

Archaeological Desktop Study
of land at
**LLYNFI ROAD,
MAESTEG, SOUTH WALES.**
for
Morbaine Ltd.



Report No. 889/2001



Bristol and Region Archaeological Services

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Archaeological Desktop Study
of land at
**LLYNFI ROAD,
MAESTEG, SOUTH WALES.**

Centred on
N.G.R. SS 8500 9160

Client: Morbaine Ltd.
Agent: MVM Planning

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SUMMARY

A desk-based archaeological assessment of a site at Lynfi Road, Maesteg was undertaken for Morbaine Ltd.

Maesteg was a rural area until the nineteenth century. A horse-drawn tramway was laid up the valley and through the site in the 1820's. The Llynfi iron works was established on the present site in the late 1830's, expanding to become a large complex by the mid-1870's. The business failed in 1885, with most of the buildings being removed before the end of the century. The Port Talbot Railway laid a new line across the valley in the late 1890's. This closed in 1964, although some lines survived in NCB use. After the end of the coal industry two industrial units were erected, and a sports centre was built next door (incorporating the old engine house). No iron works structures survive on the present site, although the blast engine house and former no.1 blast furnace still stand next door.

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1. INTRODUCTION

- 1.1 A desk-based assessment of the archaeological potential of a site at Llynfi Road, Maesteg in the Bridgend County Borough Council area of Glamorgan was carried out by Bristol and Region Archaeological Services for MVM Planning on behalf of Morbaine Ltd. There is a proposal to construct a supermarket at the north-west corner of the site, with customer car parking in the present Sports Centre and rugby club parking areas; vehicular access would be by way of a new road from a roundabout on Castle Street, with new rugby car parking to the north of the existing ground.
- 1.2 The study involved examination of the readily available documentary and printed sources, maps and plans, photographs and other illustrative material. Archaeological evidence recorded in the County Sites and Monuments Record (SMR) was also examined.
- 1.3 This report was compiled by John Bryant. A copy will be deposited with the National Monuments Record (Wales) at Aberystwyth within six calendar months.

2. THE SITE (Fig.1)

- 2.1 The site is located at Llynfi Road, approximately 250 metres north-west of the centre of Maesteg (**Cover and plates 1 & 2**). It is roughly C-shaped in plan and is centred on NGR SS 8500 9160 (although that exact point is within the Maesteg RFC ground and not on the development site proper). Adjoining the site to the south-west is the Sports Centre (**Plate 3**), although its accompanying car park (**Plate 4**) lies on the site itself.
- 2.2 An area of about 3.2 hectares is involved. Two factory buildings (**Plate 5**) stand at the western end of the northern edge of the site, with the Sports Centre car park south of them. Other areas are open ground. At its eastern end, beyond a culverted section of the Llynfi River (Afon Llynfi), the site includes part of Castle Street.
- 2.3 Bridgend County Borough Council's Deposit Local Plan has part of the site zoned as E4(4), 'Small Business Allocation'. This is the area currently occupied by the two units and their curtilage. None of the site lies within a conservation area. The blast furnace adjacent to the western boundary of the study area (**Plate 6**) and the former blast engine house (**Plate 3**) are a Scheduled Ancient Monument and both are listed buildings, Grade II.
- 2.4 The underlying geology of the Maesteg area is from the Carboniferous period, in the form of Pennant Measures and Productive Coal Measures. Ground level at the northern end of Llynfi Road, north-west of the doctors' surgery, is 133.2m aOD, while there is a spot height of 135.0m in Castle Street at the eastern end of the site. However, the majority of the site lies at a higher and relatively uniform level, reflected in the spot height of 144.2m aOD close to the north-west corner of the rugby ground. South-west of the rugby ground there is a steep drop down to road level (**Plate 7**), while another descent occurs to the north-east towards Castle Street. The north-western corner of the site includes the bottom part of the valley side.
- 2.5 Two modern industrial units stand adjacent to the northern boundary of the site (**Cover**). To their south is the Sports Centre car park, with, on the opposite side of the access road, a large gravel-surfaced car park (**Plate 1**). Close to the industrial units is a small concrete-block structure. North of the rugby ground is a practice pitch, illuminated by four lighting posts along its southern edge. Between there and the Llynfi River and Castle Street is a scrub-covered slope with occasional lumps of slag visible, some being of substantial size. The river is culverted at this point (**Plate 8**). Beyond the river is a two-storey double-pile house and outbuilding of nineteenth century date, although the dwelling has modern rendering, roofing and fenestration (**Plate 9**). There is a small rubble-built outbuilding with a slate roof to the north of the house. Some slag is visible in the steep grassy bank alongside the northern end of Llynfi Road. At the base of the bank are two brick arched features of unknown function, now bricked up (**Plate 10**). Parts of one of the original stone field walls survive nearby. North of the blast furnace a zig-zag path climbs to the open ground above to the west.

3. ARCHAEOLOGICAL EVIDENCE

- 3.1 This part of the Llynfi Valley was rural until the arrival of industry in the early nineteenth century. Most of the archaeological sites are therefore of that date or later. The National Monuments Record (NMR) identifies 8 sites in or near the study area (although one of those has been included by error); the county Sites and Monuments Record (SMR) lists 5 sites.
- 3.2 Two sites pre-date the arrival of industry in the valley. There was a holy well of medieval origin, Ffynnon Fair (SMR 01156m), a short distance up-valley from the current study area. Its exact location is uncertain (although thought to be approximately SS 8592), and all trace may have disappeared as a result of subsequent coal-mining in the area. The nineteenth-century Llynfi Iron Works was established on the fields associated with Nantycrynwydd Farm (SS 8487 9147). The farmhouse (NMR NPRN 19,393; SMR 01434m) was listed Grade II but demolished about 20 years ago. Photographic evidence suggests that it was probably of late eighteenth or early nineteenth century date. The brief SMR description is “regional house with chimney backing on entry, outside cross-passage and fireplace stairs”.
- 3.3 Close to the south-east corner of the rugby ground is a cast-iron bridge crossing the Llynfi (NMR NPRN 43,136; SMR 01436m). This is at NGR SS 85116 91531. Note that both the NMR and SMR grid references are incorrect. The bridge carries the date 1835 and is listed Grade II. A hundred metres to the east-north-east of the bridge lies the Zoar Chapel of 1911 (SMR 9,824).
- 3.4 The NCB (National Coal Board) locomotive shed (NMR NPRN 34,822) lay to the south of the farmhouse, but has since been removed. Approximately 85 metres long by 9 metres wide, it was centred on NGR SS 8490 9141 (NB - the NMR grid reference is incorrect).
- 3.5 Other archaeological sites are associated with the iron works itself. There is the complete works (NMR NPRN 327 and 34,095; SMR 01321m), centred on about SS 849916. The former engine house is NMR NPRN 33,714 (NGR SS 8487 9153). Above-ground remains of the ironworks are scheduled (Glamorgan 418).

4. HISTORICAL EVIDENCE

- 4.1 The Llynfi valley was a rural area until the nineteenth century. This section of the valley was part of the parish of Llangynwyd (Llangonoyd), the village of which lies 2.5 kms. south of the present study area, complete with castle erected by the de Clares (of which some remains still survive). Maesteg appeared on the map as a result of the ironworking industry arriving in the area in the nineteenth century. The 1841 Tithe map showed a few streets together with the place-name Maesteg, although the accompanying apportionment puts the present site in the hamlet of Cwm Du. Ironworking had been introduced in South Wales in the eighteenth century. Early in the nineteenth century an iron works was opened at Maesteg (the Old Works), further down on the opposite side of the valley from the present study area. Up-valley from Maesteg, at Caerau (then called Spelters), four furnaces and a calciner were built by James H. Allen of Neath (Richards 1982, 93). Zinc ore was brought up the valley from Porthcawl, the zinc product then returning to the same port for shipping.
- 4.2 Transport of the volume of raw materials inland and the finished product down to the coast was not easy along the existing roads and lanes. A tramway was therefore constructed to link Spelters with the port of Pwll-y-Cawl (modern Porthcawl), its route following the west side of the Llynfi valley north of Tondy. The present site was just 16 miles from the southern terminus. Authorised by Act of Parliament in 1825, construction commencing in the next year, the line being opened for traffic on 22 June 1828. John Hodgkinson of Newport was the engineer and the cost approximately £60,000. This was known as the Duffryn Llynvi and Porthcawl Railway. The route ran along the middle of what is now Commercial Street in Maesteg, up Llynfi Road and beneath what is now the western boundary of the rugby ground site before continuing up the valley. Gauge was 4 feet 6 inches (1370mm), with fish-bellied 3 foot or 3 foot 10 inch rails on stone blocks (Smith 1985, 8; **Plate 11**). The line was single track with passing loops, each train pulled by a team of three horses (ibid, 10).
- 4.3 Having noted that the valley was sufficiently rich in resources to support a second iron works, Allen formed a partnership that acquired 53 acres at Nantycrynwydd Farm, Maesteg. The 'Cambrian Iron & Spelter Company' was created c. 1838; the first sod was cut for the new works in 1838. There is now some dispute as to when the first furnace was 'blown in'. Lewis (1999, 10) quotes press reports that it occurred in December 1842, although Richards (op.cit, 93) says 1839. Other furnaces followed in the next few years, the last in 1850. The 1842 Tithe Award records the owner of the land as Christopher Rice Mansell Talbot, the occupier as The Cambrian Company. By the 1850's and 1860's this was the site of a large integrated iron works, undertaking all processes from the preparation of ore to the manufacture of bar iron and rails of wrought iron (Lewis op.cit, 8).
- 4.4 The 1841 Tithe map showed several ironworks buildings, although none were identified by function (**Fig.2**) All were located along the western edge of the present site, at the bottom of the valley side. Attached to the west side of the main building or casting house at its northern end were two furnaces, served by blast pipes leading from the western end of the engine house. Both of these furnaces and virtually the entire casting house now lie within the north-western corner of the present site. The ironworks was part of parcel 49

'Ty a cae pompwn Brandy', eight acres and one rood in area and described as uncultivated. Bisecting the present site was the tram or rail road, with, between it and the ironworks, a small triangular meadow, parcel 48 'Gwaun daw ty'. Beyond the south-west corner of the meadow lay a bridge carrying a track across a brook that flowed down from the west side of the valley to meet the Llynfi at the point where the iron bridge now stands. This watercourse was later culverted and now emerges immediately downstream of said bridge. On the northern bank of the brook lay parcel 47 'Wayn daw ty' with, at the confluence with the Llynfi, parcel 46 'Ynys bach' or small meadow. North of these two, sandwiched between tram road and river, lay parcel 45 'Ynys y foe'. All three were in use as pasture. Immediately outside the south-west corner of the study area lay the T-shaped Nantycrynwydd farmhouse.

- 4.5 It appears from the 1841 map that the Llynfi curved rather further to the west than it does now. Across the river was the road following the valley bottom, with, east of it, the southern end of a terrace of houses (identified as Cambrian, later Cavan, Row elsewhere). South of the terrace was parcel 710 'Cac du' (pasture). Between the road and river were parcels 712 'Waste' and 713 'Ynys newydd' or new meadow, both listed as pasture.
- 4.6 March 1844 saw the works put up for sale (Lewis op.cit, 11). It is clear that the place was incomplete because the sales notices mention two blast furnaces and the foundations of two more, the blast engine house and casting house, and foundations for a forge and mill (ibid.): also listed were 72 cottages built for the workforce. At this time the Llynvi Vale Iron Works name was changed to that of the Llynvi Iron Company. Dr. John Bowring was to become associated with the works, to the extent that this part of the valley became known as Bowrington. The foundation stone of the Forge Works was laid on 17 June 1845 with the building operating from the following February. Lewis says that this building was 275 feet long by 44 feet wide (84m x 13.4m) with 12 puddling and 8 reheating furnaces (op.cit, 13). In August the new rail mill commenced production. By late 1847 the weekly wages bill was then £1,000 (op.cit, 14).
- 4.7 In 1852 the works was again up for sale and the company was re-formed, with a new name, the Llynvi Vale Iron Company. Weekly output in 1853 was 400 tons. A large rail mill was opened in 1855. In 1856 the workforce numbered about 1,500 men and women. The list of facilities was impressive: 4 blast furnaces, 28 puddling furnaces, 2 squeezers, 2 pair of rolls, 4 mills etc., 10 steam engines, 2 patches, 9 smithies and 3 carpenters' shops. There was a pattern-shop, 107 coke furnaces, and a brickworks producing about 17,000 bricks per week (Richards, op.cit,).
- 4.8 A plan of c.1855 showed both the 9-foot (coal) seam at the Gin Pit and also the principal surface structures (**Fig.3**). These included the 'blast engine' house, and the casting house (unnamed) immediately to its north, and the 'bridge house' to the west of the latter, although none of the blast furnaces were shown. Parallel to and east of the casting house was the 'new mill', with a boiler house between the two. North of the boiler house lay the 'mills and forges' with, to their east, the 'new puddling' house. Further structures lay to the north again but are outside the present study area. An illustration of the upper part of Maesteg appeared in the Illustrated London News of July 15th 1858 (**Fig.4**). The southern end of the works were shown including the blast engine house and adjacent boiler house, the new mills, the works reservoir and substantial spoil heaps. Cavan Row was in the background, although without detail being shown.

- 4.9 In 1858 work was begun on a railway to run from Tywith, half a mile up-valley from the present site, down to Bridgend and Porthcawl. This was on a new route following the valley bottom, most of which is still utilised by the modern railway. Officially opened for mineral traffic in 1861 as the Llynvi Valley Railway, this replaced the old tramway. However, the gauge was 7 feet ¼ inch, the same width as Brunel's broad gauge on the South Wales Railway. Later in the 1860's mixed gauge track was provided, the broad gauge finally disappearing in 1872. In 1866 the Llynvi and Ogmore Railway Company was formed by an amalgamation of the L.V.R. and the standard gauge Ogmore Valley Railway. An agreement made in the following year enabled construction of a rail connection between the L. & O.R.Co. and the Llynvi Iron Works. This branched off the main line at Tywith, following the route of the old tramway down to the iron works. At the same time a rail connection was proposed between the Llynvi and Maesteg iron works. This involved culverting a short stretch of the Llynfi River (**Plate 8**) and building an elliptical-arched bridge over the valley road (Castle Street), with a similar bridge across the main L. & O.R. line (**Plate 12**).
- 4.10 Again in 1866 the name of the ironworks business was changed, to the Llynvi Coal and Iron Company Limited. The 1860's were good years: in 1865 the works were producing pig iron, bar and rails; other products included angle iron, gas strip, hoops, sheets and nail rod. In 1871 there were in operation the 4 blast furnaces, also 33 puddling furnaces and 4 mills (Lewis op.cit, 19). Further expansion a year later saw a large new mill opened. All the assets were sold to the Brogden syndicate in 1872 (**Fig.5**), but the company was soon in liquidation. The Ordnance Survey 1:2500 plan surveyed in 1876 recorded the ironworks buildings together with a complex of railway tracks and extensive areas of spoil heap (**Fig.6**). It appears that the area from the blast furnaces on the west to the railway crossing the L. & O.R. on the east was more or less level. The main valley road was then named High Street rather than Castle Street.
- 4.11 Alongside Castle Street on the strip between there and the river, currently lies no.102 (**Plate 9**). This is a house of mid- to late- nineteenth century date. Although not shown on the 1841 Tithe map, it had been constructed by the time of the 1876 survey.
- 4.12 A receiver was appointed to the ironworks in 1878, whereupon the name was changed yet again, this time to the Llynvi and Tondy Coal and Iron Company. This company failed in turn seven years later and 1885 saw the end of iron production in the valley, the older Maesteg ironworks (the Old Works) having ceased in 1873. What remained of the industry at the New Works site was taken over by North's Navigation Collieries. The 1897 revision of the OS 1:2500 plan recorded most of the iron works complex as having been removed (**Fig.7**). However, all four blast furnaces survived, as did the old blast engine house and parts of the bridge house. Lewis (op.cit, 22) records that the stonework from three of the blast furnaces was removed for re-use in the building of St. Michael's Church. The old blast engine house found a new use as a provender store, storing feed for the many local pit ponies, hence its later name of 'the Cornstore' (ibid, 30). Some walls of the former mills building still stood in the area now occupied by the rugby club car park. There was no rugby ground, instead a large spoil heap extended about as far south as the present-day Somerfield store.
- 4.13 On 31 July 1894 the Port Talbot Docks and Railway Company was incorporated. Amongst its aims was to provide a rail link between the Llynfi Valley and an improved

Port Talbot Docks. One of the promoters was Colonel J. T. North, of the North's Navigation Collieries at Maesteg. The line from Port Talbot to Maesteg and beyond was opened for goods traffic on 31 August 1897. From the south it approached the site of the Llynfi Works as a single track line behind the reservoir before curving around on an embankment between the blast engine house and southernmost blast furnace (**Fig.7**). The line was joined by a second coming in from the north, the pair then running parallel along the old route across the Llynfi and Castle Street in the direction of North's colliery. A siding ran under the main P.T.R. line to serve the brick works on the west side of Llynfi Road; a short branch ran alongside the former blast engine house, which was now in use as a cornstore. The brick works siding ran partly within a shallow cutting.

- 4.14 By 1914 three of the blast furnaces had been removed leaving only the present example remaining (**Fig.8**). Also gone were the remains of the bridge house and ruins of the mills building. A football ground had been created at the northern end of the tip beside Llynfi Road.
- 4.15 Not much changed between 1914 and the next revision, in 1939-40 (**Fig.9**). A few sidings had been laid around the northern boundary of the present site; two small buildings had been erected, one near the sidings, the other east of the former blast engine house (**Fig.11**). The second small building was an electricity sub-station (Lyons & Jones 1996, caption to plate 15).
- 4.16 January 1908 saw an agreement signed between the P.T.R. and Great Western Railway for the latter to work the railway side of things. Later, on and from the 1st January 1922, the P.T.R. & Docks Company became absorbed into the G.W.R. Passenger services were withdrawn between Maesteg and Port Talbot in 1933. Sections of the line to the east were gradually closed down over the years; the last freight train from Maesteg to Port Talbot ran on 28th August 1964, 300 tons of coal in 17 wagons, hauled by G.W.R. 2-8-0T no. 5213. The final piece of line, between Cwmdy and the National Coal Board workshop at Exchange Street, was transferred to N.C.B. control. Preserved pannier tank 9642 was photographed on the line in 1971 (**Fig.11**), but the line had been lifted by the time that the Sports Centre was opened in 1983.
- 4.17 At the beginning of the 1950's the OS 1:2500 was again revised (**Fig.10**). Another railway siding had appeared and the adjacent building had been extended. Two long parallel structures labelled as 'Omnibus Depot' now stood west of the football ground, the western 51m by 9m, its companion 41m by 11m. A later photograph, taken at about the time that the Sports Centre was opened in 1983, shows a ridge roof to the longer building, an arched roof to its neighbour, with double-deck 'buses outside the latter (Lyons & Jones 1996, plate 15). The second building was probably an ex-MOD 'Romney' shed.
- 4.18 During the 1950's the sole-surviving blast furnace was robbed of the majority of its facing stone, which was re-used in 1958 to build the final stage of the tower of St. Michael's Church (Lyons & Jones 1994, caption to plate 83).
- 4.19 The railway bridge crossing Castle Street was narrow, and hazardous to pedestrians. In 1964 a subway was driven through the embankment adjacent on the east side. Finally, in February 1983, the bridge was removed and the embankments either side graded. This

was a controversial action carried out despite opposition from both the Llynfi Valley Historical Society and the Llynfi Valley Civic Society (Isaac 1983). Also in 1983, the Cornstores building was re-opened as the reception area for the Maesteg Sports Centre; a car park has been laid out to the north. Two industrial units were erected at the western end of the northern boundary of the study area. The surviving blast furnace has been renovated and is now a Scheduled Ancient Monument.

- 4.20 A block of four shops was erected off Llynfi Road in the latter half of the 1990's in the area formerly occupied by the spoil heap south of the rugby ground between the road and river. At the Llynfi Road side of the car park is a short stretch of reconstructed tramway together with a plaque (**Plate 11**).

5. CONCLUSIONS

- 5.1 Until the early nineteenth century this part of the Llynfi Valley was rural, and Maesteg did not exist as even a hamlet. The creation of an iron works slightly further down the valley was followed in the late 1830's by the establishment of a second, on the present site and land immediately to its north. By the time of the Tithe map of 1841 there had already been erected the blast engine house, two blast furnaces and the casting house, of which only the first-named was outside the present site. A horse-tramway had been laid north-south through the site in the 1820's. In 1841 some of the site remained as fields, with a small watercourse running along the southern edge. This joined the Llynfi River, beyond which was the valley road and the southern end of a terrace of houses (later Cavan Row).
- 5.2 Development was rapid if at times erratic. By the mid-1850's there was a new mill building, a boiler house between there and the casting house, and further structures to their north (including some that lay outside the present study area). Four blast furnaces were by then in use. A newspaper illustration of 1858 shows that there were already extensive spoil heaps associated with the works. Early in the 1860's a broad gauge steam-locomotive operated railway line was opened on the east side of the valley, and the old tramway was closed down, although it continued in use north of the present site for rail access to the iron works. Another rail connection, this time across the valley, involved bridging the river, road and new valley line and included some unusually-shaped elliptical arches to the bridges.
- 5.3 The first edition of the Ordnance Survey 1:2500 plan showed the works at about its height, including extensions to east and west of the 1850's mill. A complex rail system served the works and extended to the brick works off Llynfi Road. All this would soon change, for in 1885 the company finally failed, the remnants being bought up by North's Navigation Colliery. However, activity on the site did not cease completely, because the Port Talbot Railway laid a line across the valley in the 1890's. This is shown on the 1897 Ordnance Survey revision, which also records that most of the former iron works buildings had gone, the main survivors being the engine house (now in use as a provender store), the four blast furnaces, and some walls of the 1870's mill extension. Shortly after the surveyors had left, three of the furnaces were dismantled to provide stone for a new church.
- 5.4 Little else changed in the early decades of the twentieth century, apart from the creation of a football ground on its present site. After the Second World War an omnibus depot was established at what is now the rugby club car park. In 1958 the sole surviving blast furnace was robbed of its facing. The Port Talbot line remained in use until 1964, and even after that some of the line continued in use by the NCB. All railway activity had ceased by the early 1980's. The former engine house was restored in 1983 to become part of the new Maesteg Sports Centre, with a car park created to its north. In the same year the railway bridge over Castle Street was removed. Two industrial units were erected along the northern boundary of the study area. These units are still occupied and in use for light industry.

- 5.5 There is now a proposal to erect a foodstore in the north-western corner of the site. This will be wholly or partly over the sites of the two earliest blast furnaces and northern third of the casting house, also parts of the 1840's forge and mills and puddling area of *c.* 1855. Regrading of the slope crossing the Llynfi River down to Castle Street will take place, with a new roundabout at the junction. Landscaping of the bank to the west of the store, where some of the bridging house stood, will also be undertaken.

6. CONSULTANT'S ADVICE

- 6.1 Bristol and Region Archaeological Services advise that, although there are currently no visible remains of the iron works above ground within the study area, that there may be substantial below-ground remains of the former structures. Whilst recognising that this part of the site has already been substantially redeveloped by the construction of the industrial units, these may suffer damage during construction of the foodstore and landscaping of the adjacent bank.
- 6.2 The development of the site is likely to be subject to archaeological considerations; however, these are unlikely to be sufficient as to inhibit development.
- 6.3 In order to inform the planning process, a suitable mitigation strategy will need to be devised.
- 6.4 The extent to which the modern industrial units have affected the archaeological resource is unknown at this point in time. The existing industrial units make it impractical or impossible to evaluate the site by trial trenching prior to determination of the planning application, and it is considered that the archaeological issues involved can be satisfactorily dealt with by conditioning any planning permission.
- 6.5 We advise that if approved the planning consent should include a negative condition to assess the character, importance and extent of the archaeology within the development footprint, with the provision for further archaeological recording (preservation by record) if this is found to be necessary.

7. REFERENCES AND SOURCES CONSULTED

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(also see Maps and Plans, above)

8. ACKNOWLEDGEMENTS

Bristol and Region Archaeological Services would like to thank the staffs of Glamorgan Record Office and the Local Studies Library, Bridgend for their assistance. The Sites and Monuments Record print-out was provided by the Glamorgan Gwent Archaeological Trust.

APPENDIX 1: Policy Statement

This report is the result of work carried out in the light of national and local authority policies.

NATIONAL POLICIES

Statutory protection for archaeology is enshrined in the Ancient Monuments and Archaeological Areas Act (1979), amended by the National Heritage Act, 1983. Nationally important sites are listed in the Schedule of Ancient Monuments (SAM). Scheduled Monument consent is required for any work which would affect a SAM.

DOE PLANNING POLICY GUIDANCE

The Planning Policy Guidance of Archaeology and Planning (PPG 16) consolidates advice to planning authorities. The Guidance stresses the non-renewable nature of the archaeological resource, details the role of the County Sites and Monuments Record (SMR), encourages early consultation with county and district archaeological officers and sets out the requirement for developers to provide sufficient information on the archaeological impact of development to enable a reasonable planning decision to be made.

PPG 16 also indicates the circumstances where further work would be necessary and outlines the use of agreements and conditions to protect the archaeological resource.

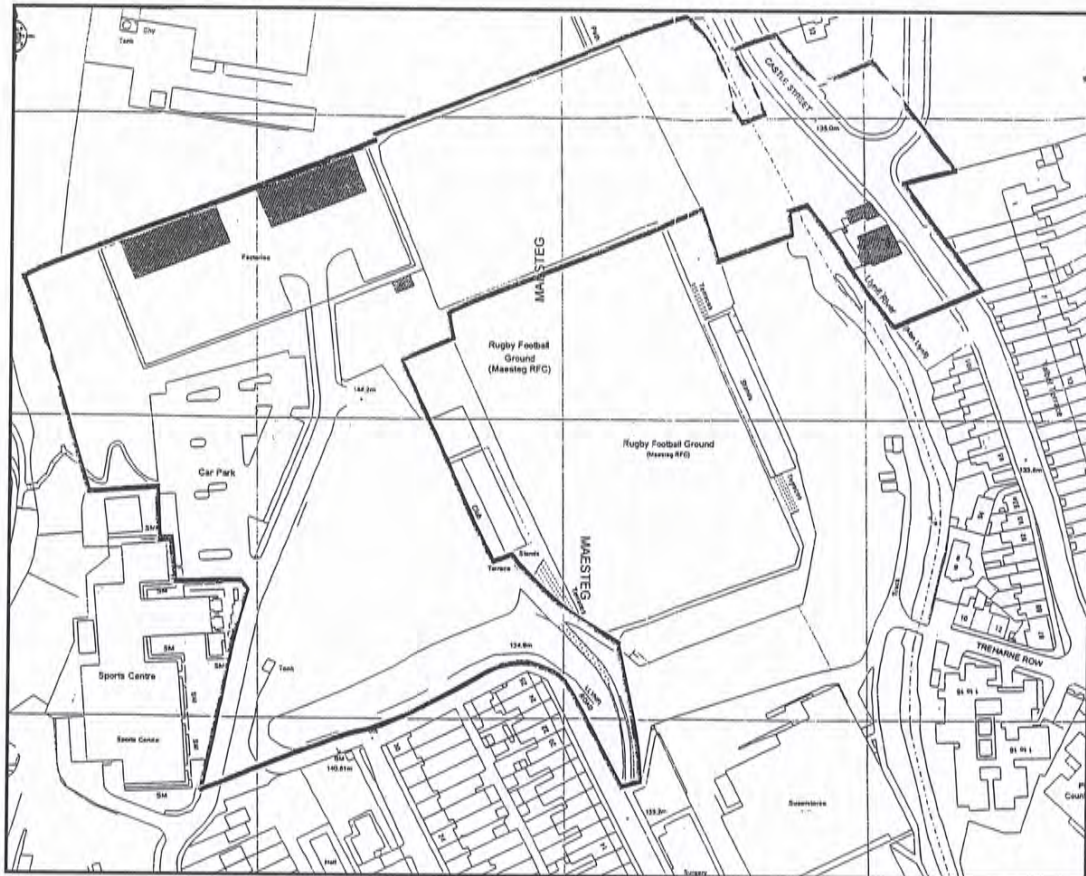
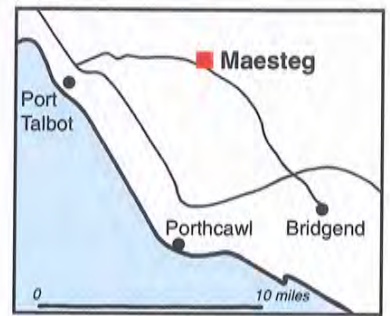


Fig.1 Site location plan, 1:2500

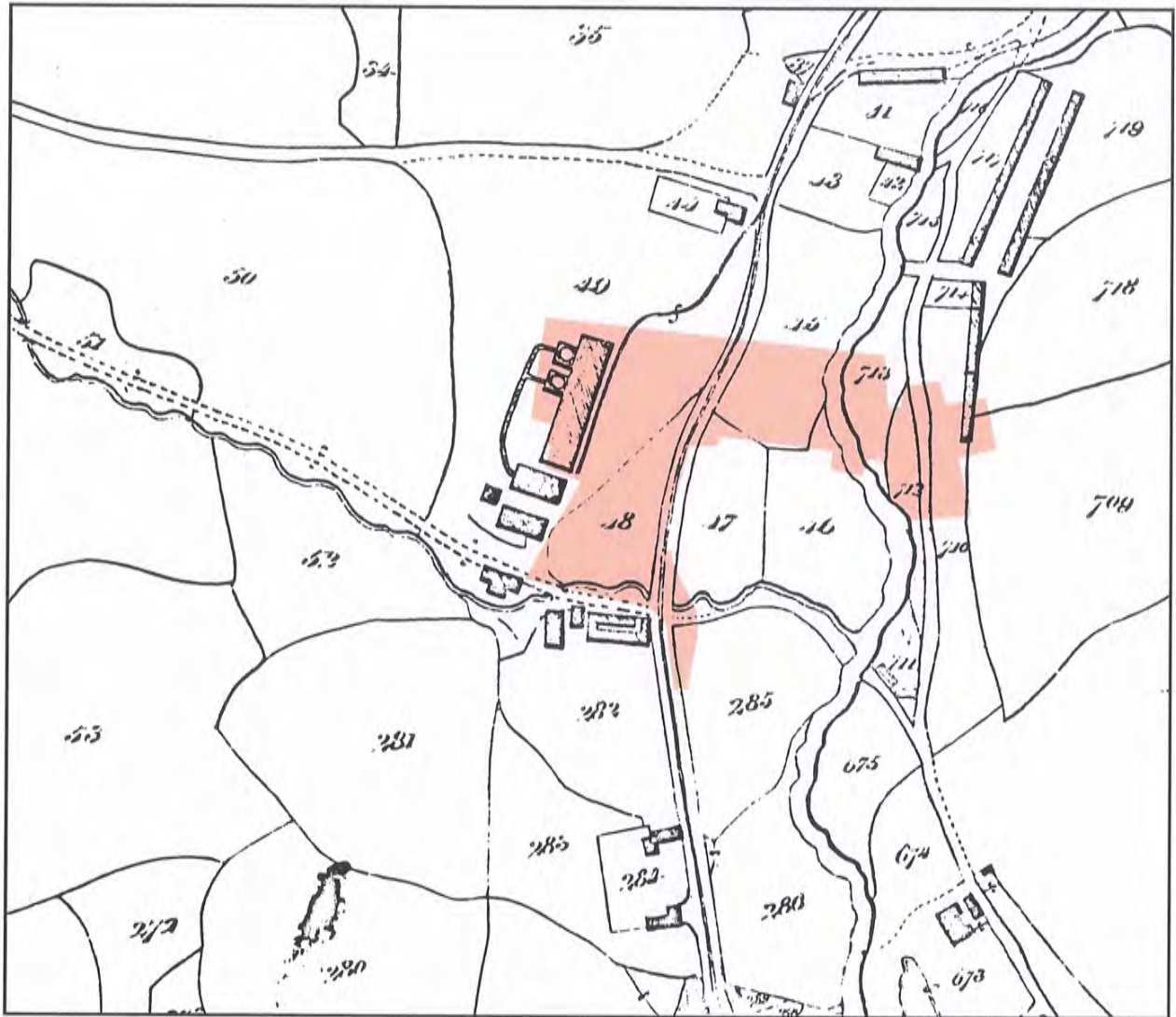


Fig.2 Tithe map, 1841

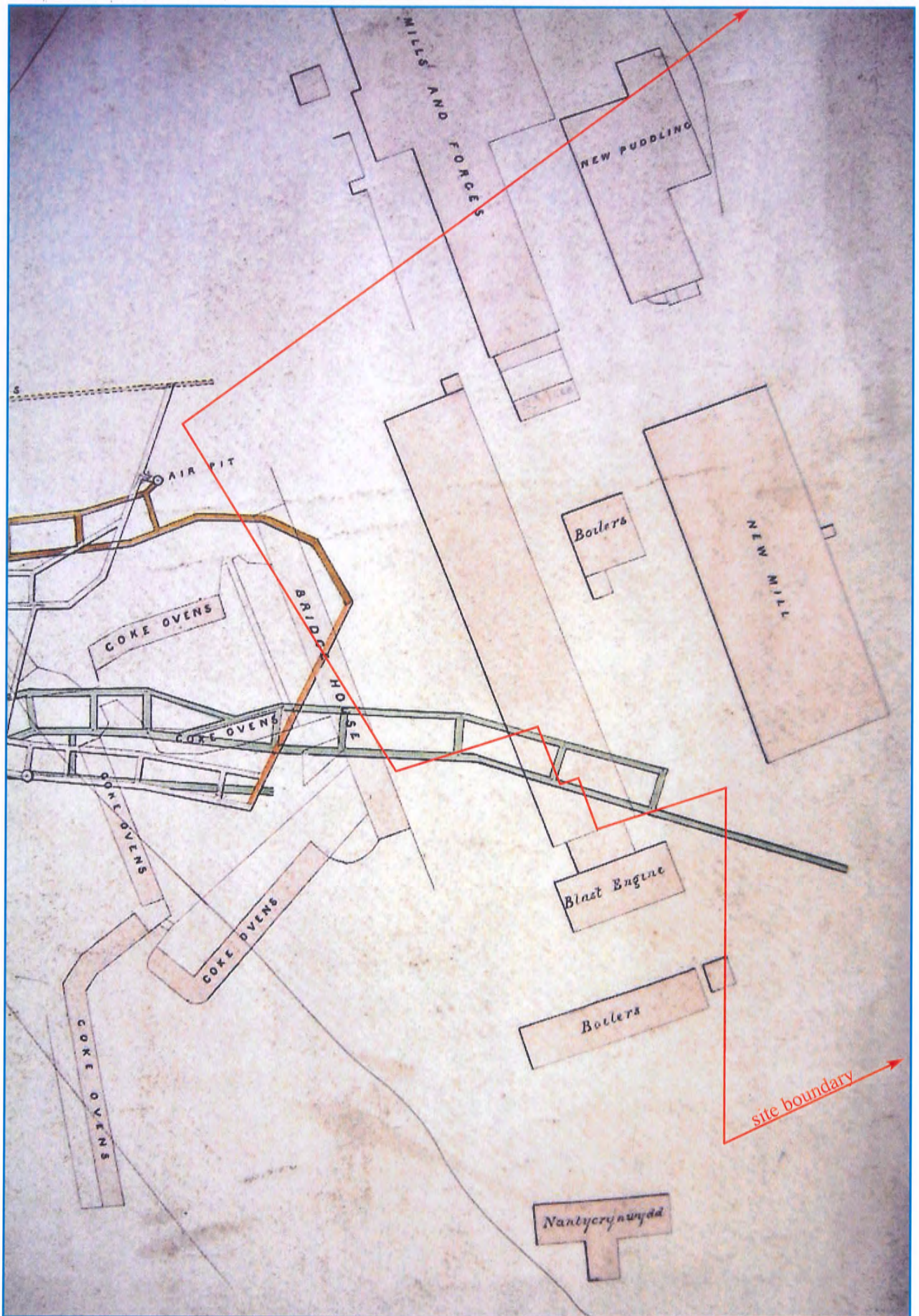


Fig.3 Plan of Llynfi Iron Works and 9 foot coal seam c.1855



43 Taken from the Illustrated London News of July 15th 1858 this magnificent print shows the following (left to right) Llynfi Iron Works (Gwaith Newydd) with the blast engine-house (Corn Stores), Nant-y-Crynwydd Farm, Bryant's Pond (Works Reservoir). In the background are Cavan Row (formerly Cambrian Row), Talbot Terrace (formerly Puddler's Row), Zoar Chapel, Castle Hotel, Plasnewydd House; in the foreground are Llynfi Lodge (formerly Bowrington Lodge) with the New Works School (formerly Bowrington School) adjacent

Fig.4 View across Llynfi Valley, 1858, present site on left

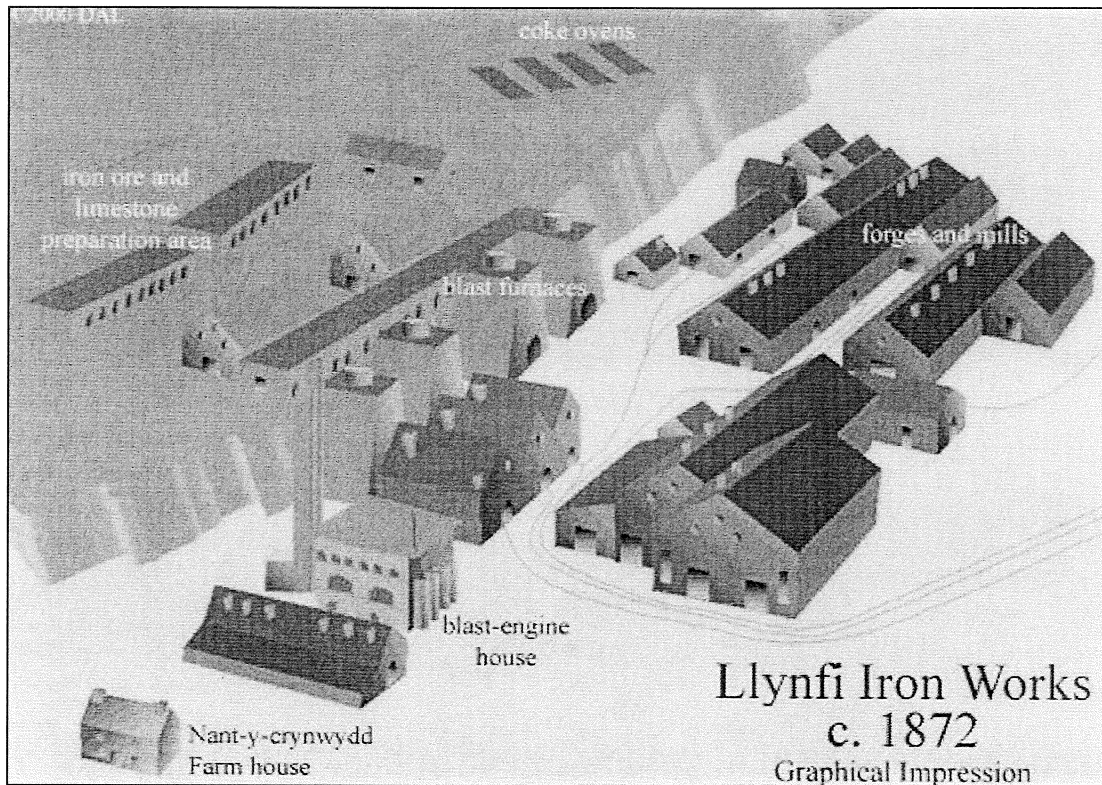


Fig.5 Reconstruction aerial view of works from the south-east c.1872

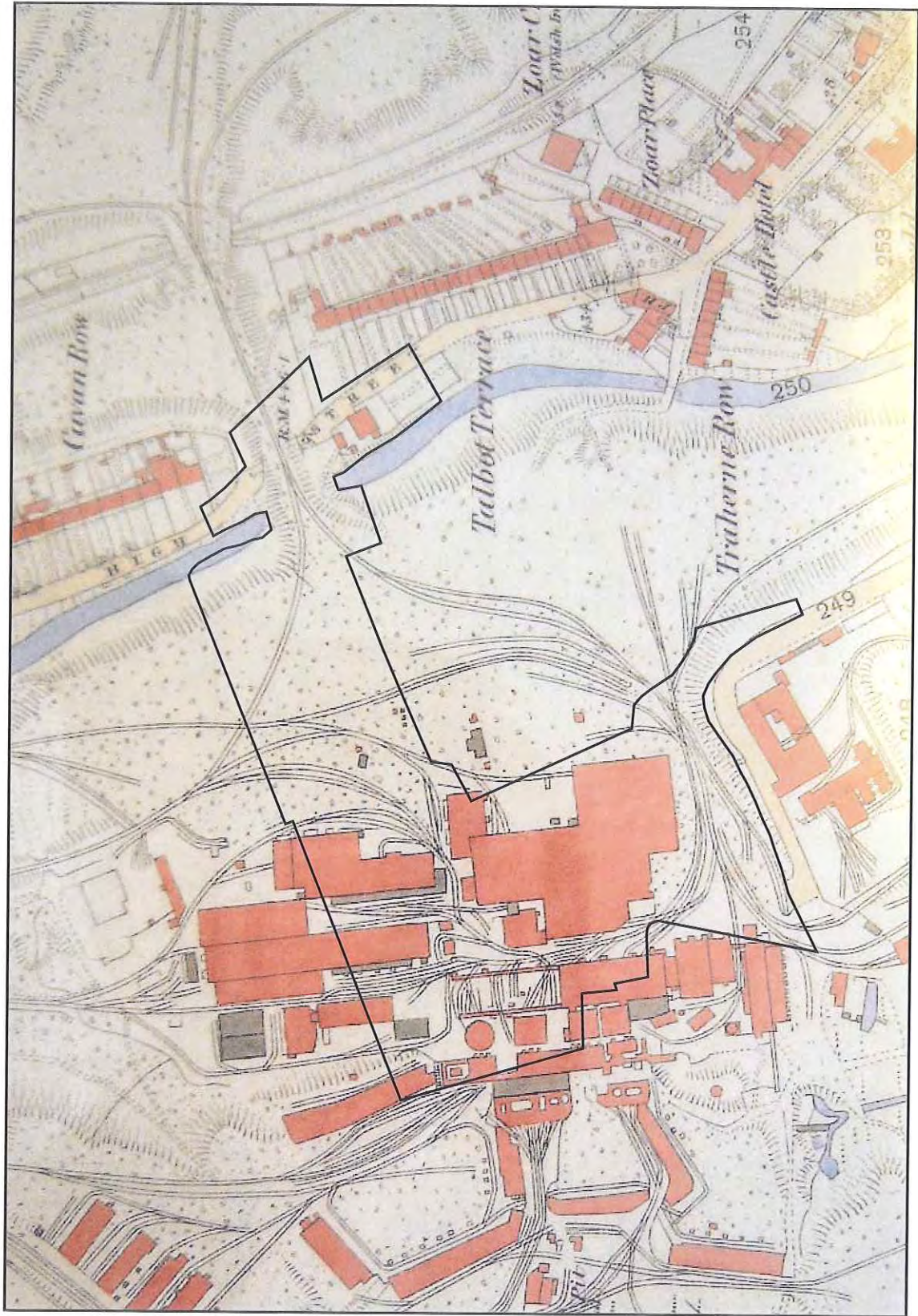


Fig.6 Ordnance Survey 1:2500 (reduced), surveyed 1876

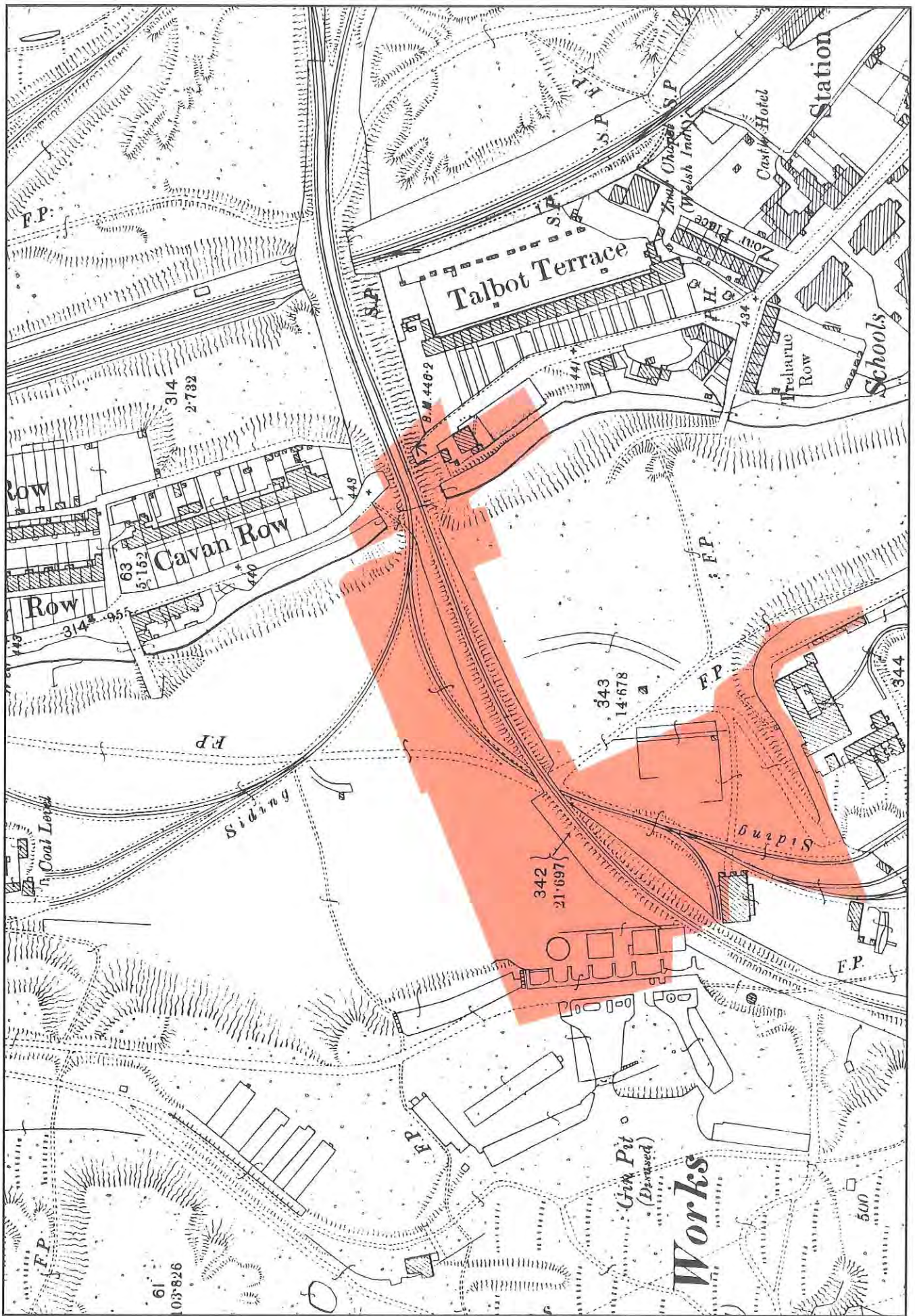


Fig.7 Ordnance Survey 1:2500, revised 1897

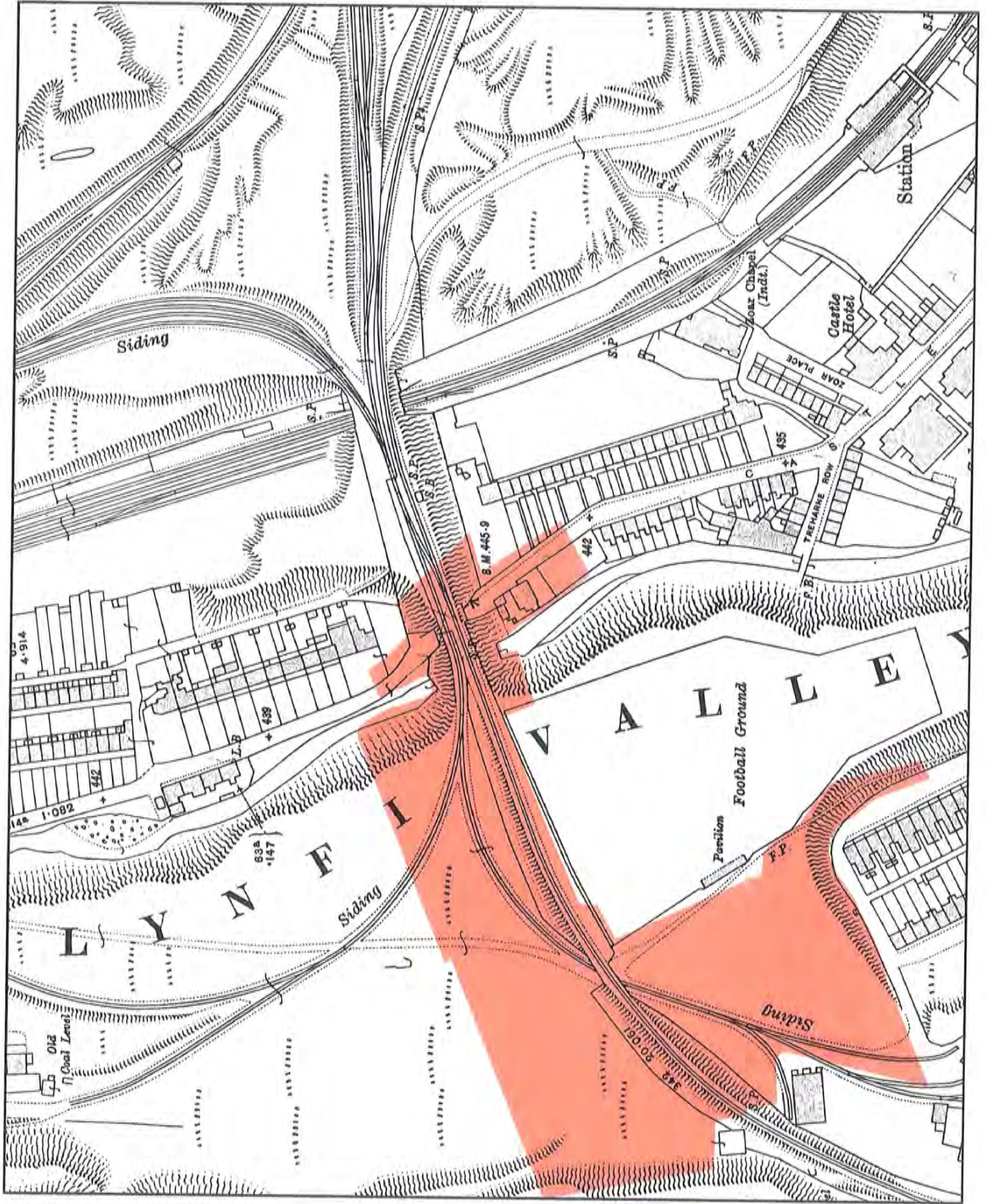


Fig.8 Ordnance Survey 1:2500, surveyed 1914

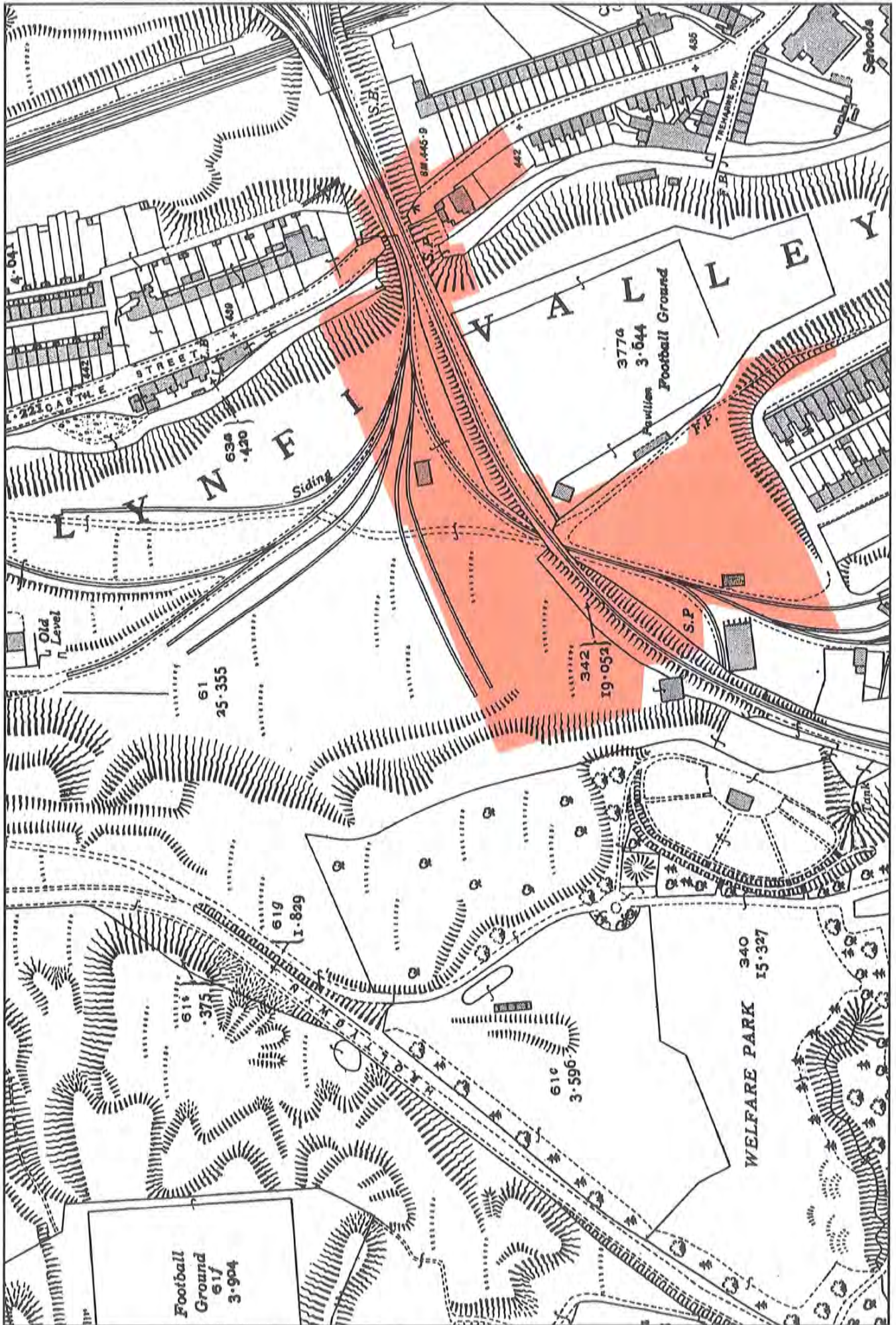


Fig.9 Ordnance Survey 1:2500, surveyed 1939-40

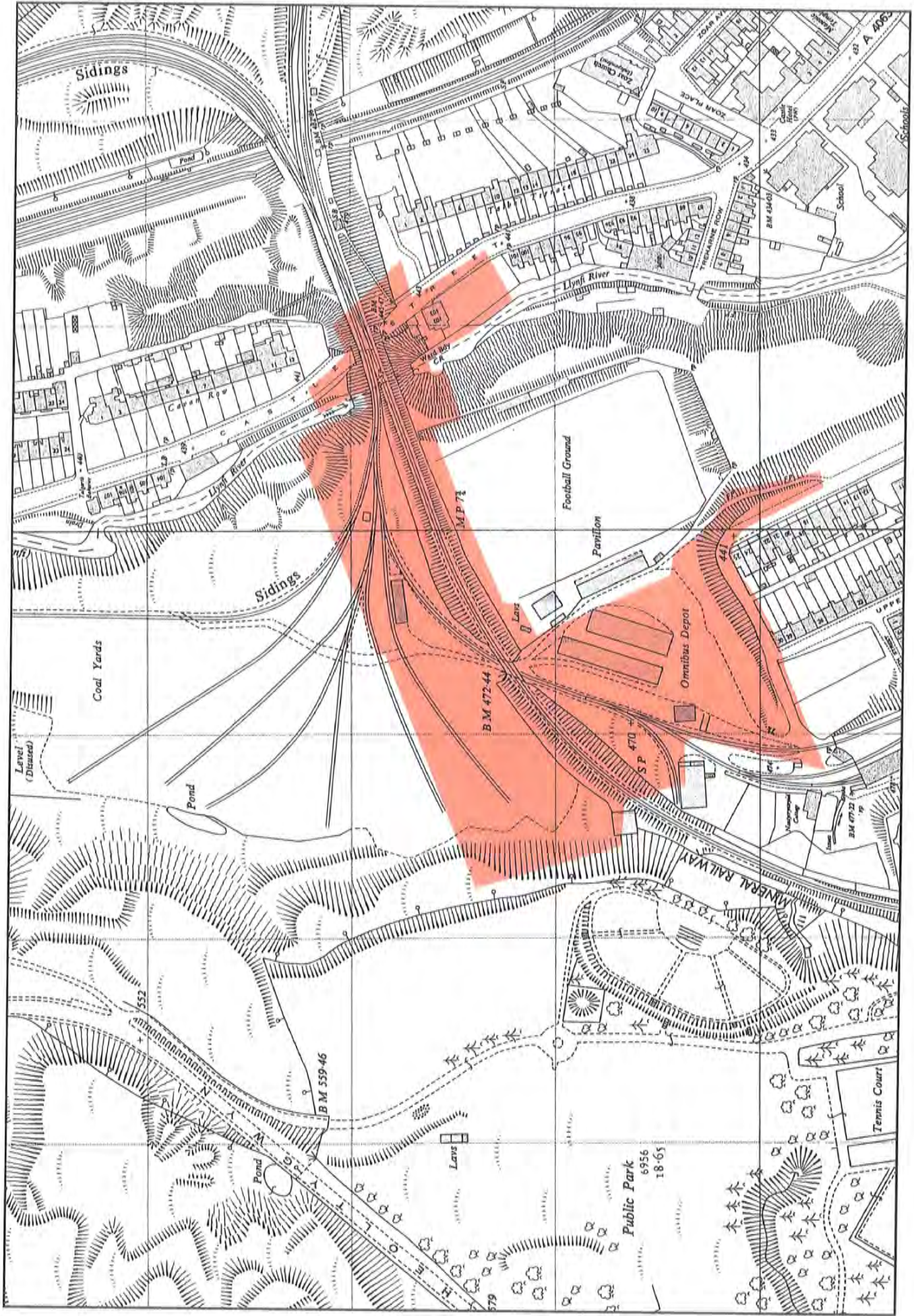


Fig.10 Ordnance Survey 1:2500 surveyed early 1950's

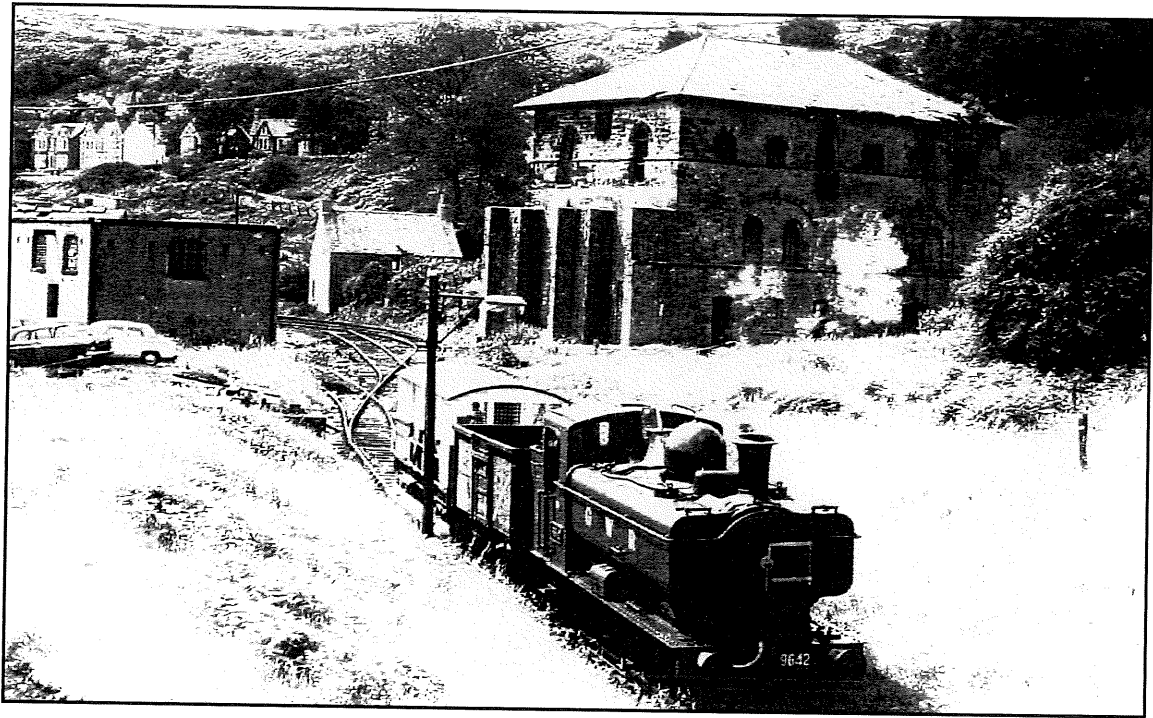


Fig.11 Blast Engine House, farmhouse and sidings c.1971

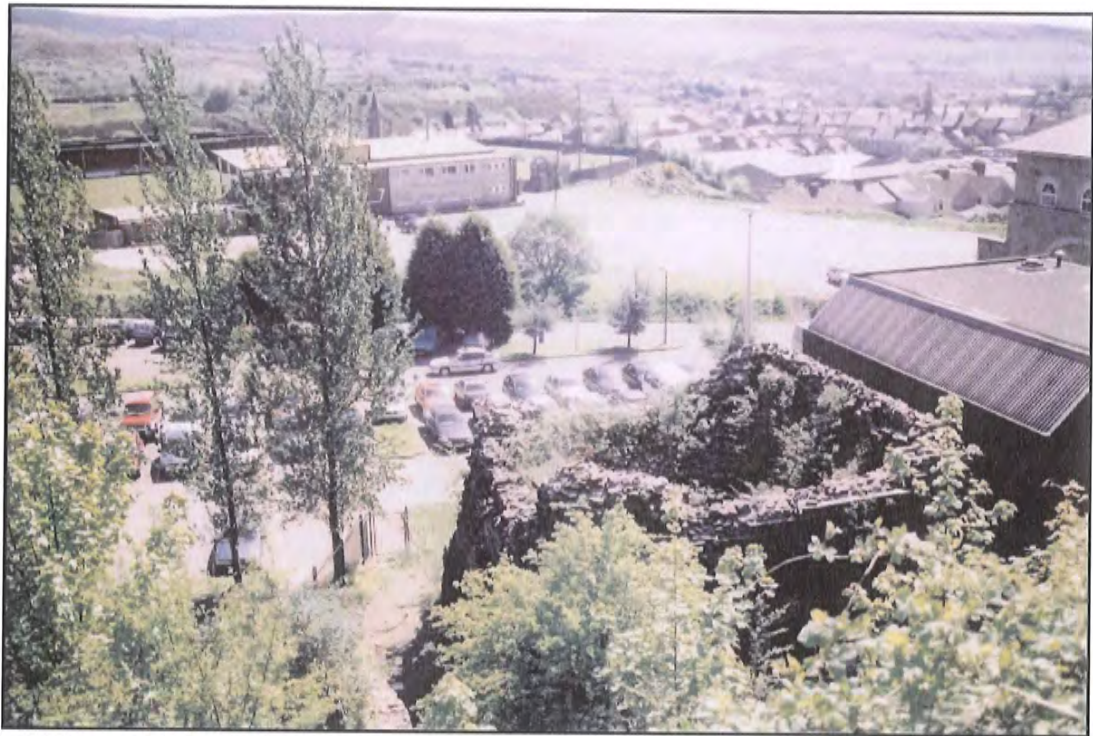


Plate 1 South-western part of the site, with blast furnace in background



Plate 2 View westward across the valley, rugby ground in centre



Plate 3 Former blast engine house, now sports centre



Plate 4 Sports Centre car park



Plate 5 Industrial units



Plate 6 Former No.1 blast furnace



Plate 7 Site from Llynfi Road



Plate 8 Southern end of Llynfi River culvert



Plate 9 No.102 Castle Street, from the south-west



Plate 10 Brick arched features at Llynfi Road



Plate 11 Section of reconstructed tramway



Plate 12 Bridge crossing Llynfi Valley Railway