and Monuments Record (SMR):** a total of three additional sites of potential archaeological interest were identified within the present assessment area. Since the first phase of assessment (LUAU 2000) all buildings upon the airfield (including boundary pillboxes) have been assigned SMR numbers. The two main complexes of buildings making up the airfield, Sites **11** (SMR 30594) and **12** (SMR 30592) have been assigned additional SMR numbers for each building identified upon field inspection and through desk-top study (Cambria Archaeology 2004, SMR 50863 – 50918).
- 4.3.4 **Bronze Age:** the period was represented by the location of the Crug Gwyn putative round barrow (Site **25**), said to have been possibly destroyed by the construction of the airfield. The site was initially thought to have been identified to the south at Site **01** (LUAU 2000), however on subsequent inspection this is now believed to be a concrete emplacement. No remains of the cairn, however, were identified at the site reported by the SMR (Site **25**).
- 4.3.5 A further generalised location of a cremation burial is located to the west at Tremaen (Site **24**). The village it has been named after is some distance to the west so caution regarding the exact grid reference of the site being within the present assessment area is required. The location of possible Bronze Age funerary monuments within the assessment area along with sites located to the, for example at Banc (Site **22**) imply that further unknown sub-surface remains may survive within the general area.
- 4.3.6 **Nineteenth to Twentieth Century:** the numbering of buildings associated with the airfield by Cambria Archaeology (2004) discussed above has additionally identified Pen-y-bryn farm (Site **26**) as a site entered into the SMR (51109). It is described as a collection of red-bricked farm buildings, pre-dating the construction of Aberporth Airfield, but not by much.

- 4.3.7 **Cartographic Sources:** in addition to the SMR sites a number of sites and landscapes were identified from cartographic sources that date back to the tithe map of 1839.
- 4.3.8 **Aberporth Tithe Map (1839):** the tithe map shows the already rationalised nature of the enclosed landscape around the assessment area at this period, the land had probably not been enclosed for long as the settlement and enclosure process in the region has late origins (*Sections 4.2.5 and 4.2.6*). The hamlet of Blaenannerch has already a limited ribbon development extending along the A487 trunk road. One site of additional interest is shown on the map within the assessment area, which is a small rectangular structure (Site **34**), sat within a small enclosure (245 on tithe apportionment), alongside a small trackway and located to the west of the current B4333. This was possibly an ancillary farm building like a barn, or possibly a small farm cottage.
- 4.3.9 **Ordnance Survey 1st Edition (1891 - Fig 2):** the field system noted in the previous map remained relatively static, the main additions to the map include the construction of Pen-y-bryn farm (Site **26**) and Crug-gwyn house (Site **27**) with small field enclosures on either side of the B4333, along with a small house named as Pen-llas (Site **32**) located on the south side of the A487. The farmstead of Cyttir Mawr was named as ‘Cydtir Mawr’ on this map; it was probably older than this period and should be on the tithe map, however, the copy consulted did not quite reach the farm. On this map, however, the farm of Cyttir Mawr (Site **31**) looks relatively well developed with a range of buildings and plantations of trees on the north and west sides. The small building identified on the tithe map (Site **34**) was possibly marked as a blob on this map; however, the enclosure and associated trackway are not shown. Additional sites include two quarry sites (Sites **29** and **30**), of which the latter is described as ‘Old Quarry’ and presumably was worked for some time before this map was produced. They seem to be small localised quarries, possibly for construction material for the field boundaries and farm houses.
- 4.3.10 **Ordnance Survey 2nd Edition (1904 – Revised 1948):** the most evident additions to this map are the sites of the airfield complexes, named as a ‘Polish Resettlement Camp’ (Sites **11** and **12**) and a rectangular structure (Site **23**). These are schematic in nature and, along with the new sewage works (Site **28**), probably form much of the newly revised material for the map in 1948. An additional site, first seen on this map, was a small spring located to the east of Cyttir-Mawr (Site **33**). The current assessment area again had a relatively static field distribution by contrast to the airfield site to the east, however, the quarries and small rectangular structure (Sites **19**, **20** and **34**) were no longer present. The houses at Pen-y-bryn (Site **26**) and Crug-gwyn (Site **27**) remained unchanged but the ancillary farm buildings at Cyttir Mawr (Site **31**) had been altered and two outlying structures had been constructed on the south-east side of the site. The house of Pen-llas to the south of the assessment area had disappeared by this period leaving only its small enclosed fields
- 4.3.11 **Air Ministry 1:2500 Map (1940):** this is an annotated copy of the 2nd Edition OS map (originally 1904), before the construction of the airfield and the revision of 1948. It shows the eastern half the current assessment area, around the edges of the airfield before construction. The small rectangular structure first shown on the tithe map (Site **34**) had been demolished by this period. It is unknown if any of the

other sites missing from the revised 2nd Edition (*Section 4.3.3*) were already demolished by this point as the majority of the assessment area was not covered.

- 4.3.12 *Air Ministry Plan WA9/287/58 (1958)*: this is a Foul and Stormwater Drainage plan of the main airfield complex (Sites **11** and **12**). An inset plan however shows the site of the sewage works compound ('Sewage Disposal Works') to the west of the airfield (Site **28**) and also that Pen-y-bryn and Crug-gwyn are still in existence (Sites **26** and **27**).
- 4.3.13 *Ordnance Survey 1:2500 Map (1977)*: the nature of the field distribution and farm structures has changed little when compared to previous cartographic sources, with only a few field boundaries being 'grubbed out'. The major differences with the previous Ordnance Survey map is that the airfield building complexes are shown in full (Sites **11** and **12**), along with the position of the surviving pillboxes on the airfield boundary. The site of Crug-gwyn house (Site **27**) has been cleared in the period between the Air Ministry Plan (1958) and this map.

5. SIGNIFICANCE AND IMPACT

5.1 SCHEDULE OF SIGNIFICANCE

- 5.1.1 The sites are graded 1-4. Grade 1 sites are of national importance and include those that would merit being scheduled and or listed grade I or II*; such sites should always be preserved wherever possible. Grade 2 sites are of regional importance and should be preserved for preference, but if this proves difficult within a development scheme they should be fully recorded. Grade 3 sites are of local importance and again preferably should be preserved, but where this would be inconvenient appropriate measures should be taken to ensure they are adequately recorded before removal. Grade 4 sites are of little or no importance and no further investigation beyond that undertaken to complete this report is deemed necessary.
- 5.1.2 No sites within the study area are considered to merit a grading of 1. The cremation burial (Site **24**) and possible round barrow (Site **25**), would merit this status if they were known to survive; however, their positions and condition are uncertain.
- 5.1.3 The airfield perimeter defensive system formed by the pillboxes (Sites **01-10** and **21**) also merits a grading of 2, though individually each pillbox can only be considered to be of local significance. Together, however, they form an integrated system which is quite unusual and should be retained in its current form.
- 5.1.4 The airfield building complex (Site **11**) consists of a series of structures erected c1940; though adapted, modernised and altered, many of these structures are recognisably Second World War military buildings. Whilst such buildings are quite commonplace, and built to a standard pattern, their significance is emphasised by their later use as a Polish resettlement camp. The building group is thus of local significance and graded 3. Similarly, the compound of buildings on the other side of the B4333 (Site **12**) is graded 3.
- 5.1.5 The site of the un-named building (Site **34**) within enclosure 245 marked on the tithe map, along with Pen-llas house (Site **32**) and Crug-gwyn house from the 1st Edition map, for which there are no surviving surface evidence, are also considered to be of local significance and thus graded as 3.
- 5.1.6 The sewage works (Site **28**) and other rectangular ancillary airfield structure (Site **23**), along with the spring (Site **33**) and quarries (Sites **29** and **30**) which are of post-medieval or modern origin, are all graded 4.

5.2 IMPACT OF THE AIRFIELD DEVELOPMENT

- 5.2.1 The development was to be undertaken in two phases (1 and 2); the first phase involved the redevelopment of the airfield buildings in the north-west part of the site, and Phase will 2 encompasses the rest of the airfield, but will affect mostly the northern part of the airfield. The first phase of development work has had a direct adverse impacts on the archaeological resource, removing all the buildings associated with the 1940s airfield and the Polish resettlement camp (Sites **11** and **12**), but this has been mitigated by the building survey (Cambria Archaeology 2004) and no further work on this site is envisaged.

- 5.2.2 The removal of the structures at Site **12** (Phase 1) could be avoided since it is only proposed to turn this area into tennis courts. However, the structures at Site **12** are already derelict and unsafe and without reuse will in any case collapse.
- 5.2.3 An additional impact would include an effect on the site named as Pen-y-cnwc in 1839 (Phase 2), if the proposal to develop the area of its site for residential land was carried out.
- 5.2.4 The pillboxes forming the perimeter defence system to the airfield are unlikely to be affected by the development proposals. It should be possible to avoid any impact on them other than the visual masking which will be caused by the development.

5.3 IMPACT OF THE RE-ROUTING OF THE B4333 ROAD

- 5.3.1 The re-routing of the B4333 will directly affect two sites identified by the archaeological assessment that lie within the footprint of the proposed road corridor. The impacted sites are the spring (Site **33**), located at the junction of field boundaries to the south of the sewage works, and the un-named rectangular structure (Site **34**), located an equal distance between the sewage works and Pen-y-bryn farm. The roundabout constructed to the north of the development has encroached onto the now demolished remains of the airfield complex, with the western complex (Site **12**) being crossed by the footprint of the road.
- 5.3.2 The footprint of an ancillary farm track on the west side of Pen-y-bryn farm may encroach onto the area around the rectangular airfield structure (Site **23**), although the present state of preservation of this site has not been ascertained. Likewise the construction of the roundabout on the southern extent of the development route may impact upon the site of Pen-llas house (Site **32**)
- 5.3.4 The construction of the road and any other ancillary structures and compounds not already shown as part of the proposed development route may have additional direct impacts upon any of the sites within the current assessment area (Fig 4). It is expected that these impacts and suggestions for additional mitigative measures would be recorded in a further version of this report.
- 5.3.5 Any extension to the western end of the runway will have a direct impact upon at least a possible further six sites (Sites **01, 13, 21, 25, 27, and 29**) and a revised version of this report and mitigative measures will be necessary.

6. MITIGATION

6.1 INTRODUCTION

- 6.1.1 The present report is an interim statement awaiting the availability of access to undertake a walk-over survey in the area of the proposed re-route of the B4333. The results of this survey may have a significant impact, both on the desk-based results and correspondingly, the recommendations put forward. Until then presented below are provisional recommendations for further investigation and mitigation of the archaeological resource.

6.2 AIRFIELD RECOMMENDATIONS

- 6.2.1 **Sites 11, 12 and 23:** the buildings of Sites 11 and 12 have been subject to mitigative recording (Cambria Archaeology 2004). No further work need be conducted upon the remains of these two main airfield complexes (Sites **11** and **12**) even though the footprint of the proposed road development crosses the latter. Additionally, the rectangular airfield structure (Site **23**) needs to be assessed within the rapid walkover survey of the site which is to be completed at a later date.
- 6.2.2 Those pillboxes and concrete emplacements (eg Site **01**), which will be masked by the development or destroyed by the runway extension, should be photographed in their current setting to provide a record of their original context. Attention should also be given to identifying properly the nature of the probable concrete emplacement (Site **01**) which was initially thought to be the site of the round barrow (Site **25**)

6.3 ROAD RE-ROUTING RECOMMENDATIONS

- 6.3.1 **Sites 32, 33, and 34:** the site of the un-named rectangular structure (Site **34**) and the spring (Site **33**) lie within the footprint of the proposed development. The rapid identification survey will inform on any above-ground remains on these sites, and it is envisaged that the rectangular structure may need targeted exploratory archaeological evaluation trenching. Targeted evaluation trenching may also be required on the site of Pen-llas house (Site **32**) if it comes within the footprint of the southern roundabout on the A487 trunk road.
- 6.3.2 **Sites 24 and 25:** the general areas around the grid references provided for the cremation burial (Site **24**) and the round barrow (Site **25**) should be targeted with evaluation trenches within the areas of the proposed development route and any runway extension as these sites may yield sub-surface remains.

7. BIBLIOGRAPHY

7.1 PRIMARY SOURCES

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DERA C:\DWGS\2460-86

White Young Green Environmental Phase 2 Development of Aberporth Airfield EIA Scoping Study Issue 1 September 00

7.2 PUBLISHED MAPS

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7.4 INTERNET RESOURCES

<http://www.zem.co.uk/polinuk/fed>

APPENDIX 2 GAZETTEER

Site Number	1
Site Name	Crug-gwyn, concrete emplacement
PRN	-
NGR	SN 2452 4923
Designation	-
Site Type	Concrete emplacement
Period	1940s
Source	Field Visit LUAU, Field Visit OAN
Description	Initially proposed to be the location of the site of the putative Crug-gwyn Round Barrow (LUAU 2000), on later inspection discovered to be the foundation base of a concrete emplacement, measuring approximately 6m in diameter, by 0.75m high. It is not shown on any OS maps of the area or the Air ministry plan (WA9/288/58), although the latter does not show any of the pillboxes in the area.

Site Number	2
Site Name	Aberporth airfield
PRN	50919
NPRN	270390
NGR	SN 2459 4918
Designation	-
Site Type	Pillbox
Period	1940s
Source	OS
Description	Type 27 pillbox. (SMR), Type FW3/22 Pillbox (NMR). Not visited in the field as behind hedgeline, mainly outside of the airfield.

Site Number	3
PRN	Aberporth airfield
Site Name	50920
NGR	SN 2521 4922
Designation	-
Site Type	Pillbox
Period	1940s
Source	OS/Field visit LUAU
Description	Type 24 pillbox.

Site Number	4
Site Name	Aberporth airfield
PRN	50921
NGR	SN 2528 4932
Designation	-
Site Type	Pillbox
Period	1940s
Source	OS/Field visit LUAU
Description	Type 27 pillbox.

Site Number	5
Site Name	Aberporth airfield
PRN	50922
NGR	SN 2537 4937

Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 24 pillbox.

Site Number **6**
Site Name Aberporth airfield
PRN 50923
NGR SN 2538 4963
Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 24 pillbox. More ruinous than the others.

Site Number **7**
Site Name Aberporth airfield
PRN 50924
NGR SN 2519 4976
Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 27 pillbox.

Site Number **8**
Site Name Aberporth airfield
PRN 50925
NGR SN 2527 4987
Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 24 pillbox.

Site Number **9**
Site Name Aberporth airfield
PRN 50926
NGR SN 2497 4991
Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 24 pillbox.

Site Number **10**
Site Name Aberporth airfield
PRN 50927
NGR SN 2483 4977
Designation -
Site Type Pillbox
Period 1940s
Source OS/Field visit LUAU
Description Type 24 pillbox.

Site Number 11
Site Name Aberporth airfield
PRN Part of 30594 and 30592
NPRN 270846
NGR SN 2470 4950 centred
Designation -
Site Type Military airfield buildings
Period 1940
Source SMR/OS/Defence Estates, Field Visit Cambria Archaeology 2004
Description Consists of barracks, guardroom, bellman hanger and other structures originating in 1940. The complex was used as a Polish resettlement camp immediately after World War II. Still in use. Group number of buildings surveyed in detail by Cambria Archaeology, 2004

Site Number 12
Site Name Former Naval compound
PRN 30592
NGR SN 2456 4955
Designation -
Site Type Military buildings
Period 1940s
Source OS, Field visit LUAU, 2000, Field Visit Cambria Archaeology 2004
Description A series of barracks. Now derelict having formerly been occupied by the Royal Navy and thus distinct from the main site which was RAF. It is not known whether this compound formed part of the Polish resettlement camp but it probably did. Group number of buildings surveyed in detail by Cambria Archaeology, 2004

Site Number 13
Site Name Aberporth airfield
PRN 50928
NGR SN 2455 4915
Designation -
Site Type Former building
Period 1940s
Source OS/Field visit LUAU
Description Concrete base to building standing in 1948.

Site Number 14
Site Name Aberporth airfield
PRN 50929
NGR SN 2465 4915
Designation -
Site Type Former building
Period 1940s
Source OS/Field visit LUAU
Description Concrete base to building standing in 1948.

Site Number 15
Site Name Pen y cnwc
PRN -
NGR SN 2463 4910

Designation -
 Site Type Site of building
 Period Pre-1839
 Source Tithe map
 Description House site. Building present in 1839 gone by 1887. No evidence on the ground.

Site Number **16**
 Site Name Aberporth airfield
 PRN Part of 30594
 NGR 50930
 Designation -
 Site Type unidentified
 Period post-1939?
 Source Field visit LUAU
 Description A low mound, about 3m diameter, with mortared bricks showing through the turf. Its location on the airfield perimeter suggests that it is derived from a structure associated with the airfield.

Site Number **17**
 Site Name Aberporth airfield
 PRN 50931
 NGR SN 2499 4916
 Designation -
 Site Type Pillbox
 Period 1940s
 Source OS
 Description Type 24 pillbox.

Site Number **18**
 Site Name Aberporth airfield
 PRN 50932
 NGR SN 2560 4959
 Designation -
 Site Type Pillbox
 Period 1940s
 Source OS
 Description Type 24 pillbox.

Site Number **19**
 Site Name Aberporth airfield
 PRN 50933
 NGR SN 2462 4978
 Designation -
 Site Type Pillbox
 Period 1940s
 Source OS
 Description Type 24 pillbox.

Site Number **20**
 Site Name Aberporth airfield
 PRN 50934
 NGR SN 2444 4973
 Designation -
 Site Type Pillbox

Period 1940s
 Source OS
 Description Type 24 pillbox.

Site Number **21**
 Site Name Aberporth airfield
 PRN 50935
 NGR SN 2451 4935
 Designation -
 Site Type Pillbox
 Period 1940s
 Source OS
 Description Type 24 pillbox.

Site Number **22**
 Site Name Banc
 PRN 8065
 NPRN 304126
 NGR SN 2484 4905
 Designation -
 Site Type House
 Period Post-medieval
 Source SMR, NMR, OS
 Description A property called Crug-gwyn is depicted on the OS 1st and 2nd edition maps, which was located to the north-west of a tumulus shown on the modern OS 1:2500 map just to the south of Penybank. The cairn is outside the study area and was not visited during the present survey.

Site Number **23**
 Site Name Aberporth airfield
 PRN 50936
 NGR SN 2450 4940
 Designation -
 Site Type Rectangular Structure
 Period 1940s
 Source OS
 Description OS map is a small rectangular structure. It is outside the study area and was not visited during the present survey.

Site Number **24**
 Site Name Tremaen
 PRN 5216
 NGR SN 24 49
 Designation -
 Site Type Cremation Burial
 Period Bronze Age
 Source SMR
 Description Entry in SMR, no text given, probably general location of burial, possibly dug out of Crug-Gwyn Barrow (Site **25**) or Banc Barrow (Site **22**)?

Site Number **25**
 Site Name Crug-gwyn
 PRN 5834
 NGR SN 2456 4934

Designation -
 Site Type Round Barrow
 Period Bronze Age
 Source SMR, LUAU 2000 - Site **01**, Field Visit OAN 2004
 Description The possible location of a round barrow, which was said to have been demolished during the construction of the airfield. The previous archaeological assessment (LUAU 2000) placed the cairn further to the south (Site **01**), however field survey revealed this to be a concrete emplacement.

Site Number **26**
 Site Name Pen-y-bryn
 PRN 51109
 NGR SN 24701 49579
 Designation -
 Site Type Farm Buildings
 Period Nineteenth to Twentieth Century
 Source SMR, OS 1st and 2nd Edn, Current OS, Air Ministry 1940 and 1958 Field Visit Cambria Archaeology 2004
 Description A collection of mostly red brick farm buildings, pre-dating the construction of Aberporth Airfield, but possibly not by much. Despite being largely surrounded by airfield buildings, the farmstead does not appear to have been incorporated into the airfield complex (Cambria 2004). The site is shown named from the 1st Edition OS onwards, but not shown on the tithe map.

Site Number **27**
 Site Name Crug-gwyn
 PRN -
 NGR SN 24534 49340
 Designation -
 Site Type Building
 Period 19th-20th Century
 Source OS 1st and 2nd Edn, Air Ministry 1940 and 1958
 Description A Single rectangular roofed building named as 'Crug-gwyn', from the 1st Edition OS onwards, it is not shown earlier on the tithe map or later than the Air Ministry map of 1958.

Site Number **28**
 Site Name Aberporth airfield
 PRN -
 NGR SN
 Designation -
 Site Type Sewage Works
 Period 1940's
 Source OS 2nd Edition and Current OS, Air Ministry 1958
 Description An extant sewage works to the west of the airfield and which was probably built specifically for airfield. It is shown on the revised 2nd Edition OS. The pre-airport Air Ministry Plan (1940) just misses this out, the other Air Ministry plan (1958) of Foul and Stormwater Drainage, shows the works within an inset as a 'Sewage Disposal Works' linked directly to the airport.

Site Number **29**
 Site Name Cyttir Mawr, Quarry
 PRN -
 NGR SN 24320 49165
 Designation -
 Site Type Quarry

Period	Post-Medieval
Source	OS 1st Edition
Description	A 'Quarry' shown on the 1st Edition OS in fields to the east of Cytir Mawr, but it is not shown any later than that.

Site Number	30
Site Name	Cytir Mawr, Old Quarry
PRN	-
NGR	SN 22398 49411
Designation	-
Site Type	Quarry
Period	Post-Medieval
Source	OS 1st Edition
Description	An 'Old Quarry' shown on the 1st Edition OS in fields to the north of Cytir Mawr, but was not shown any later than that.

Site Number	31
Site Name	Cytir Mawr
PRN	-
NGR	SN 23952 49215
Designation	-
Site Type	Farm Buildings
Period	Post-Medieval
Source	OS 1st Edition, 2nd Edition and Current OS
Description	Multiple farm buildings are shown on the mapping for this site, shown as 'Cytir Mawr' from 1st Edition OS, then as 'Cytir Mawr'.

Site Number	32
Site Name	Pen-lean
PRONE	-
NGK	SN 24071 48995
Designation	-
Site Type	Building
Period	Post-Medieval
Source	OS 1st Edition
Description	A single rectangular roofed building named 'Pen-lean' and shown on the 1st Edition OS to the south of the trackway running south from Cytir Mawr. It was demolished before the 2nd Edition OS.

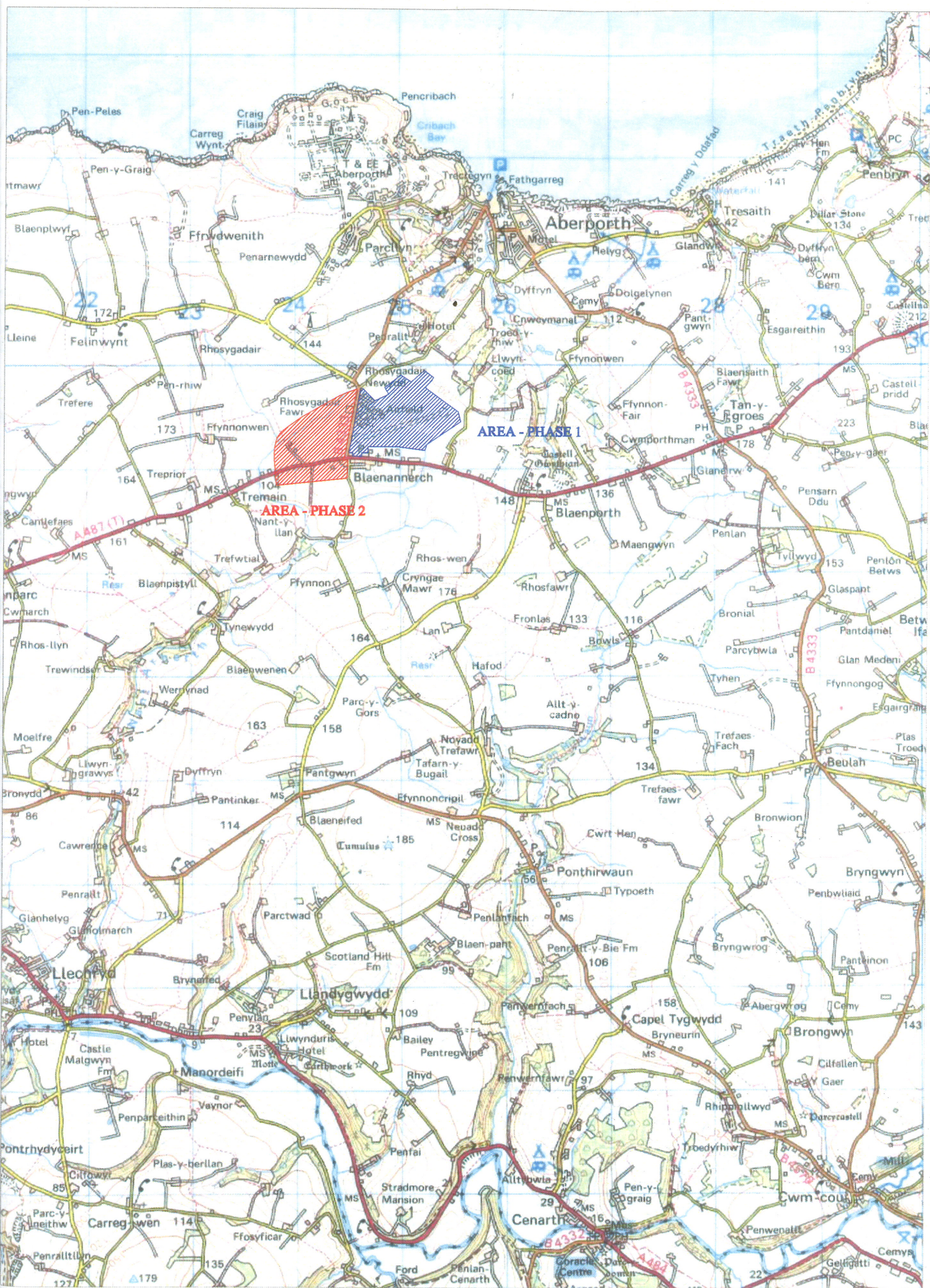
Site Number	33
Site Name	Cytir Mawr, Spring
PRN	-
NGR	SN 24167 49296
Designation	-
Site Type	Spring
Period	Unknown
Source	OS 2nd Edition, Current OS
Description	A 'spring' located to the east of Cytir Mawr; it was first shown on the 2nd Edition OS map

Site Number	34
Site Name	Cytir Mawr
PRN	-
NGR	SN 24401 49428
Designation	-

Site Type	Building
Period	Post-Medieval?
Source	Tithe Map
Description	A small rectangular building within an enclosure, shown on the tithe map and located to the east of Cytir Mawr. The enclosure is numbered 245 on the apportionment. The building had been demolished by the time of the 1st Edition OS map.

ILLUSTRATIONS

- Fig 1 Aberporth Location Map
- Fig 2 First Edition Ordnance Survey 6" to 1 mile (1891)
- Fig 3 Aberporth Site Map
- Fig 4 Aberporth Phase Two: Assessment Area

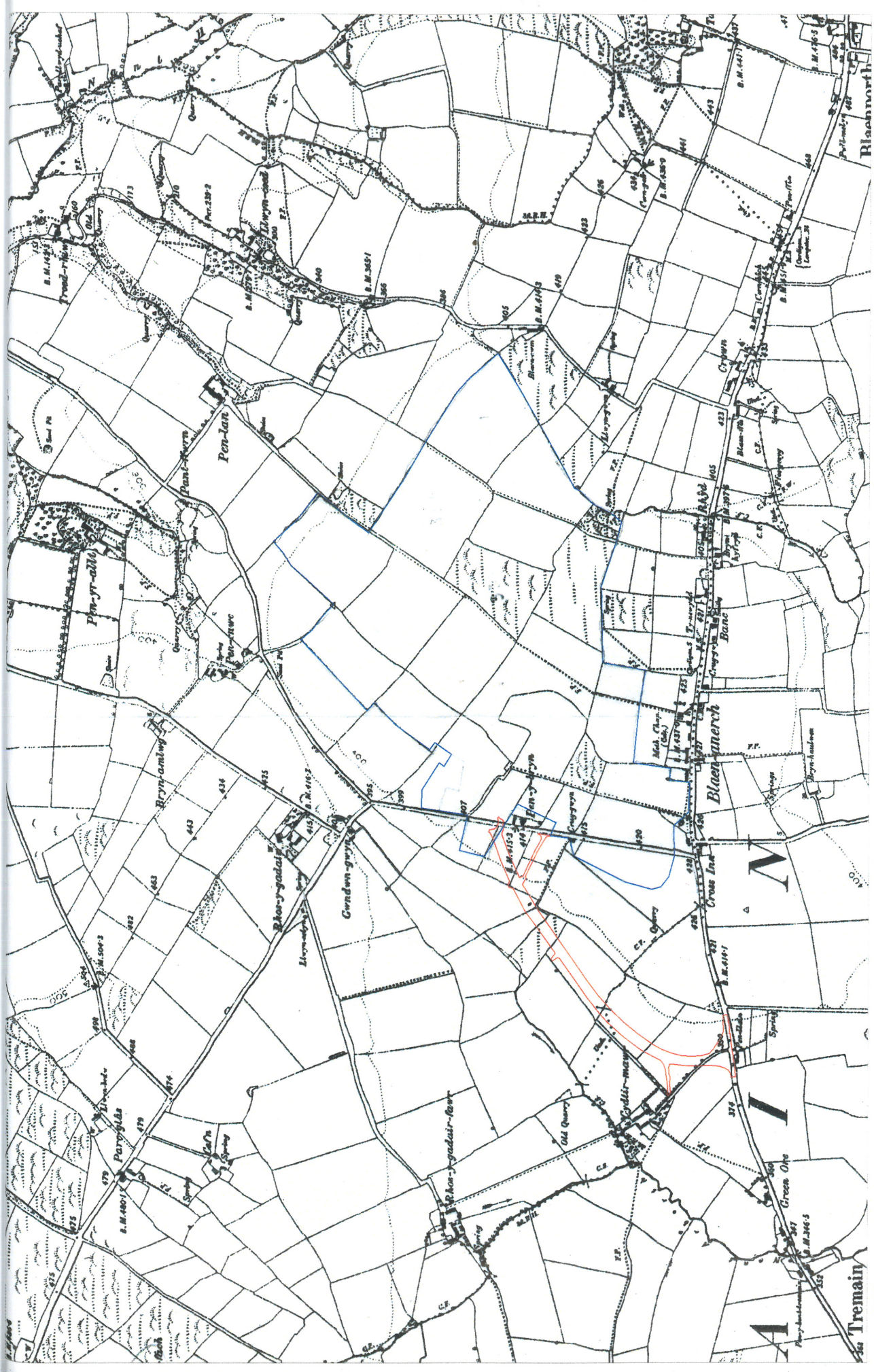


based upon the Ordnance Survey 1:50000
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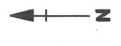
0 1km



Figure 1 : Aberporth Location Map



Proposed road
Extent of Airfield



Not To Scale



Figure 2: First Edition Ordnance Survey - 6" to 1 mile (1891)



Oxford Archaeology North
 Storey Institute
 Mowling House Lane
 Lancaster
 LA1 1TF
 Tel 01524 641000
 Fax 01524 648006

PROJECT:

Aberporth Airfield
 Cardiganshire

DRAWING No: 3

DRAWN BY: JOPS

DATE: July 2004

LOCATION:



KEY

- 01 Archaeological Sites
- Proposed Development Route
- Buildings no longer extant

TITLE:

Aberporth Site Map

COMMISSIONED BY:

White Young Green

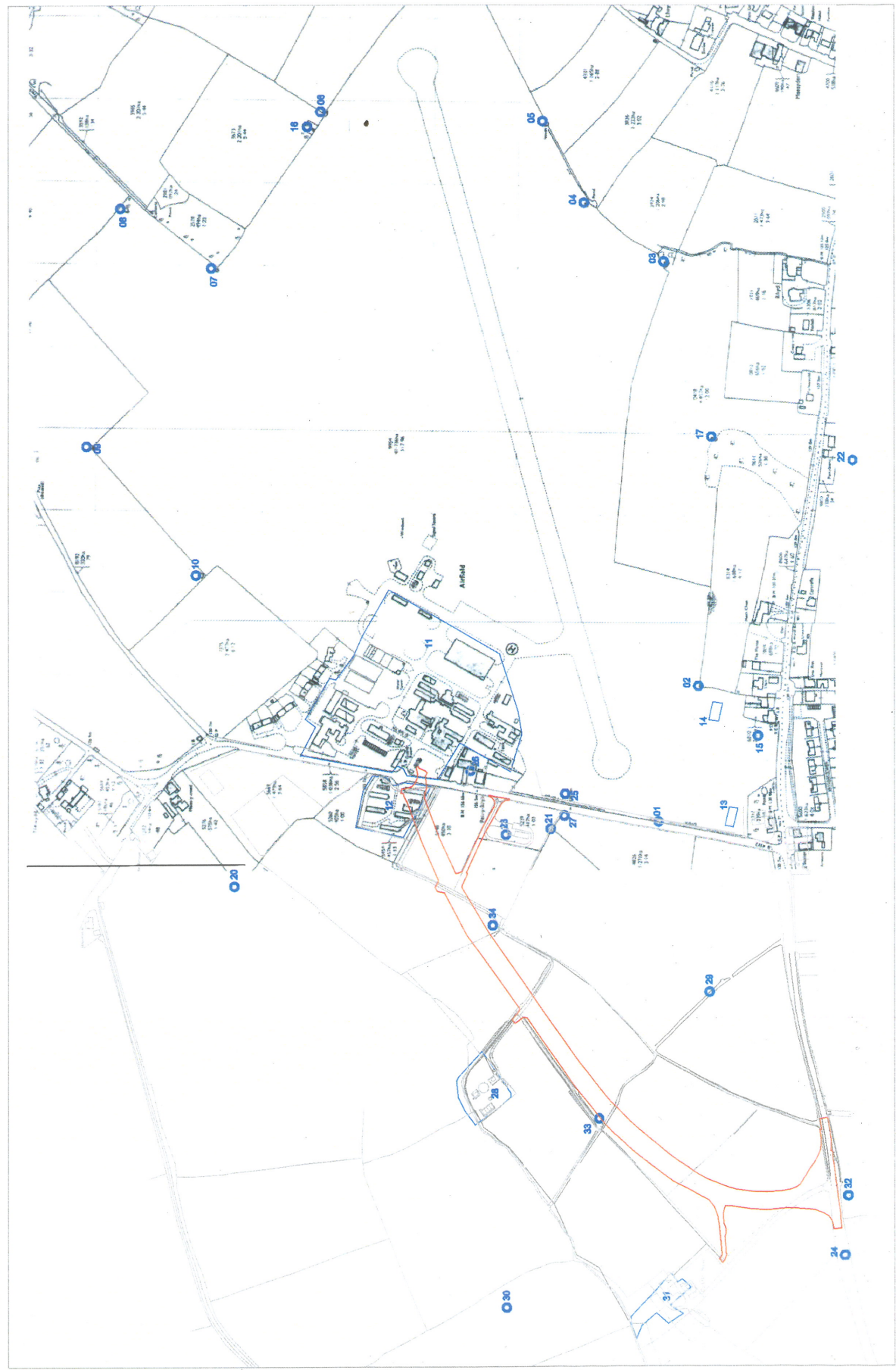


Figure 3: Aberporth Site Map



Oxford Archaeology North
Storey Institute
Meeting House Lane
Lancaster
LA1 1TF
Tel 01524 641000
Fax 01524 646606

PROJECT:

Aberporth Airfield
Cardiganshire

DRAWING No:

4

DRAWN BY:

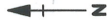
JJFS

DATE:

July 2004

LOCATION:

Not To Scale



KEY

○ 01

Archaeological Sites

—

Proposed Development Routes

▭

Buildings no longer extant

TITLE:

Aberporth Phase 2: Assessment Area

COMMISSIONED BY:

White Young Green

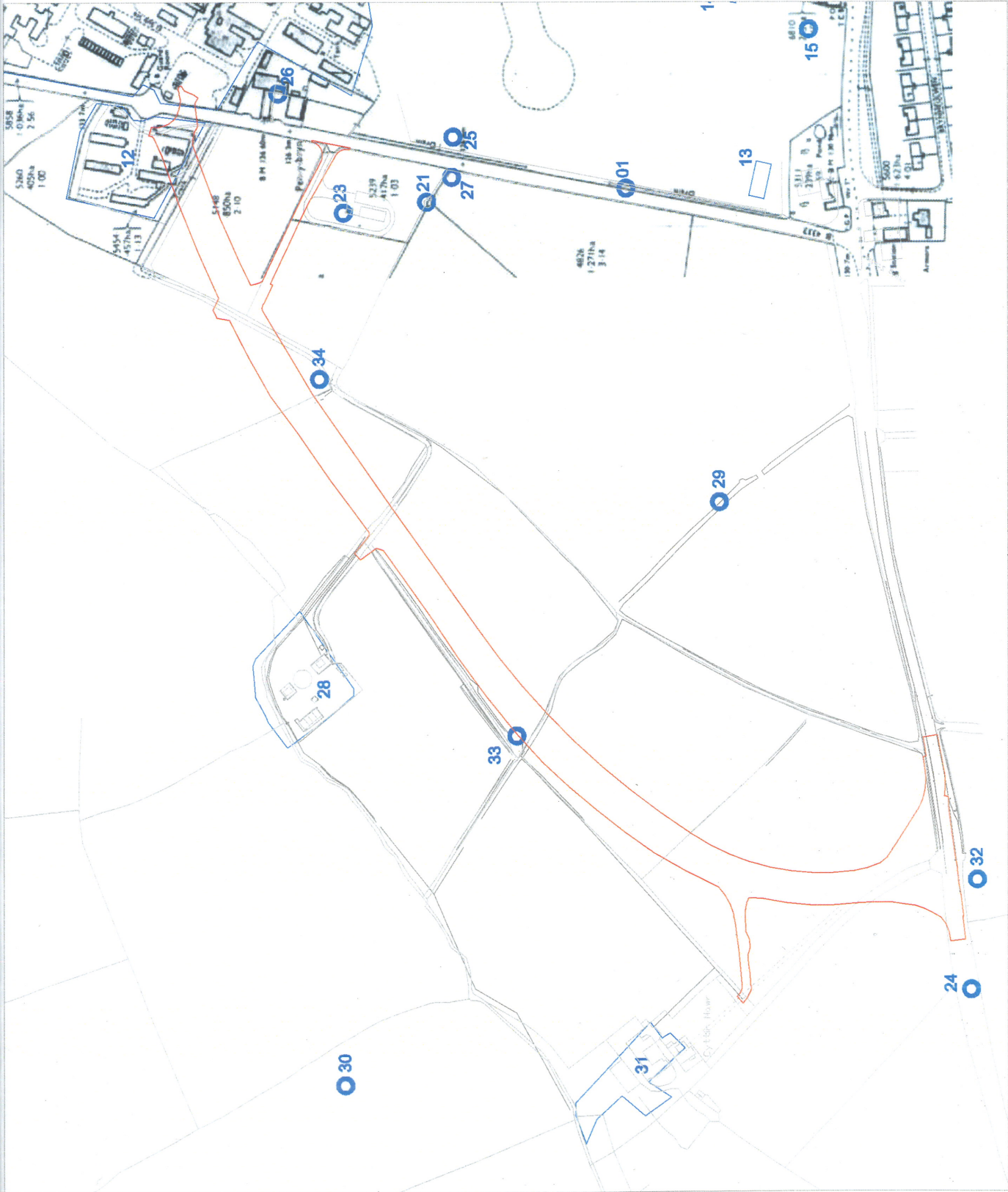


Figure 4: Aberporth Phase Two: Assessment Area