

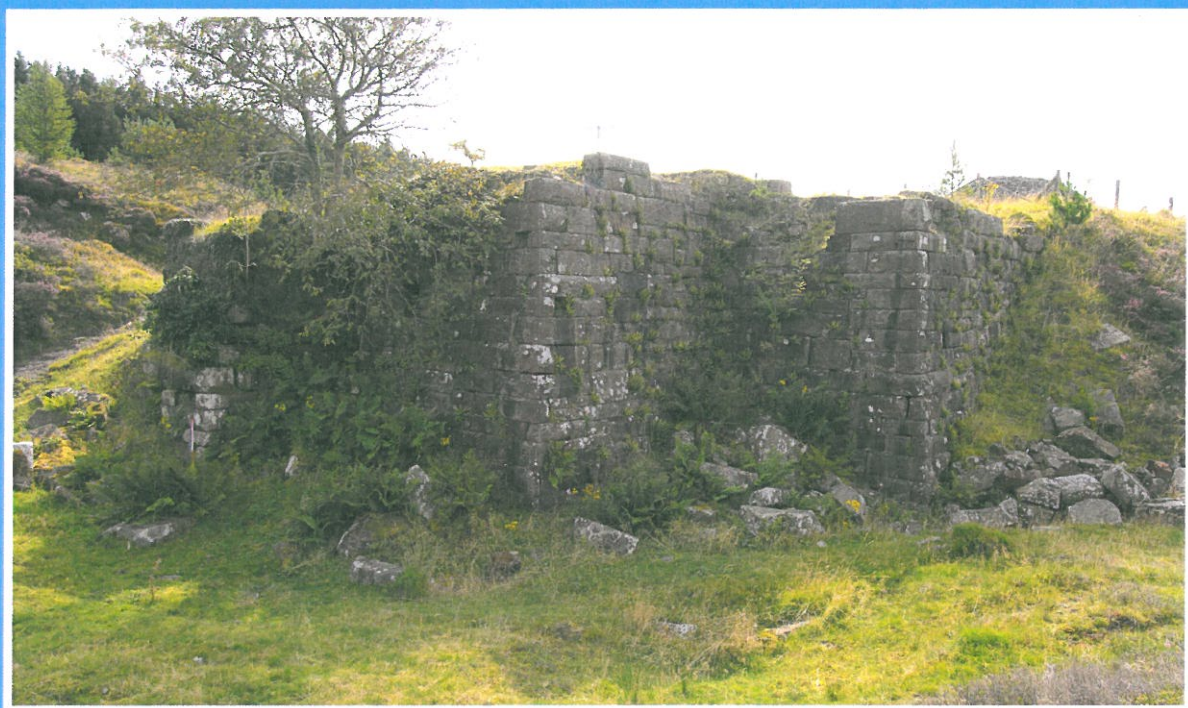
Southeast Wales Industrial Ironworks Landscapes

Year 6: The Aberdare-Hirwaun-Penderyn Corridor and Eastern Valley
Catalogue of area and site data

March 2010

A report for Cadw
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Year 6 Area and Site Data

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Western Area (Cynon with the Dare and Aman):

Areas: Western Area

ID no

EA001A

Name

Bryn Defaid and Llwydcoed: Aberdare Ironworks Cinder Tip

Type

Tips, tramroads, boilers (site of)

NGR

SO000980559 3

Spatial type

Polygon

Associated PRNs**Description**

None of the point features identified from 1st edition are now visible (other than the tramroad recorded during GGAT 80 year 2). The surfaces of the tips are undulating and the profiles indistinct due to erosion, with major scarring from off-road vehicles. There is a quantity of glass slag, clinker and cinders on the surface, with occasional large blocks of slag, especially on the north side of the area close to the ironworks. The area is vegetated with acid grasslands, with shrubby growth and trees around the edges of the area. Although the remains in themselves are of low (D) significance, this is increased by group value though its proximity to the core area of the Aberdare/Llwydcoed ironworks to C.

Associated EAs and IWWs**Subsidiary features**

EA001.49

EA001.50

EA001.51

EA001.52

EA001.78

Condition

D

Significance

C/D

Threats

Future Development. Off-road vehicular activity/earth moving activities and dumping noted.

Recommendations

Area already badly damaged. Little of archaeological value now visible on the surface, slight potential for minor buried remains. Therefore recommendations limited to watching brief on any future proposals.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001B

Name

Bryn Defaid and Llwydcoed: Croesdy Patch and Ysgbubor-wen

Type

Quarries, patchworking, levels, balance pit, pits/shafts, pumping engine house, tramroads, tips

NGR

SO0009805593

Spatial type

Polygon

Associated PRNs**Description**

At the time of the site visit, this area was generally very heavily overgrown with scrub, bracken and woodland, little was visible and few of the individual features were seen. The tramroad which runs through the area does survive well, with a gravel makeup, c1.5m wide, with a ditch on the north side. There is a double width of track at SN9970704271 (7.8m accuracy), where there is a passing point on the line.

Associated EAs and IWWs**Subsidiary features**

EA001.27
EA001.28
EA001.29
EA001.30
EA001.31
EA001.32
EA001.33
EA001.34
EA001.35
EA001.36
EA001.37
EA001.38
EA001.39
EA001.40
EA001.41
EA001.42
EA001.43
EA011.44
EA001.45
EA001.46
EA001.47
EA001.48
EA001.62
EA001.97

Condition

B/C

Significance

B

Threats

Dereliction, land reclamation are the main threat. Given the location of the area on the urban fringe, the possibility of future urban expansion also remains.

Recommendations

Remedial footpath clearance and improvement under archaeological supervision to improve access. Removal of Japanese knotweed. Future survey of surviving features, to be carried out during winter season.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001C

Name

Bryn Defaid and Llwyrddcoed: Fothergill's Patches (west), Bryn-defaid Patch and Tir-yr-argae

Type

Quarries, patchworking, levels, shaft/pit, drift mine, balance pit, engine houses, tramroads and incline, tips

NGR

SO0009805593

Spatial type

Polygon

Associated PRNs

85104, 88072, 260023, 260024, 262368, 262370, 262371, 262372, 262373, 262374, 262376, 262377, 262378, 262380, 262381, 262382, 262385, 262386, 262388, 262438, 262439, 262441, 262443, 262444, 262446, 262447, 262448, 262462, 262463, 262473, 262557, 262560, 262562, 262563

Description

The northern part of area EA001C, which was originally part of Fothergill's Patches has very mixed survival. In much of the area, the remains have been destroyed by forestry plantation, while close to the modern road, much has been lost to road construction, the terrace for a new farm track, and the dumping of modern tarmac material, though further south, the tips survive to a greater extent and are still visible, generally covered in heather and bilberries. In this part of the area, the quarry face survives largely intact (EA001.72) and the routes of some of the tramroads are still visible as terraces, and a sunken formation serving the engine house NPRN 85104. To the far north of this part of the area, the levels and their associated tips survive well. Though not depicted on the 1st edition OS map, there is a possible level at SO 00452 06264 (6.9m accuracy) to the northeast of the engine house. A cutting faces west, with a slight gully running along the same alignment above the head of the cutting, which may be the collapse of underground workings, or possibly a tramroad. Some parts of this area of EA001C survive very well, such as EA001.74 and the engine house NPRN 85104. The central part of area EA001C, formerly Bryn Defaid Patch has also been more disturbed and damaged to the south, but is better preserved further north. The dominant surviving features for much of the area are the large, lobed tips, which are often visible from the tracks, and are generally heather-covered with sparse trees. The upper part of the area survives better, however, with a large amphitheatre-shaped quarry (depicted on the 1st edition OS map (1886/1890) and labelled as an ironstone and coal quarry, with the associated tips in the interior. This quarry may have been partially backfilled, as it has a level flat area towards the centre. The upper, northernmost bay has been partially backfilled with modern debris and rubble. The head of the lower quarry has a small gap which leads through to the upper quarry, on the east side of this gap in a small embayment, with a ledge terraced into the rock below the main quarry face. A small shallow embayment c0.5m deep is cut into this ledge, and may have been intended to be the top of another larger face. The far south part of the area EA001C, around Tir-yr-argae has generally been very badly damaged. Many of the sites lay in what is now improved agricultural land and have been levelled or backfilled, though some tips are visible, notably a bank which forms a field boundary adjacent to the site of the balance pit EA001.23, and is depicted on the 1st edition OS map. There was originally a tramroad serving levels running along here and the formation remains visible, c3.25m wide, in a cutting c1.5m deep. A modern fence line runs through the middle of this tramroad, and a mixture of shale and fragments of ironstone nodules are visible in the eroded surface of the bank/tip. The area is generally very badly damaged with only a few isolated fragments of survival.

Associated EAs and IWWs**Subsidiary features**

EA001.06
EA001.07
EA001.08
EA001.09
EA001.10
EA001.11
EA001.12
EA001.13
EA001.14
EA001.15
EA001.16
EA001.17
EA001.18
EA001.19
EA001.20
EA001.21
EA001.22
EA001.23
EA001.24
EA001.25
EA001.26
EA001.71

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EA001.72
EA001.73
EA001.74
EA001.75
EA001.76
EA001.84
EA001.85
EA001.86
EA001.87
EA001.88
EA001.89
EA001.90
EA001.91
EA001.92
EA001.93
EA001.94
EA001.95
EA001.96

Condition

A-D

Significance

A/D

Threats

The area to the south of Dyllas has been extensively remodelled by land reclamation and landfill. Damage from off-road vehicles was also noted throughout the area. Recent landfill has occurred within the main quarry at Bryn Defaid Patch, and adjacent areas/waste tipping and fly tipping were noted in discrete areas elsewhere. Forestry plantation has affected the resource at the north of the area at Fothergill's Patches and Bryn y Gwyddel. The threat to surviving archaeological features is predominantly further landfill, otherwise forestry activities and dereliction.

Recommendations

Topographic survey surviving areas and features, some individual features could be considered for scheduling. Limit off-road vehicular activity to less sensitive parts of the area.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001D

Name

Bryn Defaid and Llwydcoed: Tre-Gibbon (north)

Type

Quarry, tips

NGR

SO0009805593

Spatial type

Polygon

Associated PRNs**Description**

Seen from the road, not visited as on private land, but quarry features survive, along with small low tips.

Associated EAs and IWWs**Subsidiary features****Condition**

B/C

Significance

B/C

Threats

Future development along urban fringe, road improvements

Recommendations

Record through survey.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001E

Name

Bryn Defaid and Llwydcoed: Tre-Gibbon (south)

Type

Quarries, patchworking, levels, mine, tramroads, tips

NGR

SO000980559 3

Spatial type

Polygon

Associated PRNs**Description**

This area is very densely overgrown and heavily vegetated, though the lines of the tramroad formation survive. The large features, tips and cuttings etc, survive, though the smaller features are not visible. Some tips survive, as do tramroad tipping lines. At the north end of the area, the line of the tramroad leading from area EA001D to the associated tips are visible. The tips associated with the main quarry area survive, in an area of woodland, and appear to be quite early in date; the area is also characterized by large mature trees. The track which runs on the east side of the area preserves elements of the former tramroad, with remains of the formation fossilised within the current surface. The south part of this area appears to be the oldest, and the workings appear to have moved progressively north.

Associated EAs and IWWs**Subsidiary features**

EA001.53

EA001.54

EA001.55

EA001.79

Condition

B/C

Significance

B/C

Threats

Dereliction and land reclamation

Recommendations

Survey (preferably during winter, or after vegetation clearance), watching brief during any earth moving activities.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001F

Name

Bryn Defaid and Llwydcoed: Fothergill's Patches (east), Carn-y-frwydr

Type

Quarries, patchworking, levels, airshaft, tramroads, tips

NGR

SO000980559 3

Spatial type

Polygon

Associated PRNs

262292, 262293, 262294, 262295, 262298, 262299, 262300, 262418, 262419, 262420, 262422, 262458, 262459, 262460, 262461

Description

EA001F1 - (SO 01244 06347 (6.4m accuracy)) Small remnant of a larger area (now reclaimed) including a quarry and a small fingertip, and small linear tips downslope. This area appears to have been subject to modern disturbance, possibly opencasting, while modern disturbance to the east takes the form of forestry. Surviving remnants of the tips associated with the former workings contour the hillside. A curved track runs into the quarry from its upper end, on an east-west alignment. Condition D (damaged).

EA001F2 - Exposed quarry face forming a scoop, labelled as an ironstone quarry on the 1st edition OS map. Contains level entrance 292418/EA001.02, open to the southsouthwest, with fingertips downslope. There are signs of levelling to create platform areas at the base of the working faces. A small ramp/causeway crosses the entrance to the quarry scoop at SO 01219 06161 (7.2m), c1m wide, 5m long, and running, slightly curving, from northwest-southeast. Linear cuts at the base of the quarry indicate the line of the tramroad NPRN 262420, c1.5m wide and forming a passing loop. On the floor of the cutting for the quarry entrance are two splayed drainage gullies, with a tip to the north, slightly revetted on its north side at SO 01216 06070 (5.9m). These gullies run north-south towards the tip, and may have run under it. These may represent drainage for a scouring system elsewhere. They are embanked on the downslope side with a bank c2m wide, while the ditch on the upper side is c1.4m wide, that on the lower side is less distinct. The tips to the west side of the quarry scoop are steep-sided fingertips, with a narrow profile, now grassed-over. There are also two linear, narrow-profile tips to the east of the quarry cutting, the southernmost of which retains indications of revetting along the tramline, c1m wide at the top and slightly splayed at the end. The area is currently covered in acid grassland, with ongoing natural erosion.

EA001F3 - An area of quarrying with associated tips, tramlines running between them to access the quarry faces (example at SO 01360 05879 (6.2m)). The appearance of this area suggests that it may have been subject to scouring activity, channels are visible running down the quarry faces. The area upslope above this quarry may have been improved, it is now very flat and level, and a rapid walkover survey failed to identify scouring channels above the working faces, although a mossy linear trackway was located, paralleling the edge of the quarry on the south side. This may be a buried drainage ditch or backfilled gully, possibly indicating the location of the buried pipeline? Also above quarry, on its western side, is a depression which may be a pit or an area of collapse, c3m in diameter, at SO 01358 06077 (4.9m)/ This is above a dogleg cutting leading up to the quarry face which may indicate the presence of a level entrance in the former quarry face, suggesting that this feature represents the collapse of underground workings.

EA001F4 - An area of levels and fingertips, depicted on 1st edition OS maps and visible on APs. The tips are extant and the entrance cuttings associated with the levels survive, but none of the level portals are visible, they all appear to have collapsed. There is a small level platform area in the middle of area of tips, from which a short vertical length of Fe piping protrudes, which sits on a concrete pad (at SO 01055 05836 (3.5m accuracy)). This feature may not be an extractive feature but may be associated with the adjacent landfill site/recycling centre, such as an access point to test contamination in water etc. This area has been recorded by the RCAHMS under NPRN 262298, but the exact extent of the area covered by this is unclear.

Associated EAs and IWWs**Subsidiary features**

EA001.01
EA001.02
EA001.03
EA001.04
EA001.05
EA001.56
EA057.57
EA001.58
EA001.59
EA001.60
EA001.61
EA001.80
EA001.81
EA001.82
EA001.83

Southeast Wales Industrial Ironworks Landscapes

Condition

A/B

Significance

A/B

Threats

Dereliction and extension of nearby landfill operations. Water erosion to main tramroad noted.

Recommendations

Remedial improvement to drainage in area of main tramroad might be explored. Any improvements would need to be carried out under archaeological supervision. Archaeological survey of surviving tramroad bridges (EA001.82 & 83). Some individual features could be considered for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001G

Name

Bryn Defaid and Llwydcoed: Gelli-isaf

Type

Quarry, tips

NGR

SO0009805593

Spatial type

Polygon

Associated PRNs**Description**

Quarry (for ironstone) on 1st edition OS map. Interior now landscaped and returned to agricultural use. Slight scarp visible under tree cover around edge of former quarry. Tips to south partly reclaimed, now fenced off. Adjacent old level etc now under modern A-road. All in private ownership.

Associated EAs and IWWs**Subsidiary features**

EA001.98

Condition

D

Significance

D

Threats

N/A

Recommendations

None

Southeast Wales Industrial Ironworks Landscapes

ID no

EA001H

Name

Bryn Defaid and Llwydcoed: Mountain Pit

Type

Pit/shaft, airshaft, engine house, site of tips, incline head

NGR

SO0169805047

Spatial type

Polygon

Associated PRNs

262332, 262428, 262429, 262431, 262433

Description

Mountain Pit, coal mine depicted on 1st edition OS map (1881), served by a long incline approaching from the south-south-east. As shown on the historic mapping, the area consists of a series of buildings clustered around the head of the incline, with a possible header tank, and the area of tips downslope. The spoil tips associated with the pit are now gone, but the area around the main pit structure EA001.69 is very disturbed, there are a number of banks which may indicate structures. The slopes above the complex to the east also appear disturbed and may have been patchworked. There is a series of further structures amongst the undergrowth to the south and east, masonry is visible, though due to the heavy vegetation, they were not fully investigated.

Associated EAs and IWWs**Subsidiary features**

EA001.63

EA001.64

EA001.65

EA001.66

EA001.67

EA001.68

EA001.69

EA001.77

Condition

A/B

Significance

B

Threats

Dereliction, reclamation

Recommendations

Full topographic survey of the area

Southeast Wales Industrial Ironworks Landscapes

ID no

EA003

Name

Blaennant (Ffynnon Lassa)

Type

Balance pit, quarry, level, tramroads, tips

NGR

SO0225004412

Spatial type

Polygon

Associated PRNs

262302, 262571, 262572, 262573, 262581, 262582, 262583, 262587, 262589, 262590, 262592, 262593, 262594, 262597, 262598, 262599, 262600, 262601, 262602

Description

This is an area of generally relatively, self-contained small quarries, with the tips downslope from the workings. The south part of the area includes the large quarry NPRN 262598, which includes the tramroad access, tramming and tipping lines, tips, and possible traces of scouring.

Associated EAs and IWWs**Subsidiary features**

EA003.01
EA003.02
EA003.03
EA003.04
EA003.05
EA003.06
EA003.07
EA003.08
EA003.09
EA003.10
EA003.11
EA003.12
EA003.13
EA003.14
EA003.15
EA003.16
EA003.17
EA003.18
EA003.19

Condition

A/B

Significance

A/B

Threats

Dereliction, reclamation, future landfill, off-road vehicular activities

Recommendations

Maintain as current. Re-survey area north of Blaenent Balance Pit during winter. Take action to limit off-road vehicle access. Topographic survey of ironstone quarries, and associated features within east of area. Consider individual areas/features for scheduling.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA004

Name

Cwm Nant-yr-Hwch Quarry, Pen-y-waen

Type

Quarry, mine, patchworking, tips

NGR

SN983760466 1

Spatial type

Polygon

Associated PRNs

34809

Description

An area of tipping, with an old mine depicted here on the 1st edition OS map (1886/1890). These tips are most likely associated with a quarry to the south, depicted on the 1st edition OS map but now largely reclaimed. The Gamlyn tramroad, shown as being an active line on the 1st edition map, runs through this area, with a bridge having crossed to it at SN9832104734 (NPRN 34809), for a line which appears to have come from the quarries to the south, and tipped on the north side of the tramroad. This length of tramroad appears to have gone out of use by the survey of the 1st edition map, though the bridge abutments (EA004.02) over the main Gamlyn tramroad survive. A branch of the main line appears to have gone out of use by the 1st edition OS map, but 2 courses of drystone revetting are visible at this point on the east side of the Gamlyn line, while a short length of quarry face survives to the west of this, with waste of the base of the slope. The tips and small areas of quarrying generally appear to survive but are very heavily overgrown, while at the site of the old mine (EA004.01) depicted on the 1st edition OS map, no remains were noted.

Associated EAs and IWWs

EA004.01, EA004.02, EA004.03

Subsidiary features

EA004.01

EA004.02

EA004.03

Condition

C/D

Significance

C/D

Threats

Further clearance, drainage works, widening of track

Recommendations

Survey site of workers' housing

Southeast Wales Industrial Ironworks Landscapes

ID no

EA005A

Name

Hirwaun Common, East: Mynydd Cefn-y-gyngon

Type

Quarries, levels, airshafts, drift mines, inclines and tramroads, tips

NGR

SN965640370 6

Spatial type

Polygon

Associated PRNs

03168m, 03222m (both within buffer)

Description

Area named as 'Coal & Mine Works' on 1st edition OS 1" map c. 1840 (David & Charles Edn). Survives as an area of generally small discrete areas of working, with one long linear quarry face towards the top of the slope. The lower slopes of Mynydd Cefn-y-gyngon to the north of the area have been opencasted and reclaimed, and some remains lower down the slopes have been destroyed or damaged in association with this work. In one part of the area at the lower slopes (SN 96359 03979 (2.7m accuracy)), a small area of spoil forms a slight platform contouring the slope, c2.5m wide and c13m long. Upslope of this is an area of small humps, very small spoil tips and mounds, as well as signs of possible scouring channels, running from the quarry at the top of area and eroding the slope in places. A major east-west tramroad runs though the area along the slope (through point SN 96543 03863 (6.2m accuracy)) surviving as a grassed-over embankment, varying between roughly 1 and 2m in width, with steep banks on the downslope side where the tramroad crosses gullies, and slight embankments on the upslope side. There is also a parallel drainage ditch running alongside the tramroad at points. At this point (SN 96543 03863 (6.2m accuracy)) there is also the base of a possible stone chute from the quarry above. To the northeast of the main linear quarry face is an area of small scoops, trial adits, level and tips. At SN 96630 03865 (feature EA005.20) a short spur of the tramroad runs off the main line, upslope to the southwest, to the tips associated with the linear quarry. This spur is 2.5m wide on a slight platform, which has been scarped into the hillside, with occasional flat stones of the formation visible on the surface. To the north of the area are numerous small quarry scoops and linear cuttings running off the side of the tramroad contouring the slope. Throughout the area are scatterings of scoops, diggings, spoil heaps (some of which may be due to water erosion), trial workings and a network of small tracks. As well as the main east-west tramroad EA005.27, and the two inclines, EA005.29 and EA005.30, there is a fourth major track running through the area, from east to west, with a dense network of small tracks and spurs running off of it, both upslope and downslope. One trial digging, (at SN 96672 03814 (10.3m accuracy)) adjacent to, and downslope of, the main tramroad, is c7m wide and c9m long, with an entrance c1m wide, and some spoil downslope to the north. Towards the east of the area, at SN 96882 03845 (17m accuracy), just to the west of EA005.24, are four quarry scoops and a number of channels which may be indicative of possible scouring activity above, though this area was not visited due to the steepness of the slope. This lies just downslope of the east-west trackway which connects several of the quarries in this part of the area. These features are well-vegetated, and there are slight indications of spoil. Just to the east of this point are small smaller minor scoops with evidence of spoil tipping downslope. There are a series of small crown pit workings along the lower slope at SN 96826 03917 (6.7m accuracy).

Associated EAs and IWWs**Subsidiary features**

EA005.01
EA005.02
EA005.03
EA005.04
EA005.05
EA005.06
EA005.07
EA005.08
EA005.09
EA005.10
EA005.11
EA005.12
EA005.13
EA005.14
EA005.15
EA005.16
EA005.17
EA005.18
EA005.19
EA005.20
EA005.21
EA005.22
EA005.23
EA005.24

Southeast Wales Industrial Ironworks Landscapes

EA005.25
EA005.26

Condition

A/B

Significance

A/B

Threats

Dereliction and erosion

Recommendations

Topographic survey of area's best surviving features. Consider individual features for scheduling.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA005B

Name

Hirwaun Common, East: area west of Waungron

Type

Drift mine, tramroads, tips

NGR Spatial type

SN958100490 Polygon

4

Associated PRNs

03168m, 03221.0m, 03222m, 03223.0m, 03224m, 03231.0m

Description

This area was not specifically visited during the current fieldwork

Associated EAs and IWWs**Subsidiary features**

EA005.61

EA005.62

EA005.63

EA005.64

EA005.65

EA005.66

Condition

B

Significance

C

Threats

Agricultural improvement, reclamation

Recommendations

Survey of surviving features

Southeast Wales Industrial Ironworks Landscapes

ID no

EA006A

Name

Cwmbach Extractive Area: Gnoll Quarry

Type

Quarry, incline, tips

NGR

SO0286702329

Spatial type

Polygon

Associated PRNs

03735m

Description

Area EA006A (Cwmbach South) was visited, but no features were seen, due to the inaccessibility of the area, and as it was very overgrown with dense bracken obscuring all remains.

Associated EAs and IWWs**Subsidiary features**

EA006.03
EA006.04
EA006.05
EA006.06
EA006.07
EA006.08
EA006.09
EA006.10
EA006.11
EA006.12

Condition

U

Significance

U

Threats

Dereliction, agricultural/land improvement

Recommendations

Re-survey during winter. Full survey of quarry and associated features including incline.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA006B

Name

Cwmbach Extractive Area: Graig-y-Gilfach

Type

Quarry, shaft, tips

NGR

SO0306202899

Spatial type

Polygon

Associated PRNs

03729m, 03730m, 03965m, 03969m, 03731m

Description

A visit to this area EA006B was not attempted due to its inaccessibility, and as it was very overgrown with dense bracken obscuring all remains.

Associated EAs and IWWs**Subsidiary features**

EA006.01

EA006.02

Condition

U

Significance

U

Threats

Forestry activities, dereliction

Recommendations

Re-survey during winter

Southeast Wales Industrial Ironworks Landscapes

ID no

EA006C

Name

Cwmbach Extractive Area: Tunnel Pit

Type

Coal pit, airshaft, tips

NGR

SO025520266 2

Spatial type

Polygon

Associated PRNs**Description**

Area EA006C (Tunnel Pit) was visited, and appears to survive to a large extent, though overgrowth was also a problem here and obscured many areas of potential remains. The large coal tip to the south of the tramroad survives, covered in heather and recent silver birch growth. There is a flat platform area on the top of the tip on the east side, though it is generally largely flat-topped, and steep-sided, and is much as shown on the 1st edition OS map (1890), with some damage and erosion from water gullies and from off-road vehicles. A small rectangular feature is shown on top of the tip on the 1st edition OS map; at this approximate location, grassed-over, overgrown banks were noted, which may have been the remains of a structure, though these were very obscured and overgrown with scrub, bushes, and silver birch. On the north side of the tramroad was a substantial, well-built length of masonry revetting, including a bridge abutment. It is constructed of roughly dressed, coursed, squared sandstone blocks, bonded with grey mortar. In places, the dressed facing stones have been robbed out, revealing the rubble core behind them. The walling stands to c34-35 courses, or c3.5-4m in height, and there are small apertures in the stonework, (put logs) for timbers during construction. Additionally, there are two pairs of large apertures, coal shutes, in the revetment, the eastern pair have brick reveals and stone lintels, the two to the west have stone lintels and stone reveals. All the shutes are roughly the same size, though those to the east are less well-preserved. The length of walling to the east is less well-preserved in general, and appears to have been less well-built. To the west, it is better-preserved, the pointing survives better, and it may be that this part was better-built in the first place, it may be an earlier phase, or it may be better preserved due to the bridge spanning above it which protected this length of the stonework from the elements. Metal spikes protrude from the stonework in the west end, just below the western shutes. This length of revetment is largely as shown on the 1st edition OS map.

Above the tramroad on the north side is a sub-circular depression c3m by 2m, which may be a pit or shaft, at SO 02567 02626 (9.6m accuracy)) and a linear depression to the north of this. To the southeast is a second depression adjacent to the first, suggesting that these may be related to the coal shutes in the revetment. There is a smithy and other structures depicted on the 1st edition OS map further to the north, but this area is substantially overgrown. There is a depression which probably relates to the air shaft depicted on the historic mapping, which is c2.5m by 3m.

Associated EAs and IWWs**Subsidiary features**

EA006.13
EA006.14
EA006.15
EA006.16
EA006.17
EA006.18
EA006.19
EA006.20
EA006.21
EA006.22

Condition

B/U

Significance

B/U

Threats

Dereliction, off-road vehicular activities on tip

Recommendations

Southeast Wales Industrial Ironworks Landscapes

Re-survey area during winter. Undertake survey and photographic/building recording and conservation of masonry revetment.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA008

Name

Lletty Shenkin Extractive Area: Lletty Shenkin Quarry

Type

Quarry, level, incline and tramroads, tips

NGR

SO0336201316

Spatial type

Polygon

Associated PRNs

None

Description

The main quarry of this area towards the south consists of a linear quarry, forming a sheer rockface c6m high, on the east side of the track, with small piles of waste stone at its base. A small quarry scoop embayment lies to the south of this main face, at SO0333701279 (13.4m accuracy), though this is now overgrown with woodland (mainly young silver birch). A cutting enters this embayment from the south, running east-west, laterally from the main access track for the area. There are two small tips in front of this, lying downslope to the west, on the opposite side of the main track. Further down the slope, below these two tips, a revetted stone track runs in front of them through the area of woodland, shown on the 1st edition OS map (1868). Further to the south of the embayment, the southernmost quarry of this area is cut back from the track, and has two entrances cut into the rock, with a large tip at the southern entrance and a small tip at the northern rock cutting.

Associated EAs and IWWs**Subsidiary features**

EA008.01
EA008.02
EA008.03
EA008.04
EA008.05
EA008.06
EA008.07

Condition

B/U

Significance

B/U

Threats

Dereliction, fly tipping (abandoned vehicles)

Recommendations

Re-visit in winter when vegetation will be lower, full survey of the complex and its incline. Clear abandoned vehicles and consider restricting access to unauthorised vehicles.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA010A

Name

Gadlys Extractive Area: Merthyrddare Colliery

Type

Colliery (site of), levels, quarry, tips

NGR

SN9797802538

Spatial type

Polygon

Associated PRNs

85004, 33715

Description

Extensively reclaimed and landscaped other than some peripheral features (a small quarry, levels EA010.13 and EA010.14 and structure EA010.10). The large tip which lies to the south relates to coal workings, and is of later date, not depicted on the 1st edition OS map.

Associated EAs and IWWs**Subsidiary features**

EA010.01
EA010.02
EA010.03
EA010.04
EA010.05
EA010.06
EA010.07
EA010.08
EA010.09
EA010.10
EA010.11
EA010.12
EA010.13
EA010.14
EA010.18
EA010.19
EA010.26

Condition

A-D

Significance

A-D

Threats

Dereliction, track improvement, and future woodland creation

Recommendations

Survey most significant surviving features

Southeast Wales Industrial Ironworks Landscapes

ID no

EA010B

Name

Gadlys Extractive Area: Craig Colliery and Craig Rhiw-ddu Quarry

Type

Colliery, inclines, quarry, tips

NGR

SN9944002177

Spatial type

Polygon

Associated PRNs

34812, 80623

Description

An extractive area depicted on the 1st edition OS map (1868) which consists of the Craig Colliery complex, and upslope of this, Craig Rhiw Ddu Quarry, served by a long incline. The large tip which lies adjacent to the modern road, downslope to the south, which is depicted on the 1st edition OS map, survives in good condition and is grassed over. There is an air shaft and its associated spoil tip lying downslope to the north. Vegetation surrounds these features to either side, but the depression is clearly visible, though these features lie on private land. The main area of the workings lies on private land, but they are heavily covered in bracken, brambles, semi-mature trees, mainly beech. A modern metal pipe resting on brick-built piers at the bottom of the area, paralleling the line of the former railway may be associated with the former Merthyr-dare Colliery, as it appears to be running in that direction (approximately west-north-west), or may be associated with them modern reservoirs.

Associated EAs and IWWs**Subsidiary features**

EA010.15
EA010.16
EA010.17
EA010.20
EA010.21
EA010.27
EA010.28
EA010.29
EA010.30
EA010.31
EA010.32
EA010.33
EA010.34
EA010.35

Condition

U

Significance

U

Threats

Dereliction

Recommendations

This area would benefit from a return visit during winter when there will be less vegetation cover.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA010C

Name

Gadlys Extractive Area: Level Fach

Type

Level, inclines, tips

NGR

SO0034001955

Spatial type

Polygon

Associated PRNs**Description**

This area consists of a level and series of associated tips depicted on the 1st edition OS map (1868) on either side of the former railway line. Only the south part of the area was accessible at the time of the site visit, the tips to the north were too overgrown and inaccessible. The south area consists of the level portal, a header tank, a series of tramroads and inclines which serve the level, and a small concrete structure.

Associated EAs and IWWs**Subsidiary features**

EA010.22

EA010.23

EA010.24

EA010.25

EA010.36

EA010.37

EA010.38

EA010.39

Condition

A/B

Significance

A/B

Threats

Dereliction, landscape improvement

Recommendations

Maintain as current. Full survey and archaeological record of surviving features (including evaluation of former engine house sites). Full walkover survey of line of associated incline.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA011

Name

Blaengwawr Quarry

Type

Quarry, inclines, tips

NGR

SN998010139 8

Spatial type

Polygon

Associated PRNs**Description**

The 1st edition OS map (1868) shows two quarries in this area, Blaengwawr Quarry, which is in the south of the area, and an old quarry to the north of this. The current access to the quarry is provided by a path approaching from the main road, and is part of the original quarry access, as shown on the 1st edition OS. The earlier, northern quarry embayment forms a linear cutting facing east and open on the east side, with the spoil tips below, and the exposed quarried rock face still visible. Bricks from the concrete platform EA011.04 have been dumped in this quarries. At the head of the incline which leads upslope from the east, to the northern of the two quarries, where the engine emplacement would be expected to be, was a depression, lined with a sheet of black plastic, suggesting that this feature may have been partially excavated, or a hole filled in here. The southern quarry is later than the example to the north, as it is still active on the 1st edition OS map. It is formed of 2 arched embayments, the larger of which is to the north. This appears to have been a stone quarry, as there is no ironstone visible in the quarry faces, only sandstone.

Associated EAs and IWWs**Subsidiary features**

EA011.01
EA011.02
EA011.03
EA011.04
EA011.05
EA011.06
EA011.07
EA011.08
EA011.09
EA011.10

Condition

A/B

Significance

A/B

Threats

Dereliction, landscape improvement

Recommendations

Preservation in situ as current. Full topographic survey of quarries and associated features (including associated incline). Consider access/presentation to public.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA026

Name

Bwllfa and Nant Melin Collieries: Craig Nantmelyn

Type

Levels, inclines (site of), quarry, tips

NGR

SN971860274 9

Spatial type

Polygon

Associated PRNs

33698, 85001, 85002, 85003

Description

The area which lies on the south side of Bwllfa Road has been landscaped/reclaimed. On the north side of the road, on the west side of the area, is a small quarry scoop between 10 and 15m long, with two to three small tips downslope and two parallel barrow runs to the south. This area is well-vegetated, including several mature trees, and the complex is depicted on the 1st edition OS map (1868). Upslope of this is a small tip, which is likely associated with another quarry scoop further up the hill. At SN 97207 03086 (6.6m) is a possible trial scoop, in an area of mature beech and oak woodland. Running east-west through the area, contouring the slope, is a former tramroad, which appears to have been dismantled by the 1st edition maps, while the levels it served (EA026.01 and EA026.02) are no longer in use at this time. Revetting on the south (downslope) side at points along the tramroad is up to 0.6m high, just to the east of a dogleg in the line, with a length of Fe rail protruding at this point. The line is further revetted, also on the south side, just to the west of feature EA026.13, with three lengths of Fe rails protruding along its length. Several small tips to the south of the track are likely associated with small quarries and trial workings to the north above the track.

Associated EAs and IWWs**Subsidiary features**

EA026.01
EA026.02
EA026.03
EA026.04
EA026.05
EA026.06
EA026.07
EA026.08
EA026.09
EA026.10
EA026.11
EA026.12
EA026.13
EA026.14
EA026.15

Condition

A-D

Significance

A-D

Threats

Dereliction, landscape improvement

Recommendations

Archaeological survey and record, and conservation of most significant features. Consider presentation of most significant features to public. Consider some elements and individual features for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID no

EA027A

Name

Hirwaun Common, West: Twyn Canwyllyr

Type

Drift mine, levels, colliery, quarries, inclines, tips

NGR

SN933800421 3

Spatial type

Polygon

Associated PRNs

01797m, 02498.0m, 91587, 91588, 226638

Description

Area named as 'Coal & Mine Works' on 1st edition OS 1" map c. 1840 (David & Charles Edn). The slopes of this area display signs of having possibly been patchworked or scoured, particularly the quarries at the base of slope; the ground has been disturbed, with gullies visible on the slopes and depressions and mounds below, with channels which may be leats. Along with all the major quarries, there are several areas of minor diggings, c1m or 2m square with the associated spoil downslope, generally ephemeral and well-vegetated, one typical example is c2m by 4m, and c0.7m deep, with a small barrow run off to the west. An old stone and earth boundary bank, c0.5m high, runs through the area, from east-west, and adjacent to this is a short linear quarry, c13m long and 3m high, probably associated with the construction of the bank, at SN 93878 04448 (6.2m accuracy). A area of disturbed ground at SN 93984 04507 (5.4m accuracy) may be early small-scale surface workings, a series of small platforms terraced into the slope with amorphous tips downslope, or possibly natural slumping which may have been enhanced by quarrying. A typical example of the small platforms is c3.5-4m wide with a slight break of slope above. The whole area of disturbance is well-vegetated. To the west of level EA027.11 is a small quarry, with amorphous tips downslope, and stone and shale waste at the base of the tips in the typical triangular shape. The workings form three small quarry embayments with exposed rockface visible. A V-shaped chute leads downslope from the quarry. This appears to have been an ironstone quarry. A wet and boggy area above the face of this quarry may have been used for scouring, channels, which are irregularly shaped, due to the rocky ground, are visible, joining above the quarry face, which may have been used for scouring. At SN 93462 04807 (5.6m accuracy) a stream or scour has been dammed and blocked by a small embankment c1m wide on top, c5m long and c2m wide.

Associated EAs and IWWs**Subsidiary features**

EA027.07
EA027.08
EA027.09
EA027.10
EA027.11
EA027.12
EA027.13
EA027.14
EA027.15
EA027.16
EA027.17
EA027.18
EA027.19
EA027.20
EA027.21
EA027.22
EA027.23
EA027.24
EA027.25
EA027.26
EA027.27
EA027.28
EA027.29
EA027.30
EA027.31
EA027.32
EA027.33
EA027.34
EA027.35
EA027.36
EA027.37

Southeast Wales Industrial Ironworks Landscapes

EA027.38
EA027.39

Condition

A-D

Significance

A/B

Threats

Dereliction, reclamation/landscape improvement schemes

Recommendations

Topographic survey and archaeological record of the most significant features including scouring features. Consider presentation, conservation of most significant features. Consider full conservation/restoration of Crawshay's Tower as part of wider community scheme with improvement to access (community heritage trail). Consider some elements for scheduling (eg Crawshay's Tower, Tower Craig Level).

Southeast Wales Industrial Ironworks Landscapes

ID no

EA027B

Name

Hirwaun Common, West: area north of Bute Pit

Type

Level, tramroads, tips

NGR

SN951650511 9

Spatial type

Polygon

Associated PRNs

03233m

Description

A discrete area of relatively small-scale workings, depicted on the 1st edition OS map (1877/1885), an old coal level, and its associated tips. The area has been mainly reclaimed and damaged. The tramroad survives as a small fragment in an otherwise altered landscape, with tipping lines and passing loops visible. The tips alongside the former tramroad remain as grassed-over embankments and cuttings. The large tips associated with the old level are now heavily overgrown, with gorse etc, while the immediate area of the level is also overgrown, with visible signs of disturbance.

Associated EAs and IWWs**Subsidiary features**

EA027.03

EA027.04

EA027.05

EA027.06

EA027.40

EA027.41

EA027.42

Condition

U/C

Significance

U

Threats

Reclamation, Agricultural/land improvement

Recommendations

Watching brief on area, and evaluation of tramroads if threatened.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA027C

Name

Hirwaun Common, West: Knobby Drift

Type

Drift mine, engine house (site of), tips

NGR

SN955290487 9

Spatial type

Polygon

Associated PRNs

03232m

Description

A discrete area of relatively small-scale workings, depicted on the 1st edition OS map (1877/1885), Knobby Drift ironstone mine and its associated tips. The tips remain, and the cutting for the mine entrance is extant, though it has been partially landscaped.

Associated EAs and IWWs**Subsidiary features**

EA027.01

EA027.02

Condition

C

Significance

B/C

Threats

Agricultural improvement, reclamation

Recommendations

Survey and archaeological evaluation of feature EA027.02 at drift mine if threatened

Southeast Wales Industrial Ironworks Landscapes

ID no

EA028

Name

Hughes's Patch

Type

Patchworkings, quarry, level, inclines and tramroads (site of), tips

NGR

SN929170606 7

Spatial type

Polygon

Associated PRNs

01795m, 88071

Description

SIM enquiry sent: result, owners not located, abandon area. Appearance from a distance suggests that the area has mainly been landscaped.

Associated EAs and IWWs**Subsidiary features**

EA028.01

EA028.02

EA028.03

EA028.04

EA028.05

EA028.06

Condition

C/D

Significance

C/D

Threats

Reclamation/landscape improvement of surviving fragment

Recommendations

None

Southeast Wales Industrial Ironworks Landscapes

ID no

EA029

Name

Llwydcoed Quarries: Old Ironstone Level

Type

Level, tips

NGR

SN998270692 7

Spatial type

Polygon

Associated PRNs

03214m (not located)

Description

Old Ironstone Level depicted on the 1st edition OS map (1885). See point data EA029.01

Associated EAs and IWWs**Subsidiary features**

EA029.01

Condition

B/C

Significance

B/C

Threats

Agricultural/land improvement, road schemes

Recommendations

Survey and record if threatened

Southeast Wales Industrial Ironworks Landscapes

ID no

EA030

Name

Pontbren Llwyd Quarry

Type

Quarry, tramroad (site of), tips

NGR

SN948720801 8

Spatial type

Polygon

Associated PRNs

02105m, 308303 (buffer area)

Description

Well-vegetated quarry, including trees, well-covered in bracken, stone visible in tip. SIM enquiry sent: result, owners not located, abandon area.

Associated EAs and IWWs**Subsidiary features**

EA030.01

EA030.02

EA030.03

Condition

U

Significance

U

Threats

Unknown

Recommendations

None

Southeast Wales Industrial Ironworks Landscapes

ID no

EA032A

Name

Penderyn-foel

Type

Quarries, level, brake engine, tramroad and incline, tips

NGR

SN940870902 1

Spatial type

Polygon

Associated PRNs

88073

Description

Area named as 'Lime Works' on 1st edition OS 1" map c. 1840 (David & Charles Edn). Area EA032A consists of 2 large associated quarry embayments, on the northeast-facing slopes of Moel Penderyn. The northern is c103m across, while the southern is c63m across. The 2" to the mile OS drawings of 1814 label the area as a 'Lime Works' and depicts a tramroad entering the area from the E, which splits to the SW and NW as it approaches the quarry faces (within area EA032A). This tramroad is likely to be on the line of the original wooden Railroad constructed in 1799 by Thomas John Llewellyn. The late 19th century 12" 1st edition OS (1885) shows a tramroad, on the same alignment, entering the area at the E with a spur approaching the SW quarry face from the NNE (the westerly extension of IWT014). Associated linear tips are shown to the N and E, downslope. The remains of waste and limestone blocks are in situ, and there are grassed over mounds of waste at the base of the quarry face, while there are smaller ancillary scoops visible around the main embayments. The limestone strata dip to the south, and in the southern embayment, the limestone bedding planes are still visible, forming stepped areas in the face where the stone has been removed from above. In places, drill marks are still visible in the stone of the faces. The main quarry faces forms ledges and steps, forming small embayments and working platforms, the uppermost ledge in the northern embayment being c3.6m high. Material (hay bales etc) has been dumped in the quarry and now obscures the line of internal tramroad.

Associated EAs and IWWs**Subsidiary features**

EA032.03

EA032.13

EA032.14

EA032.15

EA032.29

EA032.28

Condition

A

Significance

A

Threats

Dereliction

Recommendations

Remove agricultural waste. Consider presentation to public. Consider scheduling of area

Southeast Wales Industrial Ironworks Landscapes

ID no

EA032B

Name

Penderyn-foel

Type

Quarries, brake engine, tramroad and incline, tips

NGR

SN939070886 5

Spatial type

Polygon

Associated PRNs

308305

Description

The area consists of a main quarry face facing north, forming a deep cutting, with the tips lying to the north. These tips are steep-sided and linear, while the early tips resulting from the removal of overburden lying to the northwest. It appears to have been served by one incline to the mouth of the cutting, where a second incline appears to have run further up into the quarry cutting itself. There are numerous small scoops and embayments at the quarry face and on the opposite side, with heaps of shale and larger blocks of limestone waste. A large fault is visible in the surface contouring the slopes above the quarry face. There are triangular piles of waste at the foot of the exposed rockface, and the appearance of the quarry face suggests that it may have been scoured, with these tips, and areas of collapse of the face, while there is a linear depression above the north-facing quarry face, which may be a scouring leat. In front of the main quarry face, adjacent to the head of the incline, is a series of large platforms, partially defined by banks, which may be backfilled ponds or holding reservoirs, or which may be marshalling yards for trucks on the incline. There are possible linear spoil tips or ramps in front of the scoops and embayments. At the base of the quarry face, on the south side of the upper incline are two parallel linear stone features, which may be dumps of processed/graded stone, which appears to be lighter in colour than the large scree slope of waste nearby. The head of the quarry cutting, at its far western end, is formed of two embayments, while at the foot of the south slope is a small stone-built structure, possibly a shelter or shooting butt. The southern of the two embayments at the head of the cutting shows evidence of having been scoured, with a curvilinear leat or drain running along the lip of the quarry on its western and northern sides. This may have been used to drain the workings and/or the flush away waste. Depressions visible above the rockface and triangular piles of waste at its foot suggest that it has been scoured. There are a number of natural limestone sinkholes in the area, as well as shallow extractive diggings and small linear tips above the quarry face, including one pit c8m in diameter, and another example, 15m to the south of pond EA032.11, which is 1.5m by 2.1m with spoil forming a bank around it. On the north side of the quarry cutting are small stepped platforms terraced into the slope, for access, extractive scoops, working platforms or small collecting ponds for kilns or for processing? At the foot of the face on the south side of the quarry cutting is a slope between two spoil heaps leading from the working face to the cutting floor, which may have been a chute for cut stone.

Associated EAs and IWWs**Subsidiary features**

EA032.01
EA032.02
EA032.04
EA032.05
EA032.06
EA032.07
EA032.08
EA032.09
EA032.10
EA032.11
EA032.12

Condition

A

Significance

A

Threats

Dereliction, agricultural/land improvement

Recommendations

Full topographic survey of area and associated features. Consider presentation to public, as part of quarry heritage trail. Consider scheduling of area.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA032C

Name

Penderyn-foel

Type

Quarry, magazine (?), tips

NGR

SN932520862 6

Spatial type

Polygon

Associated PRNs**Description**

Small bowl-shaped quarry embayment/scoop, set within an area of natural sink holes, and cut into the west-facing slopes of Moel Penderyn. The linear entrance, which faces west, is c2.5m wide and up to 2m deep, with a pile of rubble at the mouth of the entrance. It appears to be very early in date, earlier than the other extractive features in this area, and may be early post-medieval in date, it is unlikely to be ironworks-related, and probably supplied building stone to the area. The associated tips lie on the north side of the quarry and also originally downslope to the west.

Associated EAs and IWWs**Subsidiary features**

EA032.16

Condition

A/B

Significance

B/C

Threats

Dereliction, agricultural/land improvement

Recommendations

Full topographic survey of area and associated features. Consider presentation to public, as part of quarry heritage trail. Consider scheduling of area.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA032D

Name

Penderyn-foel

Type

Quarries, brake engine, tramroad and incline, tips

NGR

SN937360908 8

Spatial type

Polygon

Associated PRNs**Description**

This large area of quarries falls into two discrete areas, an upper and a lower. The lower one includes a east-west linear extractive trench, cut into the slope, with a 3m high, south-facing quarry face, and spoil on the south side of the cutting floor, which is c4m wide. It is approached by a track from the south. This probably represents exploitation of a natural limestone outcrop.

The upper area of extractive activity is served by an incline (EA032.17), which extends southwest-northeast through the lower area, with a transfer stage, brake engine emplacement and brakeman's shelter at the incline head and an upper tramroad extending into the higher quarries. About half way along the incline's south side, just upslope and west of the previously mentioned lower linear extractive trench is a D-shaped quarry scoop, 5m by 4.7m, with stone blocks in the interior adjacent to the south side of the incline; its associated tip lies to the north of the incline, accessed by a short tramming route.

The upper area consists of several large quarries cut into the north-facing slopes of Moel Penderyn, with a less intensively worked area above, consisting of smaller quarry scoops and pits, some of which are cut by a revetted quarry track c1m wide and leading from north to south. To the north is an area of small-scale quarry scoops and workings (possibly later in date), the associated tips are eroded.

There is a series a three (or more?) quarry embayments on the south side of the access track/tramroad from the incline, the largest, westernmost embayment forms a distinctive saucer shape, the entrance cutting is c1-2m deep and c3 wide at its base (it probably narrows further, but the base is obscured by vegetation). The entrance trackway to the quarry is slightly revetted, and starts at SN93726 09058 (9.6m). A dram or truck, EA032.22, is located at the west end of this embayment. At the upper quarries in the area, there are v-shaped piles of scree on the slopes.

Heavy vegetation and bracken cover the entire area.

Associated EAs and IWWs**Subsidiary features**

EA032.17
EA032.18
EA032.19
EA032.20
EA032.21
EA032.22
EA032.25
EA032.26
EA032.27
EA032.28

Condition

A

Significance

A

Threats

Dereliction, agricultural/land improvement

Recommendations

Full topographic survey of area and associated features. Consider presentation to public, as part of quarry heritage trail. Consider scheduling of area.

Southeast Wales Industrial Ironworks Landscapes

ID no

EA032E

Name

Penderyn-foel

Type

Quarries, tramroad/incline, tips

NGR

SN937080909 5

Spatial type

Polygon

Associated PRNs

308306

Description

A series of relatively small linear quarry cuttings, which may be later (1870s/1880s?) than the other extractive features on Moel Penderyn. A tramroad runs through the area partway up the slope, above the main Penderyn line. Along part of its length, at SN 93632 09094 (6.2m accuracy), is 2.7m exposed length of drystone revetting, c0.45m high, on the downslope side of the tramroad, as associated with the abutments EA032.24 to the east. At the far western end of the area is a quarry with revetted sides, and small (c.1m high) revetted tipping bays, which lie opposite the sunken entrances to the quarry (SN 93578 09075 (6.9m accuracy)). The revetting for these tipping bays has been bonded with lime mortar, and is 5-6 courses high, (c1-2m). They now form two discrete areas of stonework, but may originally have been one structure, which has collapsed in the middle. Immediately to the northwest of the quarry is a small length of bank with exposed revetting on the north side, which is adjacent to the track and is of unknown purpose. There are small tips downslope of the track, and also linear tips extending north and east of the modern track (which may also be a former tramroad). This modern track, on the north side of the area, at the base of the mountain slope, may have been recently reinstated and cut through the earlier linear quarry, there has been significant disturbance in the area, and the lower slopes may have been worked later, and appear to be more disturbed.

Associated EAs and IWWs**Subsidiary features**

EA032.23

EA032.24

EA032.28

Condition

B/C

Significance

B/C

Threats

Dereliction, agricultural/land improvement

Recommendations

Later than the other quarries within the area, however, consider survey of individual features

Southeast Wales Industrial Ironworks Landscapes

ID no

EA035

Name

Old Quarries, east of Pontbren Llwyd

Type

Quarries

NGR

SN9526208012

Spatial type

Polygon

Associated PRNs**Description**

The northern part of this area consists of a scarp/quarry face cut into the west-facing slope above the north-south tramroad, which was likely exploited for building stone, for local construction, and for the tramroad. There are some large stone blocks at the foot of this face, and the whole complex is quite overgrown. Further south, also on the east side of the tramroad is a small old stone quarry, forming an L-shaped cut, with a linear quarry running off a steep-sided stream valley. This probably represents exploitation of an outcrop exposed by the natural action of the stream. It is quite heavily overgrown, with several mature trees, including ash, oak and hazle.

Associated EAs and IWWs**Subsidiary features**

EA035.01

EA035.02

Condition

C

Significance

C/D

Threats

Minor woodland encroachment

Recommendations

Monitor, consider survey

Southeast Wales Industrial Ironworks Landscapes

Sites: Western Area

ID	Name
EA001.01	Coal Mine, Fothergill's Patches, Waun-y-gwair

Area ID	Type	Spatial type
EA001F	Coal Mine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0112206180	-	Mapping

Associated features

Description

Coal mine depicted on 1st edition OS mapping 1886/1890, part of a larger extractive landscape. Not located during current fieldwork (June 2009)

Condition	Significance
U	D/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.02	Levels, Fothergill's Patches, Waun-y-gwair

Area ID	Type	Spatial type
EA001F	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0124806210	-	Mapping

Associated features

Description

A series of level entrances depicted on 1st edition OS mapping (1875), part of a wider extractive landscape. Partially backfilled level entrance in quarry face EA001.02. Recorded by the RCAHMW under NPRN 262418, but NGR recorded for this number is misplaced. Cut into west-facing quarry face.

Condition	Significance
B/C	B/C

Threats

Recommendations

ID	Name
EA001.03	Level, Fothergill's Patches, Waun-y-gwair

Area ID	Type	Spatial type
EA001F	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0106205892	-	Mapping

Associated features

Description

Old Ironstone and Coal level depicted on 1st edition OS mapping 1886/1890. Recorded by the RCAHMW under NPRN 262458. The tip of the level, as depicted on the 1st edition OS map, survives, but the level entrance and cutting appear to now be within an area of forestry, and likely now destroyed.

Condition	Significance
B/C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.04	Old Level, Fothergill's Patches, Waun-y-gwair		
Area ID	Type		Spatial type
EA001F	Level		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0096005781	-	Mapping

Associated features

Description

Old level depicted on 1st edition OS map (1886/1890). There is a series of three linear depressions in this area, one of which is likely the feature labelled on the 1st edition map. The entrance cuttings face southwest, and there are two tips below them. The southeastern most example of the cuttings (at SO 00973 05785 (12.1m accuracy)) contains a small stone feature (EA001.61). A small leat (which feeds into the ditch on the northwest side of track EA001.60) detours around the head of the southeastern most of these cuttings and continues to the north at SO 00978 05818 (6.2m accuracy). In addition to the stone feature EA001.61, there is a jumble of stone at the base of the cutting, which appears to be a random waterborne spread, washed down from above. No surviving traces of level entrances were noted.

Condition	Significance
C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.05	Ironstone and Coal Level, Fothergill's Patches, Waun-y-gwair		
Area ID	Type	Spatial type	
EA001F	Level	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0092605676	-	Mapping

Associated features

Description

Ironstone and Coal level, depicted on 1st edition OS maps (1886/1890). Not located during current fieldwork (June 2009)

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA001.06	Ironstone and Coal Level, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Level	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0014405734	-	Mapping

Associated features

Description

Ironstone and Coal Level depicted on 1st edition OS maps (1886/1890), within the area of Bryn Defaid Patch. This feature was generally too overgrown to access, though the cutting for the entrance survives as a deep gully. It is unknown whether the portal itself survives, though it is unlikely. The area is very overgrown with trees and brambles.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.07	Engine House, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Engine House	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0002105904	-	Mapping

Associated features

Description

A rectangular feature depicted on the 1st edition OS map (1886/1890), labelled as an Engine House, located on the west side of a north-south tramroad serving the Bryn Defaid Patch workings. The feature survives as a roughly rectangular sunken area c3.8m by 4m and c1-1.5m deep, with some tumble in the interior, and small areas of stone walling visible under the dense undergrowth and ferns. The south side of the feature is defined by a stone wall, there are also traces of an entrance to the north. A long, shallow reed-filled rectangular area to the north, c1.5m wide and extending 9m north of the engine house. The remains of a stone bank c0.5m wide and 0.1m high were noted at the north end. This site was the engine house operating the incline to the quarry, and the associated sunken area may have been the associated channel for the cables.

Condition	Significance
B/C	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.08	Trackside feature, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Structure	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0002405891	-	Mapping

Associated features

Description

A rectangular trackside feature at depicted on 1st edition OS maps (1886/1890), along the line of a tramroad running north-south through the area, serving Bryn Defaid Patch. This feature lies just to the south of Engine House EA001.07. The surviving remains comprise a small embanked feature roughly triangular in shape tapering to the south, defined by grassed-over stone banks, c0.3m high and vary between 0.5 and 1m in width, with a possible entrance on the south side. The banks are constructed of shale waste and there is no clear facing. The are very well spread and appear almost like debris. This may represent the remains of a hut or shelter, or possibly a storage bin.

Condition	Significance
B/C	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.09	Quarry entrance cutting, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Cutting	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9989305391	-	Mapping

Associated features

Description

Tramroad approach cutting to quarry at west side of Bryn Defaid patch, tramroad depicted as railed on 1st edition OS maps (1886/1890). The cutting for the quarry entrance is c1m deep and 4m wide. Towards the quarry it is densely overgrown (including Japanese Knotweed). An embanked linear feature, c.1m wide with mature trees growing from it runs up the middle of the cutting and now functions as a field boundary, this feature appears to be the embanked formation of the quarry tramroad (see EA001.85). The associated quarry to the north has been infilled, with a tarmac surface visible at points close to the gate.

Condition	Significance
B/C	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.10	Square trackside feature, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0010305701	-	Mapping

Associated features

Description

A small square feature depicted on the 1st edition OS map (1886/1890) along the line of a length of tramroad, on the north side of the track. A linear depression at this point may be a possible level entrance, with a low bank c2m wide on top, well-spread, varying between 0.25 and 1m high, possibly a track or tramroad formation. The cutting is substantially overgrown with gorse.

Condition	Significance
C	C/U

Threats

Recommendations

ID	Name
EA001.11	Old Ironstone and Coal Level, N of Tir-ergyd Bungalow, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9999905432	-	Mapping

Associated features

Description

Entrance to an Ironstone and Coal Level, depicted on 1st edition OS maps (1886/1890), though disused by this date, served by a length of tramroad running to the southwest. This feature is very overgrown, a linear depression is visible but inaccessible, though it may survive.

Condition	Significance
C/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.12	Siphon, N of Tir-ergyd Bungalow, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Siphon	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0002005386	-	Mapping

Associated features

Description

A siphon depicted on 1st edition OS maps (1886/1890). Nothing was visible in this location at the time of the site visit, as it was heavily overgrown.

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA001.13	Trackside feature, W of Tir-ergyd Bungalow, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Structure	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9997605375	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1886/1890) on the west side of the tramroad serving old level EA001.11. This feature appears to have been removed by the construction of the road.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.14	Trackside feature, W of Tir-ergyd Bungalow, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9996905362	-	Mapping

Associated features

Description

A small feature depicted on the north side of a length of tramroad running approximately southwest-northeast through Bryn Defaid patch workings. This feature appears to have been removed by the construction of the road.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.15	Air Shaft. S of Tir-ergyd Bungalow, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0002905290	-	Mapping

Associated features

Description

An air shaft depicted on 1st edition OS maps (1886/1890). This feature was not individually visited during the current fieldwork.

Condition	Significance
D/U	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.16	Old Level, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0003505285	-	Mapping

Associated features

Description

An old level depicted on 1st edition OS maps (1886/1890) within the area of Bryn Defaid Patch. This feature was not individually visited during the current fieldwork.

Condition	Significance
D/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.17	Old Level, Tir-yr-Argae, Tir-ergyd		
Area ID	Type	Spatial type	
EA001C	Level	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9995204998	-	Mapping

Associated features

Description

An old level depicted on the 1st edition OS map (1886/1890), part of an extensive extractive landscape. The entrance cutting is visible as a muddy stream scarped into the slope on the southeast side, aligned southwest-northeast. It is c1.5m deep on the southeast side. There is a return scarp on the opposite side, though not as steep, but roughly the same height. There are semi-mature coppiced trees alongside the cutting, which may be the remains of a hedgerow. Nothing is visible of the level portal, which has likely collapsed. This level lies in a small copse at the head of a small former quarry scoop which has now been levelled, and is adjacent to the complex EA001.76.

Condition	Significance
B/C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.18	Old Level, Tir-yr-Argae, Tir-eryd		
Area ID	Type	Spatial type	
EA001C	Level	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9995904911	-	Mapping
Associated features			
Description			
Old level depicted on the 1st edition map (1886/1890), part of an extensive extractive landscape. This has been removed by modern levelling of the site.			
Condition	Significance		
D	D		
Threats			
Recommendations			

ID	Name		
EA001.19	Coal Mine, Tir-yr-Argae, Tir-ergyd		
Area ID	Type	Spatial type	
EA001C	Coal Mine	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0010604885	-	Mapping
Associated features			
Description			
Coal mine depicted on 1st edition OS maps (1886/1890), part of a larger extractive landscape. The area was visited during the current fieldwork, however, no remains were visible. The ground at this point is slight bumpy and disturbed, but no remains survive above ground, the site appears to have been completely backfilled.			
Condition	Significance		
D	D		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.20	Structure, Tir-yr-Argae, Tir-ergyd		
Area ID	Type	Spatial type	
EA001C	Platform	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0020504865	-	Mapping

Associated features

Description

A small rectangular feature, possibly a structure, depicted on 1st edition OS maps (1886/1890). This is probably agricultural in origin, not industrial. There is a slight raised area/slanting platform, c30m in length, sitting diagonally across the corner of the field, and one large protruding stone was located which may indicate a structure, though no other remains were visible. A sunken area to the west may be the remains of a pond shown on the 1st edition map.

Condition	Significance
C	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.21	Tir-yr-argae, Tir-ergyd		
Area ID	Type	Spatial type	
EA001C	Farmstead	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0014004814	-	Mapping

Associated features

Description

A farmstead depicted on the 1st edition OS map (186/1890), next to extractive features, including a mine and a quarry, suggesting that this may be a transitional agri-industrial settlement. The house and outbuildings appear to have moved to a new site since this date, as a farmstead of the same name (Tir-ergyd) is depicted on modern mapping slightly to the north of this site. A short length of low footings/walling survives running northeast-southwest at the northeast end of the area of disturbance. This walling is disjointed, c1.2m long, and may continue further, though the ground is very disturbed. This adjacent to the west of an apparently modern drainage ditch and bank. There are further possible indications of platforms and flat and/or sunken areas, with occasional stones and further remains of walling to the south by the hedgerow field boundary. The site lies within improved land, and the entire area of the feature is very badly disturbed, and may have been bulldozed to level the site.

Condition	Significance
C/D	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.22	Weighbridge, Tir-yr-argae Balance Pit, Bryn Defaid

Area ID	Type	Spatial type
EA001C	Weighbridge	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9986304738	-	Mapping

Associated features

Description

A small feature, labelled W.B., along the line of an east-west tramroad serving Tir-yr-argae Balance Pit, probably a weighbridge, depicted on 1st edition OS maps (1886/1891). This site was visited, and there were no remains visible aboveground. There was a dump of modern bricks at this location, which may represent infilling for the modern track. Brambles to one side of this track may obscure the remains of this feature.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA001.23	Tir-yr-argae Balance Pit, Tir-yr-Argae, Tir-ergyd

Area ID	Type	Spatial type
EA001C	Balance Pit	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0000204693	-	Mapping

Associated features

Description

Tir-yr-argae Balance Pit, producing ironstone and coal, depicted on 1st edition OS maps (1886/1890). Lobed fingertips are visible in this general vicinity, but the site of the pit was visited and no remains were noted, it appears to have been backfilled.

Condition	Significance
B/C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.24	Drift Mine, S of Tir-yr-Argae, Tir-ergyd

Area ID	Type	Spatial type
EA001C	Drift Mine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0005404541	-	Mapping

Associated features

Description

Coal and ironstone drift mine depicted on 1st edition OS maps (1868), part of an expansive extractive landscape. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.25	Level, S of Tir-yr-Argae, Tir-ergyd

Area ID	Type	Spatial type
EA001C	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0003804527	-	Mapping

Associated features

Description

Level depicted on 1st edition OS map (1868), part of a larger extractive landscape. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.26	Ironstone Level, S of Tir-yr-Argae, Tir-ergyd

Area ID	Type	Spatial type
EA001C	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9999004529	-	Mapping

Associated features

Description

Ironstone level depicted on 1st edition OS map (1868) part of a larger extractive area. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.27	Limekiln, N of Hill Top

Area ID	Type	Spatial type
EA001B	Limekiln	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9968004601	-	Mapping

Associated features

Description

A limekiln depicted on 1st edition OS maps (1868), in a large area of extractive activity. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.28	Brick Works, N of Hill Top

Area ID	Type	Spatial type
EA001B	Brick Works	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9965704558	-	Mapping

Associated features

Description

A brick works complex depicted on 1st edition OS maps (1868), within a large extractive area and close to Aberdare Ironworks. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.29	Coal and Ironstone Level, NE of Hill Top

Area ID	Type	Spatial type
EA001B	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9973804484	-	Mapping

Associated features

Description

A coal and ironstone level depicted on the 1st edition OS map (1868), served by a short length of tramroad running south-south-west from the level entrance. The area in which this feature was located was very overgrown and heavily vegetated at the time of the site visit (July 2009), although a linear depression may indicate the site of the level.

Condition	Significance
D/U	C/U

Threats

Reclamation and landscaping

Recommendations

Possibly a return visit in winter when vegetation has died down, although this feature is unlikely to be of great significance.

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.30	Trackside feature, level, NE of Hill Top

Area ID	Type	Spatial type
EA001B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9973604467	-	Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS maps (1868), on the east side of the tramroad serving coal and ironstone level EA001.30. Possibly a structure. The area in which this feature was located was very overgrown and heavily vegetated at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

Possibly a return visit in winter when the vegetation has died down, though this is probably not worthwhile given the condition of the other features in the area.

ID	Name
EA001.31	Weighing Machine, Hill Top

Area ID	Type	Spatial type
EA001B	Weighing Machine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9968704446	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), on the line of a major tramroad, labelled W.M. weighing machine? This feature is in an area of woodland and is well-overgrown, though an indistinct rubble bank may be the site of the weighing machine.

Condition	Significance
U/D	U/D

Threats

Landscaping/dereliction

Recommendations

None

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.32	Trackside feature, E of Hill Top

Area ID	Type	Spatial type
EA001B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9984304481	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), on the north side of a tramroad running east-west through the extractive area, possibly a structure. When visited, this location was heavily overgrown, though a cutting was visible on the north edge of the tramroad in the vicinity, at the cutting for the tramroad under the railway, though the feature EA001.32 itself was not

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.33	Air Shaft, W of Croesdy

Area ID	Type	Spatial type
EA001B	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9988304422	-	Mapping

Associated features

Description

An air shaft depicted on 1st edition OS maps (1868) in an area of dense extractive activity. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.34	Weighing Machine, Hill Top		
Area ID	Type	Spatial type	
EA001B	Weighing Machine	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9955204422	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), along the line of a short length of tramroad siding, on the north side, labelled W.M. for weighing machine? Nothing was seen at this location, the feature is likely to have been destroyed.

Condition	Significance
U/D	U/D

Threats
Not identified

Recommendations
None

ID	Name		
EA001.35	Trackside feature, Hill Top		
Area ID	Type	Spatial type	
EA001B	Structure	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9954404408	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), on the south side of a length of tramroad, possibly a structure. Replaced by modern development

Condition	Significance
D	D

Threats
N/A

Recommendations
None

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.36	Old Level, SW of Hill Top

Area ID	Type	Spatial type
EA001B	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9951604302	-	Mapping

Associated features

Description

An old level depicted on 1st edition OS maps (1868). Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.37	Level, E of Shop Houses

Area ID	Type	Spatial type
EA001B	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9975904203	-	Mapping

Associated features

Description

Level depicted on 1st edition OS maps (1868), in a large area of extractive activity. The level has partially collapsed, the portal has collapsed, and there is a considerable dump of moss-covered stone on the north side of the level. This feature is adjacent to a small tarmac road, and has suffered from fly tipping and dumping. The area of the feature is well-overgrown with both Japanese knotweed and white/blackthorn trees, and the feature was therefore not accessed for health and safety reasons.

Condition	Significance
C/D	C/D

Threats

Fly tipping, landscape reclamation

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.38	Pumping Engine House, E of Shop Houses		
Area ID	Type		Spatial type
EA001B	Pump House		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9969404237	-	Mapping

Associated features

Description

Pumping engine house depicted on 1st edition OS maps (1868) adjacent to the level EA001.37 and on the south bank of the Nant y Derlwyn. Within a large extractive landscape. The remnants of a brick and stone-walled structure, along with a brick pillar, were noted at this approximate location, possibly the remains of the pumping engine house, at the foot of the tramroad embankment and set in a slight hollow. It survives to 10+ courses, but is very overgrown and damaged, in poor condition, very obscured by vegetation. It was not seen close-up due to the potential danger and inaccessibility of its location.

Condition	Significance
C/D	C/D

Threats

Development, reclamation, dereliction

Recommendations

Return visit in winter when vegetation has died back, to establish the full extent of the remains and their nature.

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.39	Old Pit, S of Shop Houses

Area ID	Type
EA001B	Extractive Pit

Spatial type
Point

Identified through	NGR
1st edition OS map	SN9951504149

Accuracy
-

Method
Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), labelled as an "Old Pit", and apparently served by a tramroad. Within a larger extractive landscape. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.40	Weighing Machine, Shop Row, N of Shop Houses

Area ID	Type
EA001B	Weighing Machine

Spatial type
Point

Identified through	NGR
1st edition OS map	SN9959004270

Accuracy
-

Method
Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), shown straddling a tramroad line, labelled W.M., possibly a weighing machine. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.41	Rectangular feature, Shop Houses

Area ID	Type	Spatial type
EA001B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9954604200	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868) in a large area of extractive activity, possibly a structure. Although the area this feature lies within, EA001B, was visited, this feature was not visited due to accessibility and visibility issues caused by the heavy vegetation at the time of the site visit (July 2009).

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.42	Tramroad system and incline, Ysgubor-wen Pit

Area ID	Type	Spatial type
EA001B	Tramroad	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9988504174	-	Mapping

Associated features
EA001.44

Description

Internal tramroad and incline system depicted on 1st edition OS map (1868) associated with Ysgubor-wen Pit. Extensive tip tramming lines are depicted on tips to the west and southeast of pithead, with a line extending west to a pumping engine house (EA001.38), and a probable incline extending south of the pithead to provide tramroad access to the rail network at Trecynon. The features were not inspected; dense vegetation limited accessibility and visibility at the time of the site visit (July 2009).

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.43	Croesdy Patch, W of Croesdy Farm

Area ID	Type	Spatial type
EA001B	Patch working	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9989504384	-	Mapping

Associated features

Description

Croesdy Patch (coal & ironstone) depicted on 1st edition OS map (1868); triangular area on the southeast side of Nant-y-Derlwyn stream, with long linear tips shown extending northeast-southwest along southeast stream bank with quarry face extending north-south down eastern edge of area, and overburden tips further to south, and a further northeast- southwest aligned stretch of quarry face extending as far as the east-west route of Tappenden's Tramroad (IWT013). The area of linear tipping along the Nant-y-Derlwyn extended south of Tappenden's Tramroad to the GWR line at Arthur's Place and as far east as the tips of Ysgubor-wen Pit (1st edition OS map 1868). The tips south of Tappenden's Tramroad appear to have been typically linear, though the area was also characterised by clusters of linear tips with splayed irregular 'fingers' or lobes. Aerial photographs show that the area has largely been reclaimed and landscaped, with the tips removed. Modern mapping indicates that the northern most area of quarry faces, c. 124m north-south, survives in a narrow band of overgrown woodland adjacent to the boundary of Croesdy Farm yard and the farm track leading south.

Condition	Significance
D	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.44	Ysgubor-wen Coal Pit, Ysgubor-wen

Area ID	Type	Spatial type
EA001B	Coal workings	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9990304180	-	Mapping

Associated features
EA001.42

Description

Ysgubor-wen Coal Pit, depicted on the 1st edition OS maps (1868) as a complex of 4 conjoined main buildings with two further detached rectangular structures to the west and an associated network of tramroads (EA001.42). Site inaccessible due to dense vegetation.

Condition	Significance
D/U	D/U

Threats

Recommendations

Possible return visit in winter?

ID	Name
EA001.45	Rectangular feature, Ysgubor-wen

Area ID	Type	Spatial type
EA001B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9996904056	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868) next to a level, and possibly associated with it. Possibly a structure. Inaccessible due to vegetation, possible return visit in winter, though access arrangements will have to be made as this feature is on private land.

Condition	Significance
D/U	D/U

Threats

Recommendations

Possible return visit in winter?

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.46	Level, Ysgubor-wen

Area ID	Type	Spatial type
EA001B	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9997704054	-	Mapping

Associated features

Description

A level depicted on 1st edition OS maps (1868), within a larger area of extractive activity. Inaccessible due to vegetation, possible return visit in winter, though access arrangements will have to be made as this feature is on private land.

Condition	Significance
U	U

Threats

Recommendations

Possible return visit in winter?

ID	Name
EA001.47	Trackside building, Ysgubor-wen

Area ID	Type	Spatial type
EA001B	Building	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9997003987	-	Mapping

Associated features

Description

Small structure depicted on 1st edition OS maps (1868) on the west side of a north-south length of tramroad. Appears to consist of two smaller, conjoined square structures. Inaccessible due to vegetation, possible return visit in winter, though access arrangements will have to be made as this feature is on private land.

Condition	Significance
U	U

Threats

Recommendations

Possible return visit in winter?

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.48	Trackside building, Ysgubor-wen

Area ID	Type	Spatial type
EA001B	Building	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9996103977	-	Mapping

Associated features

Description

A building depicted on 1st edition OS maps (1868), at which a length of tramroad appears to terminate. Building appears to be cruciform in plan, and is labelled "screen" on the maps. Inaccessible due to vegetation.

Condition	Significance
U	U

Threats

Recommendations

Possible return visit in winter?

ID	Name
EA001.49	Weighing Machine, Aberdare Ironworks

Area ID	Type	Spatial type
EA001A	Weighing Machine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9917004380	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868) straddling a tramroad siding, and labelled W.M., likely for Weighing Machine. Not visible 02.06.2009

Condition	Significance
D/U	D/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.50	Boiler house, Aberdare Ironworks

Area ID	Type	Spatial type
EA001A	Boiler House	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9905804415	-	Mapping

Associated features
EA001.78

Description
An interconnected complex of two rectangular buildings depicted on 1st edition OS maps (1868) next to a length of tramroad, likely a boiler house, as it is labelled "Boilers" on the map. Not visible 02.06.2009

Condition	Significance
D/U	D/U

Threats

Recommendations

ID	Name
EA001.51	Rectangular feature, Aberdare Ironworks

Area ID	Type	Spatial type
EA001A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9903604410	-	Mapping

Associated features
EA001.78

Description
A small rectangular feature depicted on 1st edition OS maps (1868) along a length of tramroad, within a large area of industrial activity. Possibly a structure, may be related to the boiler house on the other side of the tramroad line. Not visible 202.06.2009

Condition	Significance
D/U	D/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.52	Trackside feature, Aberdare Ironworks

Area ID	Type	Spatial type
EA001A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9897904507	-	Mapping

Associated features
EA001.78

Description
A small rectangular feature depicted on 1st edition OS maps (1868) on the west side of a length of tramroad running north-south through a large extractive area. Not visible 02.06.2009

Condition	Significance
D/U	D/U

Threats

Recommendations

ID	Name
EA001.53	Old Mine, Llwydcoed

Area ID	Type	Spatial type
EA001E	Mine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9968505237	-	Mapping

Associated features

Description
An Old Mine depicted on 1st edition OS maps (1886/1890), in a larger area of extractive activity. This is in an area which is very heavily overgrown and is therefore not visible.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.54	Old Level, Llwydcoed

Area ID	Type	Spatial type
EA001E	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9956704996	-	Mapping

Associated features

Description

An old level depicted on 1st edition OS maps (1886/1890) served by a disused tramroad which ran south from the level entrance, but which is shown as dashed lines on the map. This is in an area which is very heavily overgrown and is therefore not visible.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA001.55	Trackside structure, Llwydcoed

Area ID	Type	Spatial type
EA001E	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9960605177	-	Mapping

Associated features

Description

A possible small rectangular feature depicted on 1st edition OS maps (1886/1890) on the west side of a north-south length of tramroad serving a large extractive area around Llwydcoed. May be a small structure. This is in an area which is very heavily overgrown and is therefore not visible.

Condition	Significance
D/U	D/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.56	Structure, Fothergill's Patches, Carn-y-frwydr

Area ID	Type	Spatial type
EA001F	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0130206033	-	Mapping

Associated features
EA001F3

Description

Structure depicted on 1st edition OS map (1881). At this location on the ground, a level area was noted at the junction of two tips, which appears to be the site of this structure. Some scattered stone is visible on the surface, at the east edge, which may possibly be faced, though it may not be significant/structural.

Condition	Significance
D/U	D/U

Threats

Recommendations

ID	Name
EA001.57	Pit/shaft, Fothergill's Patches, Carn-y-frwydr

Area ID	Type	Spatial type
EA001F	Pit/shaft	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0132106309	9.8m	Garmin 76 GPS

Associated features

Description

Pit or shaft, with a sub-rectangular entrance, and a linear cut to the north, and slight tips around the edge. There is a cluster of three further tips to the north and on the far side of the track.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.58	Leats/drainage gullies, Fothergill's Patches, Carn-y-frwydr		
Area ID	Type	Spatial type	
EA001F	Leat	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0133106305	5.8m	Garmin 76 GPS

Associated features
262292?

Description

An area of leats or drainage gullies (possibly for scouring as the leats extend to upper edges of quarry faces in the area). GPS point taken at junction (cross-over point) of two leats; one (from SO0140006117 to SO0131206355), c0.6m deep and 0.8m wide with a slight bank on either side, aligned northnorthwest-southsoutheast, which at SO0134806240 (GPS reading: SO0135506246 at 5.4m accuracy), appears to be cut by (or join?) a second (possibly later) ditch (from SO0144706215 to SO0126106247), aligned west-eastsoutheast. Both leats are traceable on aerial photographs and were noted to approach the heads to quarries at c. SO0131206355 and SO0124606228.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.59	Small hut, Fothergill's Patches, Carn-y-frwydr

Area ID	Type
EA001F	Structure

Spatial type
Point

Identified through	NGR
Fieldwork	SO0137506110

Accuracy
4.7m

Method
Garmin 76 GPS

Associated features

Description

Small hut defined by ephemeral banks on the northwest, northeast and southwest sides, with a very slight bank on the southeast side, most clearly defined on the northwest side. The banks of this structure may be cut by a track, a slight linear depression runs through it. The northwest bank is c0.6m high, max 3m wide, with the other ephemeral banks being spread to c1m wide. The overall structure is max 5m wide, 16m long, with the southeast side defined only by a very ephemeral feature. The structure appears to sit on a slight platform in the slope.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.60	Tramroad Embankment, Fothergill's Level, Carn-y-frwydr		
Area ID	Type	Spatial type	
EA001F	Embankment	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0104505867	6.2m	Garmin 76 GPS
Associated features			
292298			
Description			
A tramroad embankment running northeast-southwest through area of tips EA001F4/292298, forming a trackway with a ditch and bank on the southeast side, and a bank on the northwest side. This may be an inclined plane, with the base at SO 00954 05728 (10.3m).			
Condition	Significance		
B	C		
Threats			
Recommendations			

ID	Name		
EA001.61	Platform structure in level cutting, Fothergill's Patches, Carn-y-frwydr		
Area ID	Type	Spatial type	
EA001F	Structure	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0096105781	6.6m	Garmin 76 GPS
Associated features			
EA001.04			
Description			
Embanked sub-rectangular platform structure, well-vegetated with bracken. There are indications of footings on the southwest side. This structure is located at the base of a cutting, the southeastern most of group EA001.04, which may have provided access to a now-collapsed level entrance, above a boggy area. The banks survive to 0.6m in height and are spread to c1m in width at the top. There are traces of a possible entrance on the southwest side. Overall the structure is c4m wide by c6m long.			
Condition	Significance		
A/B	B/U		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.62	Revetting, E of Shop Houses

Area ID	Type
EA001B	Revetment

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9970704271	7.8m	Garmin 76 GPS

Associated features

Description

A length of revetting along the line of a trackway, on the north side, minimum 4-5 courses are visible, constructed of dressed squared stone blocks standing to c1.5m high and associated with a tramroad/stream. At this point on the path there is a large concrete slab, which may be capping the line of the stream.

Condition	Significance
A/B	D

Threats

Recommendations

ID	Name
EA001.63	Holding tank, Mountain Pit?

Area ID	Type
EA001H	Reservoir

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0172705133	-	Mapping

Associated features

Description

Rectangular feature depicted on 1st edition OS maps (1881), on the slopes above Mountain Pit, with an entrance leat in the east corner, and exit leat in the south corner. Probably a holding tank for the workings, the exit leat runs down to the main building at the mine, then turns to the east to run parallel with the incline. This feature was not individually visited during the current fieldwork.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.64	Rectangular feature, Mountain Pit

Area ID	Type	Spatial type
EA001H	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0168905129	-	Mapping

Associated features

Description

A rectangular feature depicted on 1st edition OS maps (1881), on the slopes above Mountain Pit, on a track which leads up the mountain. This feature was not individually visited during the current fieldwork.

Condition	Significance
A/U	U

Threats

Recommendations

ID	Name
EA001.65	Shaft, Mountain Pit

Area ID	Type	Spatial type
EA001H	Mine Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0168405116	-	Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1881), possibly that referred to by the label "shaft" adjacent to it, or possibly a small structure. May be NPRN 262332. To the northwest of the engine house, a rectangular shaft was noted, with banks the north, east and west sides, open on the south side. There is an L-shaped depression, c1.5m wide, on the north and east sides. The complex is c4.5m square.

Condition	Significance
A/U	B/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name			
EA001.66	Air Shaft, Mountain Pit			
Area ID	Type			Spatial type
EA001H	Ventilation Shaft			Point
Identified through	NGR	Accuracy		Method
1st edition OS map	SO0167705111	-		Mapping

Associated features

Description

Small circular feature depicted on 1st edition OS map (1881), possibly that referred to by the label "air shaft" adjacent to it. This feature was not individually visited during the current fieldwork, but no remains were observed from a distance.

Condition	Significance
D	D

Threats

Recommendations

ID	Name			
EA001.67	Rectangular feature, Mountain Pit			
Area ID	Type			Spatial type
EA001H	Structure			Point
Identified through	NGR	Accuracy		Method
1st edition OS map	SO0167605116	-		Mapping

Associated features

Description

Small rectangular feature depicted on 1st edition OS maps (1881), possibly that referred to by the label "air shaft" adjacent to it, or possibly a small structure. This feature was not individually visited during the current fieldwork, but no remains were observed from a distance.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.68	Twin buildings, Mountain Pit

Area ID	Type
EA001H	Buildings?

Spatial type
Point

Identified through	NGR
1st edition OS map	SO0169005108

Accuracy
-

Method
Mapping

Associated features

Description

Two small rectangular features depicted on the 1st edition OS map (1881) at the head of the incline which serves the pit. These may be two small buildings or machinery mounts. This feature lies within an area of heavily disturbed ground. There appear to be remains here, but due to the heavy vegetation these were difficult to distinguish. This is part of the complex which would benefit from a full detailed topographic survey.

Condition	Significance
B/U	B/U

Threats

Recommendations

Topographic survey

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.69	Engine House complex at incline top, Mountain Pit		
Area ID	Type	Spatial type	
EA001H	Structure	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0170005103	-	Mapping

Associated features

NPRN 262431?

Description

The engine house complex at Mountain Pit (takes in NPRN 262431). A linear group of rectangular structures on the east side of the incline head depicted on the 1st edition OS map (1881), which shows a main structure building with a smaller structure to the south and small appendages to the ends. Adjacent to the northeast side of the group, the mapping depicts a rectangular enclosure. The field visit identified this as a large sunken area with 3 parallel linear channels entering from the south. The main structure survives to c1.8m in height (10 courses visible), and measures c10m in length by c4.5m, the massive bank (c. 1m high on west side) on which it sits appears to continue to the northwest and southeast. The masonry of the structure has been damaged, especially at the north end, where the rubble core is visible. There is evidence for alterations/development of the structure with several additions to the east side; culminating in an arched culvert, over 1m in depth and c0.75m wide, constructed of yellow unfrogged brick, which extends along the northeast side of the structure. At the southeast elevation is a square Fe tank, 92cm wide and 77cm high, its top exposed for 85cm, with a capped opening, 21cm in diameter, on its southeast side. The top of the tank has 2 circular openings (the larger 18cm in diameter, and the smaller 12.3cm originally capped), and a larger capped opening, over 40cm in diameter, which is partially overgrown and covered by brick. Around the openings are holes (4 around the smaller hole, and 6 around the larger) for square-section bolts which would have originally secured the capping. Protruding c0.25m from the top of the structure is are 3 parallel rows of screw-topped holding down bolts (8 or more). There is a linear northwest-southeast aligned channel between the outer two rows, and, on the northeast side of the building are a further 3 bolts. Roughly 5m to the northwest of the main structure, at ground level are a further 4 holding down bolts.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Full topographic survey

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.70	Rectangular feature, Llwydcoed

Area ID	Type
EA001	Structure

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9861504919	6.8m	Garmin 76 GPS

Associated features

Description

A roughly rectangular feature, c5m in length by c3m wide defined by moss-covered stone banks set within a semi-circular embayment on the northwest side of feeder IWW046, possibly the footings of a structure, or quarry debris associated with the construction of the embankment. The embankment of feeder IWW046 runs southwest-northeast to the south of the structure.

Condition	Significance
B/U	U

Threats

Recommendations

ID	Name
EA001.71	Structure, Fothergill's Patches

Area ID	Type
EA001C	Structure

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0038806207	7.8m	Garmin 76 GPS

Associated features

Description

A small structure to the west of the capped shaft, c3.5m east-west by 2.5m north-south, the interior is sunken by c0.5m. It has been cut into the tip, with a roughly constructed bank on the south and west sides, c1m wide on top, with slightly rounded corners.

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.72	Quarry face, Fothergill's Patches

Area ID	Type	Spatial type
EA001C	Quarry	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0043706231	-	Mapping

Associated features

Description

A length of quarry face, and associated tips within Fothergill's Patches depicted on the 1st edition OS map (1885). The quarry face survives, partially obscured by vegetation, along the eastern edge of the area adjacent to the B4276, Merthyr Road.

Condition	Significance
B	B

Threats

Recommendations

ID	Name
EA001.73	Group of crown pit workings, Fothergill's Patches

Area ID	Type	Spatial type
EA001C	Extractive Pit	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0039506194	5.1m	Garmin 76 GPS

Associated features

Description

To the southwest of the main shaft NPRN 262376 is a group of 6+ small sub-rectangular pits or small crown pit workings, of various sizes.

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.74	Quarry, Fothergill's Patches

Area ID	Type	Spatial type
EA001C	Quarry	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0032706327	-	Mapping

Associated features
262462

Description

An area of quarrying at Fothergill's Patches; spoil tips, with the quarry face, 6-7m high, defining the edge of the forestry plantation, facing north and northwest, depicted on the 1st edition OS map (1885) and labelled as an ironstone quarry. The tips lie downslope of the quarry face, and are small, random, short and lobed, rounded and interlocking, essentially a series of conjoined lobes, one with a deep open shaft/crown pit/bell pit, elliptical and c4-5m in diameter, at SO0037206344 (5.9m accuracy). Small-scale levels appear to have been driven into the base of the quarry face, one example at SO0033906316 (6.6m accuracy) is c1m wide and 3-4m in length, with voids at the base of the quarry face. There is also a small, sub-circular, D-shaped pit working, c3m by 3m adjacent to the quarry face at SO0033206321 (5.6m accuracy). Broken slabs of stone are visible at the base of the quarry face. There is a small curvilinear channel running in front of the quarry face, at SO0031706307 (5.7m accuracy) running to the west, c1m wide, c0.75m deep and c9m long, possibly the entrance to a small level feature. There is a deep gully running between the tips, at SO0035006331 (5.6m accuracy) depicted on the historic map, c1.5-2m wide and aligned westnorthwest. The area is well-vegetated with heather, bilberry, ferns, and a few small rowan and oak trees. The entrance to the quarry is a sunken track leading from a gap between the forestry planting at SO0035806339 (6.3m accuracy).

Condition	Significance
B	B/C

Threats

Recommendations

Survey, area is intact despite the forestry surrounding it.

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.75	Tramroad at coal level, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork and 3rd edition OS map (1919)	SO0010305633	-	Mapping

Associated features
EA001.06, EA001.87

Description

An isolated tramroad serving a coal level (EA001.06) and tip, depicted on the 3rd edition OS map (1919), running c.204m southsouthwest from a level (EA001.06) entrance to the end of the associated waste tip, with a short spur (also on the 2nd edition OS map of 1900) to southeast from the level connecting to ?tipping bay on Merthyr Road. The feature replaced an earlier tramroad alignment depicted on the 1st edition OS (1868/1890), see EA001.87). The formation of the main tramroad to the level entrance survives as a gently spread bank, c0.5m high (on the west side) and c1m wide on top, constructed of shale waste.

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.76	Crown pit workings, Tir-yr-Argae, Tir-ergyd

Area ID	Type	Spatial type
EA001C	Extractive Pit	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9995104989	-	Mapping

Associated features

Description

A small crown pit surface working, sub-circular and c3.5m in diameter and c1-1.25m deep, with coppiced trees, including hazel, around the edge. Adjacent to the northwest is a sunken area, possibly a small pond c5m by 5m and c0.75-1m deep. The complex is set on a slight platform formed by the up cast from the excavations. This may be a balance pit and associated header tank. These features lie just to the south of level EA001.17 in a small copse at the head of a small former quarry scoop which has now been

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.77	Incline, Mountain Pit

Area ID	Type	Spatial type
EA001H	Incline	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SO0177904979	-	Mapping

Associated features

Description

The incline at Mountain Pit, depicted on the 1st edition OS map (1881) extended southeast downslope of SO0169705099 and the shaft of Mountain Pit to Blaennant Balance Pit, and the head of the former Blaenant Incline. The route of the Mountain Pit Incline appears to survive in places, though its surface appears to have been altered and culverts have been added when it was used as a track for the adjacent opencast site. As it passes the tips to the northeast side, above Blaennant Reservoir, its course is cut into the tips and is carried on a steep embankment (on the south side); here the embankment is 4.5m wide (max) at the top, and spreads at the base. It is largely heather-covered. Northwest, upslope of and beyond a modern culvert, an irregular ditch, c1.5m wide and 0.5m deep (varying), parallels the north side of the incline (and uses the modern culvert). Near the modern culvert the platform on which the incline ran measured c8.5m wide (max) though again this was seen to vary. The upper part of the incline, which formerly ran through the tips (now cleared) associated with Mountain Pit has been lost immediately south of the engine house (between. In the lower area of Blaennant Balance Pit, below and southeast of a point approx SO0303904604, the feature has been destroyed by opencast activities.

Condition	Significance
B-E	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.78	Tip Tramming Lines, Aberdare Ironworks

Area ID	Type	Spatial type
EA001A	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9904404411	-	Mapping

Associated features

EA001.50, EA001.51, EA001.52

Description

Extensive tramming lines on cinder tip southwest of Aberdare Ironworks (Llwydcoed) depicted on 1st edition OS (1868); shown extending west from ironworks, with dual lines entering tip area under an overbridge at SN9919204390 carrying GWR branch line from Gelli Junction. The dual lines combine and a single line continued to turn northwest at the site of three trackside structures including 'Boilers' (see EA001.50 and EA001.51), beyond which was a single passing loop. To the northwest 2 groups of tipping spurs are shown extending to the north and east side of the tip. A small trackside structure (EA001.52), was located adjacent to the west side of the track at the northern group of tipping spurs (1st edition OS map 1868). No surface indications of the feature were identified at the time of the field visit. Presumed destroyed or buried.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.79	Tramroad system, E of Tre-Gibbon, Llwydcoed

Area ID	Type	Spatial type
EA001E	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9957904910	-	Mapping

Associated features

Description

A tramroad network associated with the wider workings of Aberdare Ironworks depicted as ailed on the 1st edition OS maps (1886/1890); this part serves quarries within area EA001E and D and ties into a wider tramroad network serving quarries, levels and other workings within EA001B, EA001C, EA001F and EA001G. Formation of tipping area associated with area EA001.D survives as low linear grass-covered banks, elsewhere the route of the tramroad has been preserved as a network of tracks and footpaths.

Condition	Significance
C	C

Threats

Recommendations

ID	Name
EA001.80	Tramroad system, Fothergill's Patches

Area ID	Type	Spatial type
EA001F	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0119405996	-	Mapping

Associated features

EA001.82, EA001.83, 262419, 262420

Description

A network of tramroads depicted on the 1st edition OS maps (1881,1886/1890) connecting a group of quarries (ironstone & coal), part of Fothergill's Patches, located southwest of Cam-y-frwydr, to the main tramroad network associated with Aberdare Ironworks to the southwest..

Condition	Significance
A/B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.81	Track (Tramroad spur), Fothergill's Patches

Area ID	Type	Spatial type
EA001F	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0105705862	-	Mapping

Associated features
EA001.60, EA001.03, 262458, 262422

Description
A curving track, former tramroad spur, depicted on the 1st edition OS maps (1886/1890) linking Fothergill's Level 1 (EA001.03, 262458) to the wider tramroad network. Feature aligned northwest-south east within area EA001F. Partly set on embankment EA001.60, as it accesses tips to the south, associated with the quarries to the east (262460).

Condition	Significance
A/B	B/C

Threats

Recommendations

ID	Name
EA001.82	Tramroad bridge, Fothergill's Patches

Area ID	Type	Spatial type
EA001F	Bridge	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0134305810	-	Mapping

Associated features

Description
A tramroad bridge carrying tramming line (to waste tip) over quarry tramroad depicted on 1st edition OS map (1881).

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.83	Tramroad bridge, Fothergill's Patches

Area ID	Type	Spatial type
EA001F	Bridge	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0130305893	-	Mapping

Associated features

Description

A tramroad bridge carrying tramming line (to waste tip), which divides in two at this point, over quarry tramroad depicted on 1st edition OS map (1881).

Condition	Significance
A/B	A?/B

Threats

Recommendations

ID	Name
EA001.84	Overbridge (site of), S of Dyllas Houses, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Bridge	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0011205575	-	Mapping

Associated features

EA001.06?

Description

Site of tramroad overbridge aligned west-east connecting area of level EA001.06 on west side of access tramroad and adjacent parallel road (Merthyr Road) to Dyllas Drift Mine with tip area on east side of tramroad/road to west of Dyllas Drift Mine, depicted un-railed on 1st edition OS map (1886/1890). Feature now removed by road widening of Merthyr Road.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.85	Tramroad spur to quarry, W of Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9996805581	-	Mapping
Associated features			
262382, EA001.09			
Description			
Tramroad spur (same as 262382) running westnorthwest from main Bryn Defaid Patch access tramroad EA001.86 (at SN9998705562) to turn northwest and access, via cutting EA001.09, quarry at west edge of area (at SN9989305662) depicted railed on 1st edition OS map (1886/1890).			
Condition	Significance		
B-D	C/D		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.86	Tramroad, Bryn Defaid Patch

Area ID	Type
EA001C	Tramroad

Spatial type
Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0008305886	-	Mapping

Associated features
262382

Description

Main access Tramroad to Bryn Defaid Patch, shown on the 1st edition OS map (1886/1890) extending east in a loop from the incline head at the main Bryn Defaid quarry at SO0002505881 to then turn south via a channel between the quarry's tips to a level area with an access spur at SO0005705702 leading to levels (262388 and EA001.06) to the east. Continuing southsouthwest to a spur (EA001.85) at SN9998705562, which allowed access to a quarry to the west, the tramroad then turned immediately southsoutheast to curve south (small passing loop at this point) and southeast to a crossing point (at SO0001305387) and a small loop junction to the downside of the tramroad to (and Merthyr Road) to Dyllas Drift Mine, the tramroad continued southeast out of the area (at SO0007905315) to eventually loop round to the west and Tir-yr-argae Balance Pit, passing through the southern part of EA001C, and then ran southwest via Hill Top and area EA001B to the Aberdare Ironworks (1st edition OS 1886/1890) . The route of the tramroad is traceable as it approaches the quarry through the defile in the tips, though the tramroad itself has been replaced by a modern track.

Condition	Significance
C/E	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.87	Tramroad spur to level, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0012805683	-	Mapping

Associated features
EA001.06

Description

Tramroad spur to level EA001.06 and tipping line depicted railed on 1st edition OS (1886/1890). The mapping shows a westnorthwest-eastsoutheast aligned tramroad spur running from SO0005705702 to a junction with the level tipping line at SO0013705686. The tipping line itself ran south for c.51m from level portal and (just south of the junction with the tramroad spur) turned southsouthwest for a further 67.5m where it bifurcated, with two spurs leading to end of tip . Little now survives of this early tramming arrangement, though a short length of the tramroad spur formation appears to survive at approx SO0009605699, adjacent to trackside structure EA001.10 (in a partly overgrown state).

Condition	Significance
D/U	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.88	Tunnel, Bryn Defaid Patch

Area ID	Type
EA001C	Tunnel

Spatial type
Point

Identified through	NGR
1st edition OS map	SN9995405644

Accuracy
-

Method
Mapping

Associated features

Description

A Tunnel labelled on 1st edition OS map (1886/1890), assumed to be circular feature depicted to the north of the label. No further information. Not seen at time of field visit.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.89	Tramroad incline and tipping line, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Tramroad/Incline	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0002505881	-	Mapping

Associated features

262382, 262385, EA001.07, EA001.08

Description

A tramroad incline (dual line) and tipping line aligned southsouthwest-northnortheast associated with the main quarry (ironstone & coal) of the Bryn Defaid Patch depicted on the 1st edition OS map (1886/1890). The incline is shown leading down into the lower area of the quarry workings (at SO0006406030) from its incline head (at SO0003005903) with its two rectangular structures: EA001.07 and EA001.08; the former labelled as an engine house, the latter a rectangular structure with a smaller rectangular structure inset and a small rectangular projection to the north (?chimney stack), possibly another engine house. The tipping line extended southsouthwest from the incline head to SO0001005778, then turned southwest for c.22m at this point three tramming lines extended to the southern edge of the tip (1st edition OS map 1886/1890). The incline head area survives as does the level linear route (rails lifted) of the tipping line as it runs south of the incline head. The route of the incline within the quarry to the north has been buried; the lower levels of the quarry have been infilled with refuse.

Condition	Significance
C/D	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.90	Tramroad extension to Bryn-y-gwyddel

Area ID	Type
EA001C	Tramroad/Incline

Spatial type
Polyline

Identified through	NGR	Accuracy
1st edition OS map	SO0038006254	-

Method
Mapping

Associated features
262374, 262373, and 262443

Description

A northeasterly extension to tramroad EA001.86 depicted railed on the 1st edition OS map (1885, 1886/1890) serving workings on the western edge of Fothergill's Patches and a level (EA001.92, see also 262441) south of Bryn-y-gwyddel. The route is no longer shown by the survey of the 2nd edition OS map (1900/1904), apart from the abandoned formation/reservoir embankment (262444), see below. The extension comprised a single curvilinear tramroad running eastnortheast from a junction with tramroad EA001.86 at SO0008305886, which then continues in a generally northnortheast direction to link up with the base of a dual incline at SO0045406465. The incline extends northnorthwest to the west end of the entrance cutting of Level EA001.92 at SO0041406603. The tramroad extension is largely as described by RCAHMW: NPRN 262374 "Route of tramway located as broad grassy track parallel to N/S wall 262383. Earth banks of tramway c.0.5m high. on east side. Rails removed by 1905." NPRN 262373 "Southern section of tramway (262443) as recorded on 1885 map." NPRN 262443 "Double-incline tramway recorded on 1885 map; runs S from coal & ironstone workings to site of reservoir 262444. Reservoir & tramway route N from it are no longer evident in deep planted Sitka. Route of tramway can be traced further south." The condition of the feature is varied along its length; it survives as a grassed-over track to the south, set between a wall and bank, and is preserved as a slightly embanked linear tramroad formation within area of forestry to the north, the tramroad formation is combined with the embankment of an adjacent reservoir (NPRN 262444), to the east. The route of the dual incline north of reservoir 262444 is obscured by dense forestry plantation.

Condition	Significance
B-D	C-D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.91	Tramroad spur to quarry, Fothergill's Patches

Area ID	Type	Spatial type
EA001C	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0038206176	-	Mapping

Associated features
262466

Description

An west-east tramroad spur depicted on 1st edition OS map (1885) leading from junction with tramroad extension EA001.90 at SO0033006166 to quarry (ironstone & coal) and levels (ironstone & coal) at c.SO0072106248 within western part of Fothergill's Patches (an area now lost to opencast/reclamation). The western part of the route survives as a cutting and revetted tramroad formation; to the east of Merthyr Road, ie beyond SO0044606165, the feature has been destroyed.

Condition	Significance
B	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.92	Ironstone & coal level, Bryn-y-gwyddel

Area ID	Type	Spatial type
EA001C	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0042306608	-	Mapping

Associated features
262441, EA001.90

Description

A coal & ironstone level as recorded on the 1st edition OS map (1885). Double-incline ran south from level. The Level has not been tipped over by spoil from level 262368, as the RCAHMW description (see 262441) suggests, but rather lies to the south within forestry plantation, its tips separated by a deep gully from the tips of the latter. The level entrance lies within an area of dense forestry plantation. The heavily disturbed remains of a structure; a scatter of stone and brick visible within an area of deeply ploughed furrows, may be those of the small rectangular structure shown on the 1st edition OS map (1885), located immediately east of the dual incline head, and south of the level entrance cutting. The entrance to the level survives and remains open, though it is currently barred off for reasons of health and safety. The linear cutting of the level entrance, traceable in the dense forestry to either side, is visible in a modern forestry firebreak/cable easement.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.93	Trackway to Bryn Defaid and Bryn Carnau Farms, Bryn Defaid Patch

Area ID	Type	Spatial type
EA001C	Trackway	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9988605960	-	Mapping

Associated features
EA001.86

Description

A trackway as depicted on the 1st edition OS map (1886/1890) running northwest of a junction with tramroad EA001.86 at SN9998705566, to turn north along the western edge of the tips (NPRN262463) belonging to Bryn Defaid Patch, and provided access to a linear quarry at the northwest edge of the area, west of the latter the route forked at SN9991506167, with separate branches to Bryn Defaid and Bryn Carnau farms. This track, which might in part follow the route of an earlier tramroad, survives for the most part as a metalled lane, the northern most part, where it diverges from the metalled surface has been largely disturbed by recent earth moving activities. A well-built drystone wall bounds the lane on its western side as it passes tips (NPRNs 262447 and 2624448), which appear to be associated with the early phases of Bryn Defaid Patch.

Condition	Significance
A-D	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.94	Tramroad at Level, NW of Tir-ergyd Bungalow, Bryn Defaid Patch		
Area ID	Type	Spatial type	
EA001C	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9998105378	-	Mapping

Associated features

Description

A short length of tramroad depicted railed on the 1st edition OS map (1886/1890) running southsouthwest from level EA001.11 for c. 61.30m to the west side of Merthyr Road, a small rectangular structure EA001.13, is shown located immediately west of its terminus. The route of the feature appears to survive, but in a very overgrown state (inaccessible at time of visit).

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.95	Tramroad system, Tir-yr-argae Balance Pit

Area ID	Type	Spatial type
EA001C	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9971904660	-	Mapping

Associated features

Description

The remains of a tramroad system associated with Tir-yr-argae Balance Pit shown railed on the 1st edition OS (1886/1890). The feature within the area comprised a northern spur running south and then southsoutheast from SN9995004997 and a level (EA001.17) through a cutting (between SN9999104856 and SO0001904739) in an area of tips to a junction with the main approach line to the Balance Pit beyond the east boundary of EA001C at SO0005704715. West of the this point is a spur line which extends west to weighbridge EA001.22 to turn southwest and continues as far as a siding (or tipping place) on the north side of the GWR (Vale of Neath Section) at SN9971004616. Much of the landscape in the area has been remodelled: little survives to any visible extent of the area's former tramroad system, apart from the its line as it approaches the site of the level entrance (EA001.17). The southwest end of the tramroad running southwest of EA001.22, is partly preserved in the route of an agricultural track as it approaches the disused railway line.

Condition	Significance
D/E	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.96	Track to level, NNW of Tir-yr-argae Balance Pit		
Area ID	Type		Spatial type
EA001C	Track/tramroad		Polyline
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9994004823	-	Mapping

Associated features

Description

Site of a track, probably a former tramroad given its straight linear route, depicted on the 1st edition OS map (1886/1890) running in a steep sided cutting, leading south from an old level EA001.18 at SN9995904909, which turns southwest to a junction with EA001.95 (shown railed) at SN9984604733, just west of weighbridge EA001.22. The area in which this feature lay has been heavily disturbed by recent excavation/earth moving and nothing of note now survives of the feature.

Condition	Significance
C	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA001.97	Tramroad to Level, NE of Hill Top		
Area ID	Type	Spatial type	
EA001B	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9964504388	-	Mapping

Associated features

Description

A tramroad depicted railed on 1st edition OS map (1868), running south from level EA001.29 at SN9973704483 under the rail link from Aberdare Ironworks to the GWR (Vale of Neath Section) at SN9973004458, to turn gradually southwest to a junction with tramroad EA001.86 at SN9959304378 (1st edition OS map, 1868). Only the steep sided cutting for this feature on the northside of the former GWR link was visible at the time of the field visit; the cutting was densely overgrown with bracken, and little of interest was noted. To the south of the line of the former GWR link, the tramroad was not visible due to dense vegetation, it has also been partly lost to the encroachment of the gardens associated with Hill Top.

Condition	Significance
B/U	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA001.98	Quarry, S of Gelli-isaf

Area ID	Type	Spatial type
EA001G	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9912304115	-	Mapping

Associated features

Description

Small rectangular quarry S of Gelli-isaf farm. Marked on the 1st edition OS map as Old Quarry (ironstone) with main linear quarry face to the S, with a shorter face to the W, tips ranged to the N and E. Area has been landscaped, though indications of quarry faces remain. Most of adjacent tips to the E, including an old level (1st edition OS map, 1868) have been lost to recent road scheme.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA003.01	Workings, N of Blaennant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Workings	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0226204743	9.6m	Garmin 76 GPS

Associated features

Description

Early workings (quarries and patch workings) noted on either side of the track at this point, in the area to the north of Blaennant (and quarry EA001.02). Extensive area of well vegetated cuttings and tips; gorse, heather, bracken. On the east side of the track is a north-south aligned trench. On the west side is the main east-west trench, with two smaller trenches running from the east.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.02	Quarry face, E of Blaennant, Twyn Blaen Nant

Area ID	Type	Spatial type	
EA003	Quarry	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0225404566	5.4m	Garmin 76 GPS

Associated features

Description

Extensive linear quarry face aligned east-west, forming slight embayments. There are possible associated tips on the opposite side of the track. Well grassed over.

Condition	Significance
B/U	C

Threats

Recommendations

ID	Name
EA003.03	Track, Twyn Blaen Nant

Area ID	Type	Spatial type	
EA003	Trackway	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0212104370	-	Mapping

Associated features

Description

A former tramroad/incline, now survives as a track, from SO 02254 04566 (5.4m accuracy) it enters a deep v-shaped cutting. The trackbed shows extensive water damage, and there is a large amount of dumped material (including frogged brick and tarmac). The track is c.2.4m wide and the cutting is c.4m deep.

Condition	Significance
C/E	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.04	Valve house/sluice house, Reservoir S of Ffynnon Lassa, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Structure	Point

Identified through	NGR	Accuracy	Method
Mapping/fieldwork	SO0206604258	-	Mapping

Associated features

Description

Valve house/sluice house at reservoir, first shown on 3rd edition OS map (1919). Stone built structure. Photo has been taken from a distance, the building was inaccessible due to dense vegetation and steepness.

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA003.05	Reservoir, S of Ffynnon Lassa, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Reservoir	Point

Identified through	NGR	Accuracy	Method
Mapping	SO0209304270	-	Mapping

Associated features

Description

Reservoir. The outflow remains as it is shown on the 1st edition OS map (1868). The bank is steep-sided and heavily vegetated with bracken and gorse.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.06	Linear drystone feature, quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type	
EA003	Structure	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0235204240	5.8m	Garmin 76 GPS

Associated features

Description

Rough linear drystone feature on the north-east side of a scoop in the interior of quarry 262598. This may have been revetting for the pit/scoop. Stonework is c0.25m wide and c3m long.

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA003.07	Shaft/pit, quarry SE of Blaen-nant, Twyn Blaen Nant

Area ID	Type	Spatial type	
EA003	Pit?	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0235804255	-	AP mapping

Associated features

Description

A possible shaft or pit in the interior of quarry 262598. Square in shape, c2m by 2m, with spoil to the east and south. Large blocks of stone are scattered around, there is drystone tumble to the east and a bank to the west.

Condition	Significance
B/U	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.08	Drystone structure, quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0234904251	-	Mapping

Associated features

Description

Drystone structure - possibly a shooting butt - built into and against spoil, on the south facing side of a tip in quarry 262598. The walling on the south side is curved, with a straight wall to the north. It is sub-rectangular in shape, and the outer wall is bowed out. The rear wall is revetting against the slope, and is 9 courses high (c0.7m). The external length of the structure is 2.9m, while the rear wall is 1.98m long. The curved front wall on the south side is 0.8m high, standing to 11 courses, and 3.1m long. The entrance cuts through embanked spoil, and is c1.3m wide and 3.1m long. The spoil has been used as batter for the south wall.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA003.09	Field boundary/sheepfold, Twyn Blaen-nant		
Area ID	Type	Spatial type	
EA003	Wall	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0234604137	3.1m	Garmin 76 GPS

Associated features

Description

A sub-rectangular structure, open ended to the east, of rubble construction. It incorporates part of a field boundary wall. The enclosure measures c3.1m north-south by c3.6m east-west, while the wall is c0.6-0.7m thick. There is a diagonally set stone in the north-west corner. The wall on the east side of the structure is of more slightly built than the others; it is only faced on one side, and only one course thick, being 0.35m thick, and standing 0.4-0.5m high, compared to the north wall, which is 1.1-1.3m high. This side may have been partially rebuilt, as it seems to be of rougher construction, and may represent a later repair or addition to the original structure. This may be a small enclosure or a small animal pen?

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.10	Rough stone structure, quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SO0233204194	-	Mapping

Associated features

Description

A rough stone structure, consisting of a drystone wall 6 courses high, with a single thickness of stones, standing c.0.6m high (though this is partially obscured). It is built against a slight gully at the base of a quarry face, against tipped waste.. It is 2.8m long, with a further wall 1.5m to the west, which is more roughly built, forming a tumble of large blocks, possibly a wall or bank. This may be a rough workers' shelter?

Condition	Significance
B	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA003.11	Level portal, quarry SE of Blaen-nant, Twyn Blaen-nant		
Area ID	Type	Spatial type	
EA003	Level	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0229304172	7.7m	Garmin 76 GPS

Associated features

Description

A level and entrance cutting, the portal forms a stone-built arch cut into the north-west facing slope. There are revetted wing walls to either side of the portal. The entrance cutting is now partially backfilled with large stone blocks. An associated spoil tip lies to the west (its end at SO 02265 04174 (5.2m accuracy)). The north wing wall is 5-6 courses, c1m high, and constructed of large, smooth, rounded boulders, suggesting that it may have been constructed prior to the quarrying activity, and that this may therefore be an early feature. The portal itself is c.1.3m wide, with a height of c.2m, though it is obscured by tumble.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.12	Track, quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Trackway	Point
Identified through	NGR	Accuracy
Fieldwork	SO0224804178	5.2m
Method	Garmin 76 GPS	

Associated features
EA003.11

Description

The track associated with level EA003.11, which runs to the west from the level portal on a curved course eventually extending to the north to join a track/tramroad network accessing the general area. An associated zig-zag path (not visited) leading to the main N-S track/tramroad leading to Blaen-nant was also noted to the west on aerial photographs.

Condition	Significance
B	B/C

Threats

Recommendations

ID	Name
EA003.13	Reservoir, Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Reservoir	Point
Identified through	NGR	Accuracy
Mapping	SO0209104584	-
Method	Mapping	

Associated features

Description

Reservoir depicted on the 1st edition OS map (1881), serving Blaennant Balance pit and the associated incline. Survives as shown on the 1st edition OS map (1881).

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA003.14	Marshalling yard, quarry SE of Blaen-nant, Twyn Blaen-nant		
Area ID	Type	Spatial type	
EA003	Marshalling yard	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0225504243	9.8m	Garmin 76 GPS
Associated features			
262599			
Description			
A level area along the length of tramroad NPRN 262599, probably a marshalling yard for trucks, an area for stockpiling wagons and ironstone. It is accessed by a cutting from the north, c2m wide, with has a slight bank on the downhill side, c0.5m high, 0.5m wide at the top and 2.5m wide at the base, and there are small spoil tips to the south. The area is mainly covered in bracken.			
Condition	Significance		
B	C		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.15	Tramroad to quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0227104357	-	Mapping

Associated features
262599, 262598

Description

A tramroad (same as NPRN 262599) depicted railed on the 1st edition OS map (1868) extending from SO0238304196 within the southern part of quarry 262598, running northwest to cross track EA003.03 south of Blaennant at SO0223504452 before heading westnorthwest to a junction at c.SO0212604524 with incline EA001.77, and linking to Blaennant Balance Pit and the main Blaennant incline. The southern extent of the feature within the quarry is altered and extended by 1900 (2nd edition OS map); a spur is then shown extending from SO0232104207 west to the end of a tip (at SO0229404214), while the eastern end of the tramroad has been extended south east from c.SO0235104196 to turn north in a 'hooked' curve to serve quarry faces at SO0242104210, the same arrangement is shown on the 3rd edition OS map (1919), by which time the quarry is disused. The formation is built out over the slope and scarped into hillside by a depth of c.2m. The maximum width of the whole formation is c3-4m, but it does vary. Several stone sleeper pads are visible, there are 4 in close proximity, which show signs of wear, at SO 02276 04308 (8.8m accuracy) . The pads are set c.1m apart, c0.4 in length by c0.2m. An area of wear, 0.1m by 0.2m, was noted on one of the pads. The tramroad formation survives best in the area east of track EA003.03 as it approaches the quarry, though it is heavily rutted in places; flat-laid stones are visible at the base of the ruts.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.16	Rectangular feature, quarry SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0237104188	-	Mapping

Associated features
262598

Description

A rectangular structure/shelter depicted on 1st edition OS map (1868), located on north side of southern quarry face. Feature not noted at time of field visit, presumed destroyed by extension to quarry.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA003.17	Small quarry, SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0240604426	-	Mapping

Associated features
262600

Description

Small quarry (same as 262600) depicted on 1st edition OS map (1868) and named as Quarry (Ironstone), with quarry face on upper sides to north, east and southeast, and waste downslope to west. Satellite feature isolated to north of larger quarry 262598

Condition	Significance
U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.18	Quarry, SE of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0235904212	-	Mapping

Associated features
262598

Description

Quarry (Ironstone) depicted on 1st edition OS map (1868), extended at southeast corner by 1900 (2nd edition OS map), disused by 1919 (3rd edition OS map). The quarry is shown connected by tramroad (now a track) to Blaennant Balance Pit and Incline. The tramroad (see EA003.15, 262599) leaves route of modern track, which continues to the southeast, to enter the quarry area to the east between tips, the workings form 3 large embayments. There are narrow tipping lines to the tips which lie downslope west of the entrance to the quarry. Small tramming lines also survive towards the quarry faces, and small piles of waste and quarried blocks were noted in the quarry interior. Within the interior linear fingertips extend towards the quarry entrance. The quarry has been partly colonised by mixed deciduous woodland, and is generally well vegetated with heather, though the quarry faces remain visible and exposed on the east side. Piles of stone suggest on-site processing. There is a possible ephemeral channel and bank, possibly associated with scouring, along the upper edge of the northern quarry face; this survives in places as the quarry face has been progressively cut back (the south eastern most embayment has a different vegetation and it is known from cartographic evidence that this relates to a later extension to the quarry (probably employing different techniques). South of the main quarry waste tips appear to have been tipped against, and partly over a pre-existing drystone field boundary wall at SO 02375 04154 (8.6m accuracy), along the south-eastern edge of the quarry area. A further quarry face (facing southwest, extending northwest-southeast) was noted within the area of tips. This quarry face had evidence of short lengths of drystone walling set at a right angle to the base of the face, as if to form small windbreaks/working areas. To the northwest of this, below the tips is an intact level portal (see EA003.11) and a level partially overgrown area with numerous small tips and amorphous humps and bumps beyond.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA003.19	Quarry scoop, NNW of Blaen-nant, Twyn Blaen-nant

Area ID	Type	Spatial type
EA003	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0220504685	-	Mapping

Associated features

Description

Quarry scoop and tip to the southwest depicted on 1st edition OS map (1868), and named as 'Old Quarry' on second edition (1900). Located on south-west facing slopes northnorthwest of Blaen-nant in area of dense bracken. Viewed at a distance - not accessible due to vegetation at time of field visit.

Condition	Significance
U	C/U

Threats

Recommendations

ID	Name
EA004.01	Old Mine, Pen-y-waen Quarry

Area ID	Type	Spatial type
EA004	Mine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9845204639	-	Mapping

Associated features

Description

Old Mine depicted on 1st edition OS map (1886/1890), in an area of workings and tips. The area of the mine appears to have been cleared for a new bridge, with bare shale slopes, nothing was noted at this location at the time of the visit.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA004.02	Tramroad embankment/bridge abutments

Area ID	Type
EA004	Bridge abutments

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9832004748	8.5m	Garmin 76 GPS

Associated features

Description

Bridge abutments over the former Gamlyn tramroad, which is now a cycle path. The embankment consists of shale from the waste tips, while the revetting is built of pecked rusticated stone blocks repointed in cement. On the west side of the tramroad, it is 6 courses high (1.2m), including the capping, and on the east, it is 5-6 courses high, standing to 0.7m. The remains of earlier drystone revetting to the north on the west side of the tramroad is also visible. It appears that the bridge has been removed relatively recently. This feature is the same as NPRN 34809

Condition	Significance
C/D	C/D

Threats

Recommendations

Include in general survey of the area

Southeast Wales Industrial Ironworks Landscapes

ID
EA004.03

Name
Workers' Cottages

Area ID
EA004

Type
Miners Cottage

Spatial type
Point

Identified through
Fieldwork

NGR
SN9853804634

Accuracy
-

Method
Mapping

Associated features

Description

Workers' cottages associated with the Old Mine depicted on the 1st edition OS map (1890). They survive as a linear terrace with low footings or the bases of walls. The features are heavily overgrown in a woodland area. To the downslope are intermittent linear stone features which are probably associated with the cottages, yards or gardens etc. There are indications that the riverside has been revetted here, with low footings.

Condition
C/D

Significance
C

Threats

Recommendations

Include in survey

ID
EA005.01

Name
Tips, Hirwaun Common

Area ID
EA005A

Type
Tip

Spatial type

Identified through
1st edition OS map

NGR
SN9593703684

Accuracy
-

Method
Mapping

Associated features

Description

A largely level linear area, c.135m (max) east-west and c.33m (max) north-south, depicted on 1st edition OS map (1868), comprising small adjacent finger tips located downslope and to the immediate east of coal level EA005.17, with two larger lobes extending eastnortheast at the eastern edge of the area.

Condition
A/B

Significance
C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.02	Old Level, S of Bryn-gwyn Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9721203967	-	Mapping

Associated features

Description

Old Level depicted on 1st edition OS maps (1868), on the margins of an intensively worked area of Bryn Gwyn Level to the north, most of which has now been destroyed by opencast. The feature located at the rear wall of the 20th century opencast, is within an area visible on aerial photographs as having been subject to a landslide and no longer survives.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA005.03	Air Shaft, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9669503814	-	Mapping

Associated features

EA005.18, EA005.55

Description

Air shaft depicted on 1st edition OS maps (1868), as a circular feature set within the northern bounds of an elliptical scoop cut into the hillside with an area of spoil downslope of the adjacent east-west aligned path (EA005.55). The feature, now partially collapsed, is roughly as given on the 1st edition OS map, c3m by 3m, with traces of revetting on the south side. Aerial Photographs depict a straight linear embanked feature extending southsoutheast for c.69m to another airshaft (EA005.18) further upslope.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.04	Coal level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9664203850	-	Mapping

Associated features

Description

A coal level, part of the Craig Colliery and Brickworks complex on Hirwaun Common depicted on 1st edition OS maps (1868). The level portal has now collapsed, but the entrance cutting is 1.1m wide, with revetting visible to either side. The floor of the entrance cutting is flooded, and a large chunk of tarmac sits at the mouth of the cutting.

Condition	Significance
B/C	C

Threats

Recommendations

ID	Name
EA005.05	Old Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9654103752	-	Mapping

Associated features

Description

An old level portal depicted on 1st edition OS maps, (1868) facing north, served by a tramroad running to the west, which appears disused by this date, as it is depicted by a double set of dashed lines. This former level is located at the foot of quarry EA005.33, and the area has been heavily disturbed by the quarrying above which has obscured activity in the immediate vicinity of the level. The level may survive as a slight depression, with a trackway, possibly slightly revetted, above the location of the portal.

Condition	Significance
B/C	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.06	Header tank? Hirwaun Common

Area ID	Type
EA005A	Reservoir?

Spatial type
Point

Identified through	NGR
1st edition OS map	SN9621403841

Accuracy
-

Method
Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1877), connected to a leat which appears to be feeding into it. This may be a small reservoir, possibly associated with scouring activity, or a header tank for the nearby colliery and brickworks? This survives as a sub-rectangular header tank/pond, embanked on the downslope side, with a series of leat draining down the hillside, the most noticeable being one entering from the southwest corner, and outlet channel running from the northwest corner. The bank is 1.2m high internally and 1.5m wide at the top.

Condition	Significance
A/B	C

Threats

Recommendations

Full survey

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.07	Air Shaft, Hirwaun Common

Area ID	Type
EA005A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9620703865	-	Mapping

Associated features

Description

Air shaft depicted on 1st edition OS map (1877). Not located

Condition	Significance
C	C/D

Threats

Recommendations

ID	Name
EA005.08	Drift Mine, Hirwaun Common

Area ID	Type
EA005A	Drift Mine

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9623703875	-	Mapping

Associated features

Description

Drift mine depicted on 1st edition OS maps (1877). No sign of the portal survives, presumably collapsed, but there is a linear depression, slightly scarped into the hillside, running south and east of the adjacent complex of colliery buildings, and the floor of the entrance and the area in front of it are boggy. Access may have been from behind the east complex of colliery structures, curving round the rear of the buildings to the depression into the mine.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.09	Craig Colliery and Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Colliery; Brickworks	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9622103914	-	Mapping

Associated features

Description

Craig Colliery and Brickworks depicted on 1st edition OS map (1877), a complex of buildings within an extractive area, served by several tramroad lines. Includes several detached ancillary structures. The main tramroad line runs east-west along the slope in between two groups of buildings, and a drift mine appears to have been cut into the slope behind the colliery buildings to the south, with a short branch serving it from the main line, and a second, higher tramroad branch approaching the buildings from the south. A series of banks, platforms, hollows and channels indicate the remains of the original colliery buildings and other features, with the most impressive structural remains being discrete areas of rubble and masonry in the northeast and northwest corners. In the northwest corner of the colliery area, are a series of stone and earth banks, a large, slightly embanked hollow (possibly a stone-lined shaft?, sub-circular in shape, 7.9m external diameter and 4.4m internal diameter) and a platform to the east. At one end of a large mound are two L-shaped stone-built walls with a sunken stone-lined channel running between them, with a brick and piece of wood in the interior. There is a large rubble and masonry spread around these walls, and five large upright Fe bolts, with a further two downslope to the east. This is most likely a machinery mount or engine emplacement, with tie rods in situ, associated with the former brickworks or mine. The proximity of the putative shaft suggests that this may be a pumping shaft and the emplacement may be for a pumping engine. The rods are square-sectioned lower down with rounded, screw-headed tops. There is surviving lime mortar bonding the masonry. From the easternmost metal bolt, the overall length of the structure to the stone-faced bank on the west side is 5.58m. The stone structure, with the channel running through the middle is 1.75m east-west, and is 1.85m to the west of the eastern bolt. From this eastern bolt, the other upright bolts are, in sequence, 1.11m, 2.5m and 3.35m to the east. The overall length of the structure from north-south, from the base of the rubble mound to the back of the south wall is 10.2m, and the stonework starts 8.5m from the foot of the mound. The stonework from the end of the channel to the back of the south wall is 1.7m, the channel is 1.15m long, and the main wall on the south side is 0.26m wide. The bolts are 7.1m south of the foot of the mound, followed by two in a line at 8.5m, and another row, just in front of the south wall of the structure, at 9.85m. There is a similar, larger structure to the east of this, in front of the entrance to the drift mine. Again, this consists of a series of banks, channels and depressions, with a large mound, with a rubble spread on the north side. This mound sits in front of the tramroad which originally provided access to the former drift mine, and the remains of a wall are visible on its west side, with the facing stones protruding from the sloping side. This forms one side of a series of small sub-rectangular rooms defined by stone and earth banks, most of which have facing stones visible. More large upright Fe bolts surround the bank which divides the western two enclosures, and around the north end of the large mound. From the west end of the complex, the first row of bolts is at 6m, the second at 6.6m, the third at 7.1m, then at 8.75m and 9.3m. There is then a gap until the second cluster, which is around the large rubble mound, with a row at 11.7m, at 12.9m, 13.65m, and the easternmost row at 14.45m. The westernmost bank is 1.6m wide, the second 1.5m wide, and the third 1.6m. This complex appears to be the remains of two buildings, one like that to the west, slightly elevated on the large mound, and a lower one defined by low, grassed-over stone banks. This is likely also an engine mount or emplacement, surrounded by masonry.

Condition	Significance
A-D	B-D

Threats

Recommendations

Full topographic survey, evaluation trenches?

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.10	Old Coal Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9613803892	-	Mapping

Associated features

Description

An old coal level depicted on 1st edition OS map (1877), no tramroad serving the level shown. Survives as an entrance cutting, though it appears badly collapsed, heavily vegetated at time of visit (June 2009). A leat enters the cutting from the east.

Condition	Significance
C	C/D

Threats

Recommendations

ID	Name
EA005.11	Air Shaft, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9611203934	-	Mapping

Associated features

Description

An air shaft depicted on 1st edition OS map (1877). The area has been visited, and this feature was not noted, though the immediate vicinity of the shaft was not thoroughly investigated, due to the density of vegetation cover (June 2009) and health and safety

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.12	Coal Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9621403755	-	Mapping

Associated features

Description

Coal level depicted on 1st edition OS map (1877), portal appears to face north, and no associated tramroad is shown. The level has now partially collapsed, but survives as a substantial deep cutting, revetted on either side, with 4-5 courses of stones visible, and with traces of vaulting visible to the portal and entrance. The entrance cutting is splayed as it approaches the tramroad to the north, average c1.3m wide, maximum 2m wide, and c6-7m long, with a lot of tumble.

Condition	Significance
A/B	B/C

Threats

Recommendations

Survey

ID	Name
EA005.13	Coal Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9605203742	-	Mapping

Associated features

Description

Coal level depicted on 1st edition OS map, (1877) though exact location is not clear, and there is no associated tramroad shown. The level entrance no longer survives, though there are areas of collapse upslope, and water drains from a boggy area at this location.

Condition	Significance
C/D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.14	Air Shaft, Hirwaun Common

Area ID	Type
EA005A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9604703735	-	Mapping

Associated features

Description

Air shaft depicted on 1st edition OS map (1877), in close proximity to a coal level. Area visited, feature not found

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA005.15	Air Shaft, Hirwaun Common

Area ID	Type
EA005A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9578703864	-	Mapping

Associated features

Description

Sub-rectangular feature identified as an air shaft on 1st edition OS map (1877), shown at the end of a path approaching from the southeast. Feature survives and is depicted on aerial photograph as a sub-circular depression at the southwest end of a sub-rectangular area of stone waste, c. 8m x 2.5m, its long axis extending southwest and upslope of a minor path. The feature has not been visited as part of the current survey.

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.16	Air Shaft, Hirwaun Common		
Area ID	Type	Spatial type	
EA005A	Ventilation Shaft	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9586903668	-	Mapping

Associated features

Description

Small circular feature depicted on 1st edition OS map (1877), in the vicinity of a coal level. An airshaft c3m in diameter, with a mound of spoil c3-4m in diameter, and a platform of spoil visible downslope, and a minor trial working to the west, with a further scoop in the area above, and a trackway 2.5m to the north. The overall length of the complex is c9.5m.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.17	Coal Level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9589703667	-	Mapping

Associated features

Description

Coal level depicted on 1st edition OS map (1877). The entrance cut appears to face north, though there is no associated tramroad shown, a trackway runs east-west just to the north of the portal. This survives as a cutting forming a scoop 4-5m wide at the head of the level, with no sign of an entrance. There is a slight platform halfway up the entrance cutting, while the associated spoil tip downslope marks the end of a series of small tips which form a level platform which extends to the east. The entire area is well-covered with bilberries. Roughly 9m upslope of this is a 2m deep semi-circular shaft/area of collapse, 3m in dia., with stone in the bottom, which tapers towards the base to a rectangular shaft 1m square.

Condition	Significance
B	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.18	Air Shaft, Hirwaun Common

Area ID	Type
EA005A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9671003735	-	Mapping

Associated features
EA005.03

Description

A small square air shaft depicted on 1st edition OS map (1868), and visible on aerial photographs. Aerial photographs also depict a straight linear embanked feature extending northnorthwest for c.69m downslope to another airshaft (EA005.03). Whilst the lower airshaft was visited as part of the current fieldwork, this feature, was not visited because of its inaccessibility.

Condition	Significance
A/B	A?/B

Threats

Recommendations

ID	Name
EA005.19	Pit, Hirwaun Common

Area ID	Type
EA005A	Extractive Pit

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9612403864	6m	Garmin 76 GPS

Associated features

Description

A pear-shaped pit, with a slight entrance cutting on the north side, and spoil banks on either side of the entrance, and further downslope. This may originally have been rectangular in shape, but is now overgrown and partially collapsed, at its base it is c1m square, at the top it is c7m long and c6m wide.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.20	Trackside feature at level, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9663003865	-	Mapping

Associated features

Description

Southern of two small rectangular features depicted on 1st edition OS map (1868), on the south side of several conjoined tramroads, close to a level entrance. OS map indicates the feature relates to a weighbridge.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA005.21	Weighbridge, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Weighbridge	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9662803873	-	Mapping

Associated features

Description

Northern of two small rectangular features depicted between two branches of a tramroad adjacent to a level on the 1st edition OS map (1868). The OS map indicates a Weigh Bridge in the vicinity, these two features are likely to relate to this. The area was visited as part of the current fieldwork, but this feature was not individually seen.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.22	Trial working, Hirwaun Common

Area ID	Type
EA005A	Trial mine

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9629904001	5.5	Garmin 76 GPS

Associated features

Description

A group of 2 (+?) small scoops, or possible trial workings, on the lower north-facing slope, a linear cutting 2m wide, 1-2m deep and 15m long. These may be trial workings, or shallow workings for surface outcrops of coal.

Condition	Significance
C	U

Threats

Recommendations

ID	Name
EA005.23	Adit, Hirwaun Common

Area ID	Type
EA005A	Adit

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9679103829	10.4m	Garmin 76 GPS

Associated features

Description

The remains of a small adit located in a group of small scoops and pits to the northeast of feature EA005.09

Condition	Significance
B/C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.24	Tips, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Tip	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9662903887	-	Mapping

Associated features

Description

A prominent tip associated with Level (coal) EA005.04, depicted on 1st edition OS map (1868). The 1st edition OS map shows the main tip c. 41m north-south (max) by c.52m east-west (max), north of the tramroad EA005.27, and the level, with a narrow low linear area of waste, c.60m in length extending west alongside the tramroad, whilst a later (still with tramming lines in place) linear area of waste, c.25m north-south (max) extends c.130m east-west from the level cutting, along the south side of tramroad EA005.27. The northeast edge of the main prominent tip has been lost to erosion following opencasting to north, its surface has also been

Condition	Significance
B/C	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.25	Linear depression, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Leat	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9622904019	2.7m	Garmin 76 GPS

Associated features

Description

Shallow linear depression, possibly a leat and bank or a tramroad embankment, 1-1.1m wide and c0.25m deep to the top of the associated bank on the north side, which is c1.5m wide. The channel is curvilinear, aligned roughly east-west and contours the hillside. The bank contains stone blocks, which may originally have been revetting. The whole thing is well-vegetated with moss, heather and bilberries.

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.26	Bank feature to north of Craig Colliery, Hirwaun Common		
Area ID	Type		Spatial type
EA005A	Bank (earthwork)		Point
Identified through	NGR	Accuracy	Method
Fieldwork	SN9620503915	6.2m	Garmin 76 GPS

Associated features

Description

A substantial bank feature to the north of the adjacent leat and tramroad on the north side of Craig Colliery, possibly the remains of an associated tip. Consists of a series of banks and spreads of stone rubble. One linear embanked feature contains a possible compartment with spread banks of the west and south sides, measuring c2.5m by 2m, while the overall complex is c 4m by approximately 30m.

Condition	Significance
C	C/U

Threats

Recommendations

ID	Name		
EA005.27	Internal Tramroad System, Craig Colliery & Brickworks, Hirwaun Common		
Area ID	Type		Spatial type
EA005A	Tramroad		Polyline
Identified through	NGR	Accuracy	Method
Mapping and Fieldwork	SN9661903876	-	Mapping

Associated features

Description

The field work identified the feature as a west-east aligned tramroad, partly sunken in a slight cutting, c0.6m deep and c1.5m wide, (now an active stream) at Craig-Colliery, though to the east survives largely as an embanked formation.

Condition	Significance
B-D	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.28	Air Shaft, Hirwaun Common

Area ID	Type
EA005A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9626803875	7.3m	Garmin 76 GPS

Associated features

Description

A possible collapsed air shaft, rectangular, c2.5m by 2.25m, there is a level area to the east of this, and a short tramroad branch runs just below it. This feature is not depicted on the 1st edition OS map (1877).

Condition	Significance
B/C	C

Threats

Recommendations

ID	Name
EA005.29	Incline, Hirwaun Common

Area ID	Type
EA005A	Inclined Plane

Spatial type
Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9611303839	-	Mapping

Associated features

Description

A north-south incline running up the slope, with scoops alongside the line, which may have been huts or level platform areas associated with the incline, possibly a construction quarry for the incline. The bank of the incline is maximum 6.5m wide.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Survey, archaeological investigation of incline head winding site and related sites

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.30	Leat, Craig Colliery & Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Leat	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9612803800	-	Mapping

Associated features

Description

Leat running south, then east from Level entrance (EA005.13) at SN9605703746 to Header Tank (EA005.06) above Craig Colliery & Brick Works at SN9620903848, depicted on 1st Edition OS map (1877)..

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA005.31	Leat, Craig Colliery & Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Leat	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9609503849	-	Mapping

Associated features

Description

Leat running south from leat (EA005.30) at SN9607503751 to leat (EA005.51), west of Craig Colliery & Brick Works at SN9610803920, depicted on 1st Edition OS map (1877).

Condition	Significance
B/E	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.32	Incline, Hirwaun Common

Area ID	Type
EA005A	Inclined Plane

Spatial type
Polyline

Identified through	NGR
Fieldwork	SN9649903755

Accuracy
-

Method
Mapping

Associated features
EA005.33, EA005.35

Description

The main incline serving the long linear quarry at the top of the slope, running west-north-west - east-south-east, and scarped into the slope.. This has an intermittent ditch on the south (upslope) side, 2.6m wide, and an intermittent ditch on the north (downslope) side. There are traces of stone revetting and flat stone pads visible on the surface of the incline. The feature is well-vegetated with grass and bilberries.

Condition	Significance
A/B	B

Threats

Recommendations

ID	Name
EA005.33	Quarry, Mynydd Cefn-y-Gyngon, Hirwaun Common

Area ID	Type
EA005A	Quarry

Spatial type
Point

Identified through	NGR
Fieldwork	SN9645603718

Accuracy
-

Method
Mapping

Associated features
EA005.32, EA005.35

Description

This long linear quarry at the top of the slope appears to have been for sandstone and represents quarrying of a natural outcrop. There is a chute from the quarry face downslope to a level platform area, with eroded material. At the top of the incline, (EA005.32) are two lengths of revetting (EA005.35), and there are associated tips further downslope from the incline.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.34	Trial workings, Hirwaun Common

Area ID	Type
EA005A	Trial Mine

Spatial type
Point

Identified through	NGR
Fieldwork	SN9639903790

Accuracy
2.8m

Method
Garmin 76 GPS

Associated features

Description

A scoop or trial workings adjacent to the incline EA005.30, on its upslope side, and cut into the steep slope, with a large hawthorn/blackthorn tree in the interior. It is roughly rectangular in shape, c7m wide at its base, set on a slightly slanting platform, with a slight splayed bank, c0.9m wide, on its downslope side, with stones placed along its top. There are stones in the interior of the working, and a linear spoil tip on the downslope side. This may be a quarry associated with the construction of the incline.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.35	Stone revetting, Hirwaun Common		
Area ID	Type	Spatial type	
EA005A	Revetment	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9649803763	5.7m	Garmin 76 GPS

Associated features

EA005.32, EA005.33

Description

Stone revetting on either side of the entrance to quarry EA005.33, at the head of the incline EA005.32. It is drystone, and mixed roughly coursed and random construction, slightly battered, built of platy stone. On the west side, it is maximum 1.85m high, or 16 rough courses, and c31m long. The top of the stonework has been eroded on both sides. To the east, it stands 0.8m high, up to 6 courses, and is 1.4m long. On this side, it is constructed of larger blocks, and is slightly curved, with some traces of lime mortar in places. There are occasional square-headed metal bolts protruding from the stonework.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.36	Trial workings, Hirwaun Common

Area ID	Type
EA005A	Trial Mine

Spatial type
Point

Identified through	NGR
Fieldwork	SN9630403757

Accuracy
8.6m

Method
Garmin 76 GPS

Associated features

Description

A small trial working or level entrance

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA005.37	Shelter, Hirwaun Common

Area ID	Type
EA005A	Structure

Spatial type
Point

Identified through	NGR
Fieldwork	SN9609603741

Accuracy
2.6m

Method
Garmin 76 GPS

Associated features

Description

Small rudimentary drystone shelter, built into the scree slope, c4m external length, with one wall extending upslope c7.5m

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.38	Drystone footings, Hirwaun Common

Area ID	Type
EA005A	Structure

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9601103697	6.3m	Garmin 76 GPS

Associated features

Description

Semi-circular drystone footings, 0.5m wide and outlining an area 3.4m in diameter. Possibly defining the top of a shaft, though there is no sign of collapse.

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.39	Possible Engine House, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9601703677	5m	Garmin 76 GPS

Associated features

Description

A well-constructed rectangular building, of coursed squared blocks and rubble. Drystone construction, with 9 courses visible (the lower courses are masked by tumble). It is defined by walls (standing to a maximum of 1.05m) on the west and south sides, with tumble in the interior and extending from the north side to the east, forming an L-shape. The long surviving west side wall is 7.3m in length, with an additional 1.55m of tumble on the south side. The surviving wall on the south side is 2.45m. 3.8m to the west of the west side of the building is a circular area of tumble 1.5m in diameter. The sunken interior suggests that there may have been a shaft inside the building, alternatively, this may have been an engine house or other structure with a stack on the south side, which may account for the quantity of rubble tumble in this area. There is a spoil tip to the west with an Fe rail protruding from it, 0.12m wide and with an exposed length of 0.4m, while a pathway, which has been scarped into the slope, runs downhill from the building to the east.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.40	Small quarry scoop, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Quarry	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9605603885	-	Mapping

Associated features

Description

A small quarry scoop, with an entrance on the east side, and an associated spoil tip, c1-1.1m wide, downslope, as shown on the 1st edition OS map (1877). There is a small platform on the tip for a wooden telegraph pole, which has now been felled. The area is well-vegetated with grass and bilberry.

Condition	Significance
A/B	C

Threats

Recommendations

ID	Name
EA005.41	Sunken trackway, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Trackway	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9624003799	-	Mapping

Associated features

Description

A sunken zig-zag trackway depicted on the 1st edition OS map (1877), leading from the Drift at Craig Colliery up the slope from SN9623703874 to connect with path EA005.53 at SN9615403752, which contours the slope, running east-west and served a level (coal) EA005.12, an Old level EA005.05 and the linear quarry EA005.33. The sunken track is c.0.8m deep; its width varies though at northern end it is between 0.9m and 1m wide.

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.42	Quarry scoop		
Area ID	Type	Spatial type	
EA005A	Quarry	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9705203840	10.8m	Garmin 76 GPS

Associated features

Description

A quarry scoop, which is depicted on the 1st edition OS map (1868), lies within a major depression, which continues as a gully downslope. There are indications of scouring here, there is a leat at the head of the scoop, where there is also exposed rock face. The scour continues downslope from this point.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.43	Large quarry scoop and leat, Hirwaun Common		
Area ID	Type	Spatial type	
EA005A	Quarry	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9710603822	-	Mapping

Associated features

Description

A substantial quarry scoop with a single scouring leat at its head, also with exposed rock face at the head of the cutting. A stubby tip lies downslope, and the scouring gully also continues downslope, into the opencast area. The whole complex of features is depicted on the 1st edition OS map, and there is a stone-filled shaft, measuring c1.5m by 2m at the base of the scoop. A small rectangular platform, possibly a tank, measuring c1.2m by 3m lies above the scoop to the east. This feature is approached by a path contouring the hillside and also by a path which runs upslope, curving, and embanked on the downslope side, the bank is c0.5m wide and c0.2m high, while the trackway is generally c2m in width, though this varies along its length. Numerous further paths spread out to the east of the quarry workings, and there is a further single trial digging c50m to the east of this complex. It is generally well-vegetated and in good condition, other than sheep licks and some soil creep on the slope.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.44	Quarry, S of Bryn-gwyn Level, Hirwaun Common, east end

Area ID	Type	Spatial type
EA005A	Quarry	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9713803889	-	Mapping

Associated features

Description

The large quarry depicted on the 1st edition OS map (1868) south of Bryn-gwyn Level adjacent and east of a linear north-south scour/gully near the east boundary of area EA005A. The 1st edition OS gives a quarry face c.63m in length (east-west), whilst modern aerial photographs show an exposed east-west aligned quarry face of c.69m in length. Evidence of scouring is visible at the quarry face, while the associated tips are downslope to the north. This quarry, though not labelled on the historic mapping, is considered to be for ironstone extraction. At the quarry face, square blocks have been cut or have dropped from the stone, leaving square voids in the rock face. Two small scoops have been cut into the slope on the floor of the quarry, on either side of the central waste tip. A barrow run which runs in front of the quarry face has drystone revetting c1m high, of 5 rough courses of large blocks, on its downslope side. There is evidence of water management; an embanked gully c1m wide at the west edge of the quarry, appears to have diverted water away from the face of the quarry. This diverted water would have issued from scoured workings above (to the south), whilst the water would have also been used to scour further workings downslope (in the now opencasted area). The quarry is on the margins of an opencast; the associated tips have been truncated on their northern side and associated features located downslope to the north, such as the former incline, have been removed. What does survive, however, is in good condition.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.45	Trackway, Hirwaun Common

Area ID	Type
EA005A	Trackway

Spatial type
Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9698503890	-	Mapping

Associated features

Description

A steep trackway depicted on the 1st edition OS map (1868), which is scarped into the slope, with a sharp dogleg midway, c1.5m wide, providing access to the quarry EA005.44, and Bryn-gwyn patches (coal) to the north, now lost to opencast. At its upper end the feature connects to track EA005.55 at SN9709803834, and served a quarry scoop to the south (EA005.43). At least two further steeper and less-well defined variant routes paralleling the dogleg lie to the east (not surveyed, but visible on aerial photographs); these appear to access working faces(?) in a gully to the west, below quarry scoop EA005.43. A spur is shown on the 1st edition OS map (1868) extending from the western dogleg angle towards the westnorthwest and the edge of scouring gully EA005.57 at SN9692303919. By the 2nd edition OS (1900) this track is shown crossing the gully on the same alignment via two extensions towards New Drift (Disused), see EA005.58 and EA005.59 for further details.

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.46	Quarry scoop, S of Bryn-gwyn Level, Hirwaun Common		
Area ID	Type	Spatial type	
EA005A	Quarry	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9721803891	-	Mapping

Associated features

Description

This large quarry scoop has a length of exposed rock face at its head, with tumbled stone blocks which have collapsed down from the face, with a small, steep-sided spoil tip to the east. The quarry face is shown to have been c.18m east-west on the 1st edition OS map (1868), but has been extended to the east by c.11.40m on aerial photographs. Spoil further downslope to the north have been destroyed by a landslide and opencast operations. There is a barrow run above the eastern spoil tip, which curves around the eastern side of the site to join with path EA005.55. At the quarry face small platforms have been terraced into the slope, probably workings platforms to allow the face to be worked back into the hillside.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.47	Air shaft, Hirwaun Common		
Area ID	Type	Spatial type	
EA005A	Ventilation Shaft	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9679003906	7.3m	Garmin 76 GPS

Associated features

Description

An airshaft shown on 2nd edition OS map (1900) surviving as a small rectangular chamber, sunken in the centre, and defined by low banks, lined with stone and brick in the interior, with a large number of bricks strewn downslope. These bricks appear to be unfroged.

A linear north-south bank continues upslope behind the structure, which is c1.35m by 1.6m, though the edge is indistinct on the west side. The maximum external width east-west is c7m. This may have been the base of a chimney. There are several shafts upslope and to the west of this feature. To the west is a rectangular pit, with 3 linear depressions, aligned north-south, to its north.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.48	Wheel emplacement, head of incline Hirwaun Common

Area ID	Type	Spatial type
EA005A	Wheel Emplacement	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9611303756	-	Mapping

Associated features

Description

A possible emplacement for a horizontal winding wheel at the head of the incline EA005.29, consisting of a slight semi-circular bund within a larger scarp c5.5m across.

Condition	Significance
B	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.49	Structure, Hirwaun Common

Area ID	Type
EA005A	Structure

Spatial type
Point

Identified through	NGR
Fieldwork	SN9661103866

Accuracy

Method
Garmin 76 GPS

Associated features

Description

Defined by grassed over stone and earth banks, with dimensions c3-4m east-west and 2.6m north-south, stone walls are tumbled and indistinct, however. Facing stones are visible, and the walls appear to have been random rubble. They survive to two courses, maximum c0.4m in height. Pantile and poor quality brick noted in the interior, possibly from a chimney. The entrance appears to have been on the downslope side to the north, and there is a lot of tumble in this part of the structure, probably a shelter.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.50	Incline (site of), Craig Colliery & Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Incline	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9630004453	-	Mapping

Associated features

Description

Incline (site of), depicted on 1st edition OS map (1877), extending northnortheast from Craig Colliery & Brick Works (SN9619903900), passing east of Long Range Level (coal), to a junction with the Hirwaun Common Railway (SN9640104871). Feature removed by landscaping activities within area EA005 and by land reclamation beyond.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA005.51	Leat, W of Craig Colliery & Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Leat	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9607603939	-	Mapping

Associated features

Description

Leat running north from Old level (coal) EA005.10 at SN9603103905, to turn immediately westnorthwest towards a header tank at SN9614303969, above Bryn-Gwyn Colliery. The feature survives in relatively poor condition, though remains of embankment along northern downslope side survive near base of incline EA005.29. Area extremely boggy at time of visit.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.52	Leat, W and N of Craig Colliery & Brick Works, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Leat	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9619004122	-	Mapping

Associated features

Description

Leat depicted on 1st edition OS map (1877) running north from Old level (coal) EA005.10 from SN9614003894 to turn east towards Craig Colliery, before turning north at the colliery to parallel incline EA005.50. The feature extended north to SN9627904462, where it fed into the system supplying the engine house at Long Range Level. A very small part of the feature (that part closest to Level EA005.10) survives in poor condition within an extremely boggy area, most of the feature from where it turns north of the colliery has been destroyed by land reclamation..

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.53	Path/Dram Route, Mynydd Cefn-y-Gyngon, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Path	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9609703754	-	Mapping

Associated features

Description

High level east-west aligned path or dram route depicted on 1st edition OS maps (1877 and 1868), starting from SN9653803759 at an Old Level (EA005.05), running south of, and connected by a short spur, to Level (coal) EA005.12, and past head of sunken track EA005.41 and incline EA005.29 to continue west to Level (coal) EA005.13 and beyond to the sunken track (EA005.54) over Rhiw Ymenyn at SN9580503715. The feature survives as a narrow linear scarped feature, c1m in width contouring the slope, with a slight embankment in places on the downslope side.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.54	Sunken Trackway over Rhiw Ymenyn, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Trackway	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9586503693	-	Mapping

Associated features

Description

A sunken zig-zag track depicted on the 1st edition OS map (1877) from an airshaft at SN9579003867 to Pont Lluestwen and Cwm Rhondda to the south, via a coal level (EA005.17) and Rhiw Ymenyn. The earlier OS Surveyors' drawing of 1814 and the 1st edition OS 1" to the mile (David and Charles c.1838) map both show the track continuing, beyond the area of the airshaft, north to Hirwaun. Feature survives in good condition for its class.

Condition	Significance
A/B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.55	Path/Dram Route, Mynydd Cefn-y-Gyngon, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Path	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9704203842	-	Mapping

Associated features

Description

A path or dram route shown on the 1st edition OS map (1868), extending (from SN9661503859) above and west of level (coal), EA005.27 passing a number of extractive features (see EA005.23, EA005.42, EA005.43, and EA005.57) towards the eastern edge of the extractive area (at SN 9729403886) where it linked up with a track (EA005.56) giving access to Lluetai-llwydion (to the southeast), Bryn-gwyn Patches (to the northeast), and Cefn-y-Gyngon farm (to the south), beyond the area. The feature links to track EA005.45 at SN9709803834 which in turn gives access to a lower quarry area and the site of the former Slade's Patch (lost to

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.56	Track to Cefn-y-Gyngon, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Track	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9720103837	-	Mapping

Associated features

Description

A track which connected the farm of Cefn-y-Gyngon to Bryn Gwyn Patches depicted on the 1st edition OS map (1868); the track runs southwest - northeast to turn eastnortheast through the area from SN9701603688 at the southwest, joining path EA005.55 at SN 9729403886 before exiting the eastern edge of the area at SN9731003891. The eastern part of the route is unchanged from that displayed on the OS surveyors' drawings of 1814.

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.57	Linear Scour and Quarry Scoop, Mynydd Cefn-y-Gyngon, Hirwaun Common		
Area ID	Type		Spatial type
EA005A	Quarry		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9694203802	-	Mapping

Associated features

Description

A linear north-south aligned scour (c.250m in length within the EA005 area) with quarry scoop depicted on 1st edition OS map (1868); possibly on the line of a natural stream (north flowing) gully, the quarry face appears to have been enhanced by scouring activity to create a bowl shaped scoop c. 30m north-south with a quarry face c. 42m east-west, at the south. An associated track EA005.55, revetted on either side, crosses the entrance to the scoop, while an associated tip (c.17m. north-south), short and steep, lies east of the stream on the north side of the track. Other minor workings are located in the vicinity and other faces/exposures in the gully to the south and north of the quarry scoop are depicted on the 1st edition OS map. Evidence for the use of natural stream gullies is known in relation to early mineral prospecting, and suggests an early date for this feature.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.58	Trackway extension, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Track	Polyline

Identified through	NGR	Accuracy	Method
2nd edition OS map	SN9688303933	-	Mapping

Associated features

Description

An extension (1 of 2) off the westnorthwest aligned spur from angle of track/dram route EA005.45, continuing (from SN962303919) to westnorthwest of scouring gully EA005.57 beyond the boundaries of the area (at SN9681803956) to New Drift (disused) and head of an incline (marked 'Old tramroad') to Aberdare Merthyr Colliery, depicted on 2nd edition OS map (1900). Revetted stone bridge abutments survive at gully edge.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.59	Trackway extension, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Track	Polyline

Identified through	NGR	Accuracy	Method
2nd edition OS map	SN9689003937	-	Mapping

Associated features

Description

An extension (2 of 2) off the westnorthwest aligned spur from angle of track/dram route EA005.45, continuing (from SN962303919) to northwest of scouring gully EA005.57 beyond the boundaries of the area (at SN9685603956) to New Drift (disused) and head of an incline (marked 'Old tramroad') to Aberdare Merthyr Colliery, depicted on 2nd edition OS map (1900). Revetted stone bridge abutments survive at gully edge.

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA005.60	Tip, Hirwaun Common

Area ID	Type	Spatial type
EA005A	Tip	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9605403775	-	Mapping

Associated features

Description

A prominent D-shaped tip, c.72m (max) east-west and c.55m (max) north-south, located downslope of and associated with coal level EA005.13

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.61	Drift Mine, Hirwaun Common

Area ID	Type	Spatial type
EA005B	Drift Mine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9595304610	-	Mapping

Associated features

Description

A coal drift mine depicted on the 1st edition OS map (1877), in an area of small-scale, isolated workings. Not visited

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA005.62	Horse Way Level, Hirwaun Common

Area ID	Type	Spatial type
EA005B	Level	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9593204871	-	Mapping

Associated features

Description

A level named 'Horse Way' on 1st edition OS map (1877/1885), with associated tip to northnortheast, its eastern end cut by the north-west route of the former incline to Bryn-gwyn Colliery (now a metalled track)

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA005.63	Circular mound, W of Horse Way Level, Hirwaun Common		
Area ID	Type	Spatial type	
EA005B	Mound		
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9589204877	-	Mapping

Associated features

Description

A circular feature shown on 1st edition OS map (1877/1885), located to the west of Horse Way Level. Feature visible on aerial photographs as a circular mound, c. 10m in dia., surmounted by low rectangular embanked structure, c.5.8m square. Purpose unknown, possibly a pre-industrial feature.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.64	Tramroad spur off the Aberdare Rhondda Railway, Hirwaun Common

Area ID	Type	Spatial type
EA005B	Tramroad	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9583804871	-	Mapping

Associated features

Description

A surviving section of tramroad depicted on the 1st edition OS map (1877/1885) running south to a stream gully at SN9589504758 on the lower slopes of Hirwaun Common, from a junction of the Aberdare and Rhondda Railway at SN9580605204. The feature is shown un-railed on the 1st edition OS map and is noted as an 'Old Tramway' by 1900 (2nd edition OS map 1900/1904). The surviving section runs south as a grassed over formation/embankment, c.3.28m (width varies) from SN9580905125, just south of the former junction (now lost to 20th century road construction), carried over stream by a culvert (03168m), it is cut by the SSW-NNE course of the later tramroad EA005.66 at SN9582605027, before entering a cutting at SN9583404890, which curves southeast to the stream gully, where the feature terminates.

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.65	Aberdare Rhondda Railway, Hirwaun Common

Area ID	Type	Spatial type
EA005B	Railway	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9558405038	-	Mapping

Associated features

Description

Surviving sections of railway embankment/formation depicted on the 1st edition OS map (1877/1885), part of the line named the 'Aberdare Rhondda Railway' on the 1st edition map (later Tower Colliery Railway on 2nd edition OS map 1900/1904). The surviving eastern section, c.3.6m wide (width varies), comprises a slightly embanked/raised loop curving from west to north (between SN9564205033 and SN9578905139), and formerly extended beyond a junction with tramroad spur EA005.64 at SN9580605204 (now lost to road development) to join with the Hirwaun Common Railway. And a further surviving section to the west of SN9526905064 comprising two closely associated spur loops, shown railed on the 1st edition OS map. The loops are associated with trackside features EA027.03, EA07.04 and EA07.05 and set within a curvilinear area of tips. These tips and the route of the tramroad/railway formation survive within an area of recent plantation. The majority of the railway route between the surviving eastern and western formations is in use as a track.

Condition	Significance
B/U	B/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA005.66	Tramroad, Hirwaun Common

Area ID	Type	Spatial type
EA005B	Tramroad	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9579804974	-	Mapping

Associated features

Description

A surviving section of a tramroad, c.3.6m wide (width varies), first depicted on the 2nd edition OS map (1900/1904) extending SSW-NNE from Padell y Bwll Graig Colliery (at SN9510803687), cutting the embanked line of 'Old Tramway' EA005.64 at SN9582605027, and terminating at a siding on the Hirwaun Common Railway (at SN9592205185). Surviving section lies between SN9586605105 and SN9565504706; to the south of SN9575104887 the route survives as a shallow linear cutting, north of this point as a slightly raised grass covered formation.

Condition	Significance
B/U	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.01	Ruin, Cwmbach		
Area ID	Type		Spatial type
EA006B	Building		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0316503063	-	Mapping

Associated features

Description

A structure labelled as a ruin on the 1st edition OS map (1868), adjacent to a quarry. Not visited during the current fieldwork, as the area was heavily overgrown and inaccessible.

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA006.02	Ruin, Cwmbach		
Area ID	Type		Spatial type
EA006B	Building		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0311103025	-	Mapping

Associated features

Description

A building depicted as a ruin on 1st edition OS maps (1868), shown within a quarry. Not visited during the current fieldwork, as the area was heavily overgrown and inaccessible.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.03	Rectangular feature, Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0305902457	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS map (1890) at the foot of a quarry face. Possibly a hut, structure or building. Not visited during the current fieldwork, as the area was heavily overgrown and inaccessible.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.04	Rectangular feature, Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0305502261	-	Mapping

Associated features

Description

Small rectangular feature depicted on 1st edition OS maps (1890), one side appears to be formed by a field boundary which encloses a small area of woodland. Not visited during the current fieldwork, as the area was heavily overgrown and inaccessible.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.05	Incline, Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Incline	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0285002320	-	Mapping

Associated features
EA006.06

Description

Incline associated with Gnoll Quarry depicted on 1st edition OS map (1890) aligned eastnortheast-west southwest, 427m length of track shown (between SN0265702227 and SN0304202414). Connecting to an old sheave (EA006.06) and beyond via (un-railed) incline to the tramroad/incline between Cwmbach New Pit and Cwmbach Pit.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.06	Old Sheave, Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Sheave	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0271702234	-	Mapping

Associated features
EA006.05

Description

Old Sheave shown on 1st edition OS map (1890) associated with incline (EA006.05) to Gnoll Quarry, Cwmbach

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.07	Old Level, SW of Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0272202222	-	Mapping

Associated features

Description

Old Level (coal) depicted on 1st edition OS map (1890), adjacent to incline (EA006.05) and old sheave (EA006.06), below Gnoll Quarry

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.08	Reservoir, SW of Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Reservoir	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0271902194	-	Mapping

Associated features

Description

Reservoir depicted on 1st edition OS map (1890), adjacent to incline (EA006.05) and old sheave (EA006.06), part of complex with old level (EA006.007) below Gnoll Quarry.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.09	Airshaft, SW of Gnoll Quarry

Area ID	Type
EA006A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0268702183	-	Mapping

Associated features

Description

Airshaft depicted on 1st edition OS map (1890), located west of Reservoir (EA006.08), below Gnoll Quarry

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.10	Linear Working, S of Gnoll Quarry

Area ID	Type
EA006A	Workings

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0305402198	-	Mapping

Associated features

Description

Small linear working with small spoil tip to southwest depicted on 1st edition OS map (1890), located south of Gnoll Quarry. Possibly a trial level

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.11	Linear Working, S of Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Workings	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0308802141	-	Mapping

Associated features

Description

Small linear working depicted on 1st edition OS map (1890), located south of Gnoll Quarry. Working has small crescentic-shaped spoil tip to southwest crossed by track/path to Gnoll from Cefnpennar (NNW-SSE). A further minor path heads south to the Track from Lletty Shenkin Quarry to Cwmbach. Possibly a trial level

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.12	Quarry, S of Gnoll Quarry

Area ID	Type	Spatial type
EA006A	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0321502117	-	Mapping

Associated features

Description

Small Quarry depicted on 1st edition OS map (1890), located south of Gnoll Quarry, just off a loop in the track between Gnoll and Cefnpennar.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.13	Pit head, Tunnel Pit		
Area ID	Type	Spatial type	
EA006C	Pit	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0256802626	-	Mapping

Associated features

Description

The site of the pit head area of Tunnel Pit, above and north of the GWR spur and the stone-revetted embankment, is depicted on the 1st edition OS map (1890) as a rectangular structure (c.6.6m, north-south, by c.5.2m) with small rectangular projections to the north and east and a narrow rectilinear covered feature extending c.6.5m south towards the revetted embankment (and the coal chutes), probably a conveyor. The field visit identified a sub-circular depression c3m by 2m, which may be a pit or shaft, at SO 02567 02626 (9.6m accuracy) and a linear depression to the north of this. To the southeast is a second depression adjacent to the first, suggesting that these may be related to the coal chutes in the revetment.

Condition	Significance
C	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.14	Smithy, Tunnel Pit		
Area ID	Type	Spatial type	
EA006C	Smithy	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0257402642	-	Mapping

Associated features

Description

A cluster of three rectangular structures/buildings including a Smithy, all depicted on the 1st edition OS map (1890). A single structure, c. 9m by c.5.6m, (main axis orientated southwest-northeast) to the west separated by a track which approaches from the northeast, following course of leat (EA006.20), from two conjoined structures to the east. The two conjoined structures are a western structure, c.10.6m by c.6.6m (max), and an eastern structure, c.15.6m by c.5.7m (max), with their main axis aligned north-south. This group of structures was not accessible to investigation during the field visit due to dense vegetation.

Condition	Significance
C/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.15	Header Pond, Tunnel Pit

Area ID	Type	Spatial type
EA006C	Reservoir	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0262002653	-	Mapping

Associated features

Description

A small sub-rectangular reservoir, or header pond, c.8.7m (WSW-ENE), by 5m, located to the northwest of Tunnel Pit, and fed by leat (EA006.20) at its east side. Feature not visible at time of field visit as located within area of overgrown bracken.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA006.16	Rectangular feature, Tunnel Pit

Area ID	Type	Spatial type
EA006C	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0256002592	-	Mapping

Associated features

Description

A small rectangular structure, c.4.3m (southwest-northeast) by c.3.3m (northwest-southeast), located adjacent passing loop on top of tip. At this approximate location, grassed-over, overgrown banks were noted obscured and overgrown with scrub, bushes, and silver birch.

Condition	Significance
C/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA006.17	Internal tramroad, Tunnel Pit

Area ID	Type	Spatial type
EA006C	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN0255302595	-	Mapping

Associated features

Description

Internal tramroad extending west and South from SN0256503627 at the pit head of Tunnel Pit depicted on the 1st edition OS map (1890). The line to the west appears to have been for dram storage, while to the south the line accessed the main tipping area via an overbridge at SN0256102614, the abutments of which survive (see EA006.18). Trammings lines and a passing loop are depicted on the 1st edition OS map. Scant remains survive of the trammings formations.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.18	Revetted coal chute and abutment, Tunnel Pit		
Area ID	Type	Spatial type	
EA006C	Coal tipping stage	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0256802616	-	Field Work and Mapping

Associated features

Description

A substantial, well-built length of masonry revetted embankment, acting as a coal tipping stage with an integral bridge abutment; the whole structure is depicted on the 1st edition OS map (1890). The feature is c3.5-4m in height and survives to between 34-35 courses, c. 56m in length E-W, with a bridge abutment, c. 2m in width, at SN0256302618. This was the north abutment associated with the now removed high level tramroad overbridge which provided access to the main tipping area over the rail spur which connected to the GWR (Vale of Neath Section) as it approached the Tunnel at Blaennant-groes. A further abutment also survives on the S side of the GWR spur, though in poor condition. The revetting comprises roughly dressed, coursed, squared sandstone blocks, bonded with grey mortar. In places, the dressed facing stones have been robbed out, revealing the rubble core. Two pairs of large apertures, coal chutes, are set within the revetment wall, the pair to the east have brick reveals and stone lintels, the two to the west have stone lintels and stone reveals, and are probably older. The chutes are approximately the same size, though those to the east are less well-preserved as is the length of walling at the east, which appears to have been less well-built. To the west, the walling is better-preserved; the pointing in this area survives better, possibly due to being protected from the elements by the overbridge, which was formerly located here. Metal spikes were noted to protrude from the stonework in the west end, just below the western chutes. Additionally a number of small apertures, or putlogs, in the stonework (for timbers during construction), were noted.

Condition	Significance
A/B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.19	Weighing Machine, Tunnel Pit		
Area ID	Type		Spatial type
EA006C	Weighing Machine		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0252202627	-	Mapping

Associated features

Description

Weighing Machine at Tunnel Pit depicted and named on OS 1st edition OS map (1890), which shows a small two cell structure, which housed the weighbridge mechanism, set parallel to the GWR spur, and lines indicating the site of the weighbridge. No remains of the feature noted during field visit.

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA006.20	Airshaft, Tunnel Pit		
Area ID	Type		Spatial type
EA006C	Ventilation Shaft		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0255802655	-	Mapping

Associated features

Description

Airshaft northwest of Tunnel Pit, depicted on 1st edition OS map (1890). The field visit identified a sub-circular depression, c2.5m by 3m in width, at this location.

Condition	Significance
B/U	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA006.21	Leat, Tunnel Pit		
Area ID	Type		Spatial type
EA006C	Leat		Polyline
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0265902658	-	Mapping

Associated features

Description

Leat/feeder between sluice/off take from stream (see EA006.21) and header pond (EA006.15) for Tunnel Pit, extends on a roughly east-west alignment between SN0262402655 and SN0269602665. Located in densely overgrown area.

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA006.22	Rectangular stream-side structure, Tunnel Pit		
Area ID	Type		Spatial type
EA006C	Structure		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN0269802665	-	Mapping

Associated features

Description

Small rectangular stream-side feature associated with leat (EA006.20) and header pond (EA006.15) depicted on 1st edition OS map (1890), probably an off take point or sluice. Not accessible at time of field visit as in an overgrown area

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.01	Level, Lletty Shenkin

Area ID	Type	Spatial type
EA008	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0329101396	-	Mapping

Associated features

Description

A level depicted on the 1st edition OS maps (1890), within Lletty Shenkin Quarry, on the east side of the woodland track. The level is collapsed and very overgrown, and there is water draining from the level.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.02	Lletty Shenkin Cottages

Area ID	Type
EA008	Cottages

Spatial type
Point

Identified through	NGR
1st edition OS map	SO0325501406

Accuracy
-

Method
Mapping

Associated features

Description

Row of cottages and associated barn shown on 1st edition OS map (1890) which survive as ruinous structures. They are well vegetated with mature trees, and there are several burnt-out cars nearby. Based on the 1st edition, there appears to have been a row of four terraced cottages on a north-north-west/south-south-east alignment, on the west side of the track, with a larger detached building (foreman's cottage?) to the south, and the large associated barn to the north. The row of cottages appears to have been c36m in length, while the barn appears to have measured roughly 15m by 7m.

Condition	Significance
B	C

Threats

Recommendations

Clear and tidy area. Restrict access to prevent cars being dumped

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.03	Tramroad, Lletty Shenkin

Area ID	Type	Spatial type
EA008	Transport	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0332301302	-	Mapping

Associated features

Description

The tramroad which serves the quarries at Lletty Shenkin, connecting them to the incline. Tramming spurs ran east to the quarry face of quarry EA008.06 from a junction at SO0338201206, and slightly to the north a spur is shown extending west to a tip (1st edition OS map 1890). The formation survives with large flat sleeper stones visible for about 11m along the line of the track at SO 03338 01277 (12.7m accuracy). A line of flat stones is also visible on the east side of the track, adjacent to the north entrance of the south quarry (EA008.06), running from north to south exposed for a length of c.2.5m.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.04	Lletty Shenkin Incline, Lletty Shenkin Quarry

Area ID	Type	Spatial type
EA008	Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	S00306001303	-	Mapping

Associated features

Description

Remains of upper inclined plane depicted running westsouthwest from SO0330101381 within Lletty Shenkin Quarry on 1st edition OS map (1890) to Lletty Shenkin Colliery (Upper) at SO0298801279. The feature, identified as an incline on the 2nd edition OS maps (1900), is visible as an embanked and cut linear feature running downslope of the quarry through a dense area of bracken.

Condition	Significance
B/U	U

Threats

Recommendations

ID	Name
EA008.05	Lletty Shenkin Quarry

Area ID	Type	Spatial type
EA008	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	S00333201377	-	Mapping

Associated features

Description

Main quarry area at Lletty Shenkin depicted on 1st edition OS map (1890), with c.150m (max) of NNW-SSE aligned quarry face, cut into SW facing heather and bracken covered slopes. Interior of quarry (and site of incline head arrangement) is densely overgrown with scrub and brambles.

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.06	Quarry, S of main Lletty Shenkin Quarry

Area ID	Type	Spatial type
EA008	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0341401218	-	Mapping

Associated features

Description

Quarry scoop depicted on 1st edition OS map (1890), located c.30m to the south of Lletty Shenkin Quarry; curved quarry face, c.127m in length, cut into southwest facing slopes is shown connected by tramming lines to tramroad (EA008.03), which provided access to the main quarry incline (EA008.04). The quarry has two entrances: one at the centre between linear tips arranged parallel to tramroad EA008.03, the latter shown on the 1st-2nd edition OS maps accessed by the tramming lines, and a deep rock-cut northern entrance, apparently not detailed on the historic mapping. The interior of the quarry is overgrown (trees/scrub and

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA008.07	Site of winding drum/brake engine, Lletty Shenkin Quarry

Area ID	Type	Spatial type
EA008	Brake engine	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0330301382	-	Mapping

Associated features

Description

Site of winding drum or brake engine at head of incline EA008.04 within quarry EA008.05, depicted as two rectangular structures set parallel to either side of incline head on 1st edition OS map (1890). By the 2nd edition OS map (1900), the structures have been removed and the incline has been extended further east into the quarry. The site was obscured by dense vegetation (brambles and scrub) at the time of the field visit.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA010.01	Trackside Feature, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9818502684	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), on the west side of the main tramroad line serving Merthyrddare Colliery, just to the south of the Dare Branch of the Great Western Railway, possibly a structure. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.02	Trackside Feature, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9817702676	-	Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1868), on the east side of a tramroad line which runs north to an area of tips(?) from the main Colliery buildings, possibly a structure. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA010.03	Air Shaft, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9818002613	-	Mapping

Associated features

Description

A circular feature, labelled as an Air Shaft, depicted on 1st edition OS maps (1868), to the north of the main colliery buildings, on the east side of the tramroads. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.04	Building? Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Building?	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9819102614	-	Mapping

Associated features

Description

Substantial rectangular feature depicted on 1st edition OS maps (1868) to the northeast of the main colliery buildings, possibly a building. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA010.05	Pits, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Pits	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9817402594	-	Mapping

Associated features

Description

A cluster of rectangular features, labelled as pits, depicted on 1st edition OS maps (1868), to the north of the main colliery buildings, at which several branches of the tramroad terminate. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.06	Pit? Merthyr-dare Colliery

Area ID	Type	Spatial type
EA010A	Pit?	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9815802598	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), slightly detached from the main area of pits, and served by different tramroad lines, but probably also covered by the label describing these features as pits. Area visited, however, site not seen due to heavy undergrowth, but in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA010.07	Colliery Building, Merthyr-dare Colliery

Area ID	Type	Spatial type
EA010A	Building	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9813802600	-	Mapping

Associated features

Description

A large building depicted on the 1st edition OS map (1868), part of Merthyr-dare Colliery complex. Removed by reclamation

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.08	Reservoir, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Reservoir	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9812002525	-	Mapping

Associated features

Description

Sub-rectangular reservoir depicted on 1st edition OS maps (1868), to the south of the main Merthyrddare Colliery buildings. Small rectangular feature to northeast at SN9813702529 (on the 1st edition OS map) is probably the associated valve house. Feature removed by reclamation.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA010.09	Rectangular Feature, Merthyrddare Colliery

Area ID	Type	Spatial type
EA010A	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9806402476	-	Mapping

Associated features

Description

Small rectangular feature depicted on 1st edition OS maps (1868), on the south side of a short length of tramroad. Area visited, however, site not, in area which appears to have been largely reclaimed.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.10	Platform House, Pen-rhiw-llech, W of Merthyrddare Colliery		
Area ID	Type	Spatial type	
EA010A	Platform house	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9783202364	-	Mapping

Associated features

Description

A large rectangular feature depicted on 1st edition OS maps (1868), containing a smaller rectangular feature, next to a quarry and associated tip. Possibly a structure within an enclosure. Lengths of walling are visible extending downslope on the east side of the track, c0.5m wide and surviving to a maximum of 9 courses. They are neatly constructed of random rubble, with possible indications of lime mortar or lime washing. As the south wall approaches the track on the upslope side, it curves to form the revetting of the side wall. A jumble of moss-covered stones indicate the north wall, while stone tumble against the track may be the remains of the inner structure noted on the 1st edition OS map, or may be the remains of a chimney breast. The structure sits on a level platform with some revetting though this is well-tumbled. Revetting on the opposite side of the track is c0.7m high, consisting of at least 8 courses of random rubble, and 6.1m in length. There are some small trees within the structure, which is generally well-vegetated. Possible Hafod site.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Survey, consider scheduling after further survey work, clearance of the overgrowth and possibly some evaluation trenching.

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.11	Air Shaft, Merthyrddare Colliery

Area ID	Type
EA010A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9797102401	-	Mapping

Associated features

Description

Air Shaft depicted on 1st edition OS maps (1868), to the south of Merthyrddare Colliery. This site now lies within an area of dense bracken, and was not approached for safety reasons, but its outline may be preserved by trees, or the site may be marked by a level grassy area.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA010.12	Air Shaft, Merthyrddare Colliery

Area ID	Type
EA010A	Ventilation Shaft

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9800902445	-	Mapping

Associated features

Description

Air Shaft depicted on 1st edition OS maps (1868), to the south of Merthyrddare Colliery. This feature is no longer visible and is within an area of landscaped tips.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.13	Level, Merthyrdare Colliery

Area ID	Type	Spatial type
EA010A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9788102429	-	Mapping

Associated features

Description

Linear cutting for a level entrance visible on 1st edition OS map (1868), though it may be disused by this date, as it is unlabelled and no associated tramroad is visible. Aligned northeast-southwest, with a second parallel cutting to the east. This survives as a steep gully which formed the cutting approaching the level portal, though the actual entrance was not visible. It was not accessed, but was seen to be very well vegetated with ash and beech trees, within an area of dense bracken.

Condition	Significance
B/U	C

Threats

Recommendations

ID	Name
EA010.14	Level, Merthyrdare Colliery

Area ID	Type	Spatial type
EA010A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9788802434	-	Mapping

Associated features

Description

Linear cutting for a level entrance visible on 1st edition OS map (1868), though it may be disused by this date, as it is unlabelled and no associated tramroad is visible. Aligned northeast-southwest, with a second parallel cutting to the west. This feature was not located, though the associated parallel level EA010.13 survives. This lies within an area of dense vegetation and bracken.

Condition	Significance
B/U	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.15	Old Drum, Lower Incline, Craig Rhiw Ddu Quarry

Area ID	Type	Spatial type
EA010B	Winding Drum	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9931301724	-	Mapping

Associated features

Description

An 'Old Drum' depicted on 1st edition OS maps (1868) marking the head of the lower inclined plane, part of the transport network serving the quarry at Craig Rhiw Ddu to Craig Colliery. This feature lies within a part of area EA010B covered by dense bracken at the time of the field visit and was not visited.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA010.16	Air Shaft, Craig Colliery

Area ID	Type	Spatial type
EA010B	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9953402296	-	Mapping

Associated features

Description

An air shaft depicted on 1st edition OS maps (1868), to the northeast of a group of fingertips associated with Craig Colliery. This feature lies within an area which has been visited, but was not visible.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.17	Incline, Craig Colliery		
Area ID	Type		Spatial type
EA010B	Inclined Plane		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9947901968	-	Mapping

Associated features

Description

The head of a cutting and embankment depicted on 1st edition OS maps (1868), upslope of Craig Colliery. This may have accessed a level upslope to the south at SN9946601896, and/or the large linear tip (EA010.32) to the east. Aerial photographs show embanked linear feature survives at least in part, as does associated linear tip to the east. Not visited due to dense scrub which hindered access.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.18	Metalled trackway, Merthyr-dare Colliery

Area ID	Type
EA010A	Trackway

Spatial type
Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9788802429	-	Mapping

Associated features

Description

Track/mountain road depicted on 1st edition OS map (1868) leading south from Cwmdare, via the Dare Inn, to turn west along Craig Pen-rhiw-llech and Tarren-y-Bwllfa to Pont-lluestwen in Cwm Rhondda and beyond (1st edition OS 1868). The route survives in the area west of SN9796502408. The track is c2.2m wide and is embanked on the downslope side and possibly also on the upper side. There is stone tumble on the downslope side and some rough revetting, the embankments are well vegetated with bracken. Northern extent of the route has been slightly realigned following land reclamation.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.19	Small quarry and tip, Pen-rhiw-llech, W of Merthyr-dare Colliery		
Area ID	Type	Spatial type	
EA010A	Quarry	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9780702362	-	Mapping

Associated features

Description

A small quarry of the west side of the access track, cut into the northeast facing hillslope, with the associated tip lying downslope to the northeast. The saucer-shaped quarry is c15m long and roughly the same in width. It is very well-vegetated and lichen-covered, generally in good condition and undisturbed. There are the low footings of a wall across the entrance, which may post-date the quarry, or which may relate to the drystone revetting to either side of the quarry entrance.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.20	Incline & tramroad system, Craig Rhiw Ddu Quarry		
Area ID	Type	Spatial type	
EA010B	Inclined Plane/Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map/Fieldwork	SN9899101590	-	Mapping
Associated features			

Description

A tramroad and incline system depicted as a track (ie rails lifted) on the 1st edition OS map (1868), extent on 1st edition OS shown; tramroad extends west-east along quarry face of Craig Rhiw Ddu Quarry from SN9879401592 to an 'Old Drum' (EA010.27), and the head of an upper incline, aligned southwest-northeast, at the base of which was a further 'Old Drum' (EA010.15), at the head of a lower incline, which continued southsouthwest-northnortheast to Craig Colliery at SN9947802096. The base of the incline is shown tipped over by tips extending west of the colliery site. Progressive tipping appears to have covered the base of the feature, so that by 1900 the lower incline was visible only as far north as SN9944302021, little change is noted by 1920, by which time the colliery is disused (2nd and 3rd edition OS maps). The upper tramroad and incline are now obscured by dense bracken, whilst the lower incline, largely intact, is grassed over with a leat near its northern end adjacent to the east (IWW934). The embankment survives to a height of c1.5m and is c3m wide as it approaches the colliery site. Mature trees grow from the sides of the embankment.

Condition	Significance
A/U	B/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.21	Pond, Craig Colliery

Area ID	Type	Spatial type
EA010B	Pond	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9949602019	-	Mapping

Associated features

Description

A D-shaped pond, c.6m by 6m depicted on the 1st edition OS map (1868). Not noted at time of visit, site within area of dense scrub.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.22	Engine mount, Level Fach

Area ID	Type
EA010C	Engine House

Spatial type
Point

Identified through	NGR
Fieldwork/3rd edition OS map	SO0016401960

Accuracy
-

Method
Mapping

Associated features

Description

An engine house associated the Blaengwawr Level incline system first depicted on the 3rd edition OS map (1920), the final phase of the Blaengwawr & Level Fach combined system (EA010.25). The 3rd edition OS map shows a rectangular structure, c.7m by 4.3m, with its long axis aligned northwest-southeast, located on tips, north of Level Fach, now an area of deciduous plantation. The remains comprise an engine mount comprising 2 parallel northwest-southeast aligned walls, 4m in length (NW-SE) and on average 0.46m wide (min), and c0.5m high (externally), constructed of very rough concrete with shale inclusions, rendered in concrete/cement. The whole feature set on a slight platform which extends c0.5m from the walls on all sides. The walls are set 0.84m apart with a linear space, 0.71m deep internally. At its northwest end the southeast wall is stepped out to form a wider platform, 1.75m (NW-SE) by 0.94m (NE-SW). The tops of cut Fe bolts protrude from the upper surface of the walls: a linear arrangement of 3 Fe bolts on the northeast wall, is paralleled by a further 3 on the southwest wall set at intervals of 1.17m and 0.9445m from northwest to southeast respectively, with a further 2 on the wider platform, set 0.845m apart, are slightly inset to the southwest (the southeast of the two bolts is 0.565m diagonally from the middle of the three linear bolts, while the northwest of the two bolts is 0.428m to the southeast of the westernmost of the three along the main axis). A shallow groove in the surface of the concrete runs between the bolts on the southwest wall. The site is approached from the east by a slightly sunken linear track, the route of the tramroad/ incline depicted on the 3rd edition OS (1920).

Condition	Significance
A	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.23	Header pond, Level Fach		
Area ID	Type	Spatial type	
EA010C	Pond	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0017801913	-	Mapping

Associated features

Description

A rectangular pond depicted on the 1st edition OS map (1868) in the south corner of the area EA010C. It survives as a large rectangular water-filled hollow c9m by c12m, embanked on the north (downhill) side, with a bank c1.2m wide at the top and c1m high. This may have been header tank. It is depicted on the 1st edition OS map (1868) and on subsequent editions up to the 3rd (1920).

Condition	Significance
A	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.24	Level Fach		
Area ID	Type	Spatial type	
EA010C	Level	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SO0020501910	-	Mapping

Associated features

Description

A coal level depicted on the 1st edition OS map (1868) and named as Level Fach, though by the 2nd edition (1900), renamed Blaengwawr Level, and disused by the 3rd edition (1920). The remains of the partially buried level entrance survive at the southwest end of a linear cutting. The level portal, c1m wide, exposed depth of c0.6m, (c. four courses) has a well-constructed segmental headed masonry arch. The opening has been deliberately blocked and overflow from the nearby header tank EA010.23 has silted up the cutting to just below the segmental arch. The level was served by an incline (EA010.25) which approached the area from the northeast, via a stone revetted embankment.

Condition	Significance
A	A/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.25	Blaengwawr & Level Fach combined incline & tramroad system

Area ID	Type	Spatial type
EA010C	Incline/Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS/Fieldwork	SO0030301857	-	Mapping

Associated features

Description

An incline and tramroad system connecting Blaengwawr Quarries at c. SN9973801452 with a tramroad connection at SO0029201866 to Level Fach and (via another incline and over bridge) to Blaengwawr Colliery (at approx. SO0054901999) depicted on the 1st edition OS map (1868). The inclines had two associated drum houses at the head of the upper and lower Blaengwawr inclines (dual inclines) and an engine house/brake engine at the head of the incline (dual incline) below Level Fach. The lower incline crossed the GWR (Aman) branch via an overbridge (now removed) on route to Blaengwawr Colliery. Extending to the southwest and northeast of the southeast edge of Area EA010C, the incline system is extensive and appears to survive relatively intact (now with the appearance of a wooded field boundary), though it has been considerably altered and truncated to the east as it approaches the site of the former Blaengwawr Level. The Blaengwawr inclines were disused by 1900 (2nd edition OS map), whilst the incline below Level Fach continued in use and is shown altered to serve the later Blaengwawr Level further to the east by 1920 (3rd edition OS map). Within Area EA010C an embanked tramroad served Level Fach (EA010.24); this feature extended northeast of the level portal within a narrow cutting (now a stream), and just southwest of a cluster of rectangular structures (an engine house), turned 90 degrees to the southeast along the top of a stone faced-revetted embankment which provided access to the main incline system to Blaengwawr Colliery. The cutting from the level portal survives as does the embankment, c1.2m high by c7m wide with a revetment on the southwest side constructed of five courses of roughly coursed snecked rubble, some blocks show traces of having been squared off. A length of Fe bar is embedded in the masonry, held in place by a curved cleat. The revetting includes yellow unfrogged bricks at points in the top course, which may be a later repair. Mature trees, including Silver Birch are growing from the bank and the revetting. Within the cutting leading to the level EA010.24, are several large shaped stone blocks with carved markings, which may be mason's marks. In the area to the northeast and north of the tramroad embankment are a number of slight linear features relating to later tramming lines (to tips) probably those shown on the 2nd edition OS map (1900), including a line to a tipping bay on the GWR (Dare and Cwmaman); these have replaced an earlier arrangement in this area depicted on the first edition OS map. The 3rd edition OS (1920) shows the final layout of the tramming lines with a route extended in a northwest direction to feature EA010.22 from the tramroad embankment over the entrance cutting to the then disused Level EA010.24, as well as further changes to the layout of the access lines to the GWR (Cwmaman) line. The route of the main northwest-south east line to EA010.22 survives as a linear hollow; the remains of a springing point for an arch over the entrance cutting to Level EA010.24 can be seen at the end of the tramroad embankment at the southeast side of the entrance cutting. The wider tramroad and incline system and its associated features would benefit from a detailed survey. The incline below Level Fach is covered in dense scrub.

Condition	Significance
A	A/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.26	Track to Quarry, Pen-rhiw-llech, W of Merthyr-dare Colliery

Area ID	Type	Spatial type
EA010A	Track	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork/1st edition OS map	SN9782002373	-	Mapping

Associated features

Description

Track depicted on 1st edition OS map (1868), leading southeast from main mountain track/road (EA010.18) at SN9778802437 to small quarry (EA010.10) and platform house (EA010.19). Originally extended as far as c.SN9783902347 (a modern track continues to the west). Feature is intact and in use as footpath. The feature is slightly scarped into slope, and set on a revetted embankment (obscured by bracken), with a well-built metalised stone surface.

Condition	Significance
A/B	B/C

Threats

Recommendations

ID	Name
EA010.27	Old Drum, Upper Incline, Craig Rhiw Ddu Quarry

Area ID	Type	Spatial type
EA010B	Winding Drum	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9910001594	-	Mapping

Associated features

Description

An 'Old Drum' depicted on 1st edition OS maps (1868) marking the head of the upper inclined plane, part of the transport network serving the quarry at Craig Rhiw Ddu to Craig Colliery. This feature lies within a part of area EA010B covered by dense bracken at the time of the field visit and was not visited.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.28	Craig Rhiw Ddu Quarry		
Area ID	Type	Spatial type	
EA010B	Quarry	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9901001574	-	Mapping

Associated features

Description

Old Quarry depicted and named 'Old' on 1st edition OS map (1868); linear quarry face, c.380m in length, tips downslope to north, set on the steep north-facing slopes of Craig Rhiw Ddu. Quarry shown connected by tramroad and incline system (EA010.20) to Craig Colliery site, and probably previously connected by further incline from Craig Colliery which crossed the GWR (Amman Branch) to the north leading to Dare Pit and the Gadlys Ironworks (1st edition OS map 1868). The quarry was inaccessible at the time of the field visit due to dense vegetation (bracken).

Condition	Significance
U	U

Threats

Recommendations

Winter visit

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.29	Sheave, Craig Colliery

Area ID	Type	Spatial type
EA010B	Sheave	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9950802007	-	Mapping

Associated features

Description

A sheave depicted at Craig colliery on the 1st edition OS map (1868). Area not accessible due to vegetation.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA010.30	Incline & tramroad system, Craig Colliery

Area ID	Type	Spatial type
EA010B	Tramroad/Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9952102176	-	Mapping

Associated features

Description

An extensive transport system as depicted on the 1st edition OS map (1868), associated with Craig Colliery; includes incline running north under GWR (Amman Branch) from colliery site towards Dare Pit, extensive area of tramming lines to tips, limekilns and sheave. Layout radically remodelled apart from line of main south-north incline by 2nd edition OS map (1900), disused by 1920 with rails lifted (3rd edition OS map). Area now mostly obscured by dense scrub vegetation (including bramble),

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.31	Reservoir, Graig Colliery

Area ID	Type	Spatial type
EA010B	Reservoir	Point

Identified through	NGR	Accuracy	Method
Fieldwork/2nd edition OS map	SN9947102030	-	Mapping

Associated features

Description

A sub-rectangular reservoir, 16.9m (NW-SE) by 15.3m (max), fed at SW corner by a leat approaching from the south, overflow channel at same point flowed west (2nd edition OS). Reservoir survives partially drained.

Condition	Significance
B/U	U

Threats

Recommendations

ID	Name
EA010.32	Linear tip, Craig Colliery

Area ID	Type	Spatial type
EA010B	Tip	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9953701972	-	Mapping

Associated features

Description

A linear tip depicted on the 1st edition OS map (1868) extending northeast from near southern (upper) end of incline EA010.17. Tip is located on north side of modern road, which is first depicted on 2nd edition OS 1900, and grassed over it survives in a good

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.33	Rectangular feature, Craig Colliery		
Area ID	Type	Spatial type	
EA010B	Structure	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9956302190	-	Mapping
Associated features			
Description			
A small rectangular structure depicted on 1st edition OS map (1868) adjacent to tramming line on edge of major tip associated with Craig Colliery (NPRN 80623). Not shown on 2nd edition OS map (1900). Area not accessible due to dense scrub.			
Condition	Significance		
U	U		
Threats			
Recommendations			

ID	Name		
EA010.34	Tip, Craig Colliery		
Area ID	Type	Spatial type	
EA010B	Tip	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9947502230	-	Mapping
Associated features			
Description			
A large steep-sided v-shaped tip with major lobed projections to north and northwest, located to the west of the incline from Craig Colliery. Shown with single disused (ie un-railed) tramming southeast-northwest aligned line (part of EA010.33) running from colliery pithead site on the 1st edition OS map (1868). Tip obscured by dense scrub.			
Condition	Significance		
B/U	C/U		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.35	Tip, Craig Colliery

Area ID	Type
EA010B	Tip

Spatial type
Point

Identified through	NGR
1st edition OS map	SN9956502173

Accuracy
-

Method
Mapping

Associated features

Description

A large steep-sided flat-topped tip, located to the east of the incline from Craig Colliery shown with extensive north-south aligned tramming lines (part of EA010.33) and lobes at northern edge on 1st edition OS map (1868). Tip obscured by dense scrub.

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.36	Engine House?, Level Fach

Area ID	Type
EA010C	Engine House

Spatial type
Point

Identified through	NGR
1st edition OS map	SO0022301928

Accuracy
-

Method
Mapping

Associated features

Description

An engine/winding complex depicted on the 1st edition OS map (1868), as a complex of adjoining structures located northeast of the entrance cutting to Level Fach (EA010.24). The mapping depicts a complex, c.15.5m by 12m, of 3 adjoined rectangular structures (main axis SW-NE), slightly stepped, with a small square appendage (stack?) at its northwest side, and a more square detached structure immediately to the southeast. The southeastern of the 3 joined structures, is aligned with the level entrance, and is shown open-ended; this likely represents a winding drum. By the second edition OS (1900) the site is replaced by 2 detached parallel structures and the tramroad from the level entrance cutting extends northeast over the southern extent of the site as 3 tramming spurs, running to a central tipping bay on the GWR branch line to the east, and tips to either side. No above ground remains of these later structures or the earlier arrangement remain above ground, however the remains of coal drams and tangled rail were noted in the vicinity.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA010.37	Leat, Level Fach		
Area ID	Type		Spatial type
EA010C	Leat		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0015301942	-	Mapping

Associated features

Description

A northwest-southeast aligned leat feeding rectangular pond EA010.23, depicted on 1st edition OS map (1868). Survives as embanked water filled channel.

Condition	Significance
B	C

Threats

Recommendations

ID	Name		
EA010.38	Tipping Bay, Level Fach		
Area ID	Type		Spatial type
EA010C	Tipping Bay		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0023201959	-	Mapping

Associated features

Description

Rectangular tipping bay shown on 1st edition OS map adjacent to southwest side of GWR (Dare & Cwm Amman) branch line, connected to head of Level Fach incline by tramroad spur. Site removed and replaced by altered arrangement by 1900 (2nd edition OS map). No surface evidence survives.

Condition	Significance
D	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA010.39	Engine House, site of, Level Fach Incline

Area ID	Type	Spatial type
EA010C	Engine House	

Identified through	NGR	Accuracy	Method
1st edition OS map	SO0029201853	-	Mapping

Associated features

Description

Engine house (site of) depicted on 1st edition OS (1868), as 2 parallel rectangular adjoining structures, slightly offset and adjoining on their main axis (SSW-NNE). Small square appendage (stack?) to west end of northerly structure, open-ended structure (L-shaped) to south of southerly structure faces incline top to east (housing for drum?). An associated rectangular tank or reservoir lay upslope to westsouthwest. Feature part demolished by 1900 (2nd edition OS map) with only L-shaped southern drum house remaining; by 1920 removed in its entirety. Today topography of area appears to have been remodeled with steep sided scoops visible. No structural remains noted.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA011.01	Drum, Blaengwawr Upper Incline, Blaengwawr Quarry		
Area ID	Type	Spatial type	
EA011	Winding Drum	Point	
Identified through	NGR	Accuracy	Method
1st edition OS mapping	SN9972801455	-	Mapping

Associated features

Description

A square structure with a smaller annexe to the south depicted on 1st edition OS maps (1868), and labelled as a drum, located below a 'chute' at the southern end of the northern quarry, at the head of the upper inclined plane serving Blaengwawr Quarries. Survives as a 2-compartment substantial structure, of massive construction, built of rubble, with facing stones. It is built into the north-facing slope of the quarry entrance, and scarped into the slope. It is maximum 8m east-west and 6.1m north-south, the larger compartment to the north-northeast is c.4.1m square, and the walls c1m in width, while the remains of the smaller compartment to the south-southwest are now of indeterminate size. Given its position, the larger northern compartment would have housed the drum for

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA011.02	Rectangular Feature, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9973201284	-	Mapping

Associated features

Description

Rectangular feature, depicted on 1st edition OS maps (1868) at the entrance to Blaengwawr Quarry, on the south side of the tramroad. The remains of a structure are visible here at the mouth of the southern of the two quarries in this area, built into the north-facing slope of the quarry entrance, defined by stone and earth banks. The walls are c1m wide with some facing visible in the insides, and they appear to have been built mainly of platy slabs. The building appears to have been c5m north-south and c6.5m east-west, with the entrance in the middle of the west side, facing into the interior of the quarry.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA011.03	Rectangular Feature, Old Quarry at Blaengwawr		
Area ID	Type		Spatial type
EA011	Structure		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9973101502	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868), in the entrance to the old quarry depicted on the historic maps, just to the north of Blaengwawr Quarry. The remains of a possible structure or shelter were noted at this location, a linear stone spread may be the remains of low footings. The spread of stone generally consists of sandstone, comprised mainly of small stones, with some larger blocks, with traces of ephemeral inner and outer facing visible, though the banks are generally obscured in debris and tumble. These may be the stone footings for a wooden or metal structure, possibly a shelter. The access point appears to have been at the south end of the west side of the structure, facing into the interior of the quarry. It measures c3.4m east-west by 4.2m north-south. There is a small depression to the west of the structure, and a possible chute or slide for quarry debris downhill from here to the east, to the open end of the quarry.

Condition	Significance
A/U	B/U

Threats

Recommendations

Survey

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA011.04	Concrete and brick platform, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Brick platform	Point

Identified through	NGR	Accuracy	Method
Field walking	SN9968501593	10.9m	Garmin 76 GPS

Associated features

Description

A rectangular platform, constructed of concrete and frogged red brick, measuring 3.6m x 3.4m facing north overlooking the Aberdare Foundry town. On the north (downslope) side, it stands to 4 courses of bricks.

Condition	Significance
B	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA011.05	Parallel linear depressions, Blaengwawr Quarry		
Area ID	Type	Spatial type	
EA011	Depressions	Point	
Identified through	NGR	Accuracy	Method
Field walking	SN9965501598	11m	Garmin 76 GPS

Associated features

Description

2 parallel linear depressions above the north-west face of the Blaengwawr north quarry. Possibly part of a scouring system. The depressions are c.0.5-0.6m deep and c.1.2-2m wide (varies). The depression to the north is more ephemeral measuring c0.75m wide, 0.2m deep, again this varies. Possibly a channel and a parallel path, or possibly slumping, or collapse, possibly a geological feature, such as a fault. There is no bank associated with the possible channels. There is a break in the depressions, but they then continue, deeper, further west.

Condition	Significance
-	-

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA011.06	Parallel linear features, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Linear features	Point

Identified through	NGR	Accuracy	Method
Field walking	SN9971101500	5.6m	Garmin 76 GPS

Associated features

Description

There are 2 parallel linear features running south from northern quarry in the area. The upper is scarped into the slope and is c0.6m deep (SN 99691 01496 (5.9m accuracy)). The lower example, which appears to be a track, is c1.5m wide, and has a slight bank on its downhill side, c0.2m high.

Condition	Significance
B/U	U

Threats

Recommendations

ID	Name
EA011.07	Small trial workings, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Workings	Point

Identified through	NGR	Accuracy	Method
Field walking	SO9981001138	-	Mapping

Associated features

Description

There are 2 small trial workings across the valley from the main quarries, which are depicted on the 1st edition OS map (1868).

Condition	Significance
B/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA011.08	Small sub-circular scoop, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Scoop	Point

Identified through	NGR	Accuracy	Method
Field walking	SN9975701198	5.6m	Garmin 76 GPS

Associated features

Description

There is a small sub-circular scoop on the east facing the hillside. It is slightly elongated on the east-west axis and is between c0.6 and c0.7m deep, measuring c2.4m by c3m.

Condition	Significance
B/U	U

Threats

Recommendations

ID	Name
EA011.09	Tramroad, Blaengwawr Quarry

Area ID	Type	Spatial type
EA011	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9977201326	-	Mapping

Associated features

Description

A tramroad depicted on the 1st edition OS map (1868) connecting the southern and northern quarries at Blaengwawr, with a spur at SN9973301291 to a tip east of the southern quarry entrance. The line to the northern quarry allowed access to the incline originally constructed to serve the northern quarry. The tramroad formation, where visible is typically c2.1m wide, and is sunken with stone revetting. Stone pads were noted on the surface of the formation at the entrance to the southern quarry.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA011.10	Drum, Blaengwawr Lower Incline, Blaengwawr Quarry		
Area ID	Type		Spatial type
EA011	Winding Drum		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SO0014201728	-	Mapping

Associated features

Description

Rectangular feature depicted and labelled as a drum on 1st edition OS maps (1868), located at the head of the lower of two inclined planes connecting the Blaengwawr Quarries to Level Fach and a third incline to Blaengwawr Colliery. The feature is depicted on the 1st edition OS map (1868) as a rectilinear structure of 3 compartments in series with its main axis paralleling the northwest side of the incline. Aerial photographs indicate remains of the feature survive at the site (condition unknown).

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA011.11	Sunken zig-zag path to quarry workings		
Area ID	Type		Spatial type
EA011	Path		Polyline
Identified through	NGR	Accuracy	Method
Fieldwork	SN 99685 01773	-	Mapping

Associated features

EA011

Description

Well-preserved steep, zig-zag path depicted on 1st edition OS map (1868) leading to old quarry at Blaengwawr. Survives as a deep embanked and sunken linear feature. Feature was covered in dense bracken at time of field visit.

Condition	Significance
A/B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.01	Old Level, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9716403048	-	Mapping

Associated features

Description

An old coal level depicted on 1st edition OS maps (1868), within an area of woodland to the north of Nant Melin Colliery. Very well-preserved level entrance and associated features, the level entrance has been cut into the south-facing slope, the arched portal is stone-built, 1.42m in height, 1.77m to the centre of the arch, and 1.95m wide, possibly of drystone construction, though there were traces of what may have been deteriorated mortar bonding. A drystone wing wall projects from either side of the entrance portal, though it has collapsed on the west side; the wall on the east side is constructed of random rubble, stands 15 courses high, is 3m long and stands to 1.7m in height. A small fingertip lies downslope of the level portal, on the opposite side of the path, a former tramroad, which runs laterally in front of the level, between the portal and the tip, forming a level platform; this appears to have formed a tramroad spur/bay, or marshalling yard, which is 2.5m wide and increases from 1 to 1.7m in depth, revetted at the east end where it bounds the W side of the tip. The mouth of the spur/bay is at SN 97136 03053 (6.8m). The formation of the tramroad has been cut into the slope at its junction with the spur. Three Fe rails protrude from the section below the tramroad. A footpath (shown on the 1st edition map) runs upslope from above the level mouth. The entire complex appears to have fallen out of use by the 1860s, as the level is labelled as "old" and the tramroad is shown dismantled.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.02	Drum at Old Level, Craig Coed, Nant Melin

Area ID	Type
EA026	Winding Drum House

Spatial type
Point

Identified through	NGR	Accuracy
1st edition OS map	SN9708503003	-

Method
Mapping

Associated features
EA026.03

Description

A rectangular structure located at the head of an inclined plane leading (EA026.15) to the Nantmelin Colliery site; depicted and labelled as a drum on 1st edition OS maps (1868), the structure has a small rectangular annex to the S projecting in line with the incline, and a small rectilinear feature abutting to the W. The upper part of the incline appears on the 1st edition OS in pecked outline, either indicating that it is under construction or disused at the time of the survey. A feature was identified at this location during fieldwork: this was as a rectangular stone structure, maximum external size c5m N-S, 4.1m E-W, plus a further 1.5m spread of rubble to the west, and 1m spread to the east, built of random rubble, with curved upper corners and internal vertical grooves set opposite within the lateral E-and W-facing walls (0.9m in width) . The structure is open on its S, though Fe bars formerly enclosed this side. It is possible, though as yet unestablished, whether this feature housed the winding drum or sheave for the incline depicted on the 1st edition OS map (1868).

Condition	Significance
A/U	A?/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.03	Old Coal Level, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9709003007	-	Mapping

Associated features
EA026.02

Description
Old coal level, depicted and labelled on 1st edition OS maps (1868), appears to have been served by an inclined plane (associated with a winding drum and depicted on 1st edition) . Site visited, no remains of level noted.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA026.04	Coal Level, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9702202920	-	Mapping

Associated features

Description
Coal level depicted on 1st edition OS map (1868), connected to the Nant Melin Colliery site by a tramroad and inclined plane (see EA026.07). Site visited but no remains of a level noted, area has been tipped over by later workings

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.05	Old Air Shaft, S of Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9716302915	-	Mapping

Associated features

Description

Old Air Shaft depicted on 1st edition OS maps (1868), to the north of Nant Melin Colliery. Area visited, densely vegetated and inaccessible

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA026.06	Old Coal Level, Nant Melin

Area ID	Type	Spatial type
EA026	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9723302822	-	Mapping

Associated features

Description

Old coal level depicted on 1st edition OS maps (1868), at Nant Melin. Appears to have been destroyed, in reclaimed area of park

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.07	Tramroad and incline, SE of Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Tramroad/Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9713602933	-	Mapping

Associated features

Description

Tramroad and inclined plane (Lower section continuation of EA026.15) shown railed on 1st edition OS map (1868), heading west to Level (coal), EA026.04. Route of inclined plane survives as a footpath, though its upper route west to the level cannot be followed. The feature covered by later tipping west of approx. SN2913602929.

Condition	Significance
B/D	C

Threats

Recommendations

ID	Name
EA026.08	Quarry, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9702802858	-	Mapping

Associated features

Description

A Quarry named and depicted on 1st edition OS map (1868), on the south side of Nant Melin with large tip extending southeast of quarry above Nant Melin stream. Shown as old on 2nd edition OS map (1900). Area covered in mature trees.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.09	Trackside feature, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9702402909	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1868) at the entrance to coal level EA026.04, on the south side of the tramroad which serves the level. Not located, possibly tipped on by later workings?

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA026.10	Brick Building, S of Craig Coed, Nant Melin		
Area ID	Type	Spatial type	
EA026	Building	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9714702906	3.7	Garmin 76 GPS

Associated features

Description

Ruined 2-storey brick building, built into the south-facing slope, with a double pitch roof, the south gable of which has an arched opening at first floor level, and a large double door opening, with an Fe lintel at ground floor level. The east elevation had two single and one double door openings, the latter lintel has collapsed. The bricks are bonded with a dark mortar. This structure is not depicted on 1st edition OS maps, but may be associated with the level shown on the 3rd edition OS map (1919) and is unlikely to be ironworks-related. The area and structure are very well-vegetated, with beech trees, and there is a platform area to the northeast.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.11	Brick structure, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9700902950	14.1m	Garmin 76 GPS

Associated features

Description

Structure built of frogged brick bonded by dark mortar (mainly cement), 1.04m high, 2.65m long, 1.05m deep, and 9 courses high, plus a capping course, with slot for a (now removed) metal girder. There are also two niches in the south elevation. This feature is not depicted on the 1st edition OS map but may be related to a complex of structures shown on the 3rd edition map (1919)

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.12	Rectangular brick structure, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9702902964	5.5m	Garmin 76 GPS

Associated features

Description

A rectangular brick structure set on a level platform area, surviving up to 1m high in places, constructed of red frogged bricks, with dark mortar, with a metal tie rod, possibly a shaft or pit-head structure? There is a brick pillar base on the south side c0.4m high and 0.95m by 0.96m, which is the most visible part of the complex, and may have been a pad for holding a head-frame. As with other brick features in the immediate vicinity, this is not shown on 1st edition maps but may relate to features shown on the 3rd edition (1919).

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.13	Quarry, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9705303030	-	Mapping

Associated features
EA026

Description

Short length of SE facing quarry face with 2 conjoined tips downslope to the SE, depicted and marked as 'old' on 1st edition OS map (1868), within an area of mixed woodland. Tips overgrown, but stable.

Condition	Significance
B/U	C/U

Threats

Recommendations

ID	Name
EA026.14	Tramroad to Level, Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9705502996	-	Mapping

Associated features

Description

A short length of tramroad, shown as a track on 1st edition OS map (1868) running westsouthwest from a level portal (EA026.01) to a hairpin bend which turns eastsoutheast to the head of incline (Upper section) EA026.15 at approx SN9708702998. The feature survives as a revetted and scarped track contouring the south facing wooded slopes. A wider area was identified down slope of the level portal for a marshalling area (seeEA026.01).

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA026.15	Incline (Upper section), Craig Coed, Nant Melin

Area ID	Type	Spatial type
EA026	Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9711302967		Mapping

Associated features

Description

An Upper incline depicted as a track on 1st edition OS map (1868), aligned northnorthwest-southsoutheast running from tramroad EA026.14 and a drum (EA026.02), to the lower incline EA026.07 (railed on 1st edition) at c. SN9713702935. Feature covered by later tipping.

Condition	Significance
C/D	D

Threats

Recommendations

ID	Name
EA027.01	Rectangular water feature, Knobby Drift

Area ID	Type	Spatial type
EA027C	Reservoir/Tank	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9557304756	-	Mapping

Associated features

Description

A rectangular feature, probably a small reservoir or holding tank depicted on 1st edition OS maps (1877/1885), entered and exited by a leat. This feature was not individually visited during the fieldwork.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.02	Engine House at Drift, Knobby Drift

Area ID	Type	Spatial type
EA027C	Engine House	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9556904956	-	Mapping

Associated features

Description

Building, probably an engine house, depicted on 1st edition OS maps (1877/1885) to the north of Knobby Drift Ironstone Pit, on the west side of a short length of tramroad which runs due north from the level portal. A platform area is visible at this point measuring 18m north-south by 12m east-west, the ground at this point has obviously been disturbed. There is also a small structure 2.5m by 3m, with grassed-over stone-built footings visible, and brick visible on the surface. A small depression and a number of small scoops were noted in the vicinity.

Condition	Significance
C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.03	Trackside feature, N of Bute Pit, Hirwaun Common

Area ID	Type	Spatial type
EA027B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9520304995	-	Mapping

Associated features

Description

A rectangular feature depicted on the 1st edition OS map (1877/1885) on the west side of a tramroad line which links Bute Pit, to the south, with the Aberdare Rhondda Railway to the north. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA027.04	Trackside feature, N of Bute Pit, Hirwaun Common

Area ID	Type	Spatial type
EA027B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9517704946	-	Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1877/1885) between two tramroad lines, one of which runs south to Bute Pit, with the other joining the Aberdare Rhondda Railway to the north. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.05	Trackside feature, N of Bute Pit, Hirwaun Common

Area ID	Type	Spatial type
EA027B	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9517204938	-	Mapping

Associated features

Description

A rectangular structure or building, with a small annexe on the north side, depicted on the 1st edition OS map (1877/1885) between two tramroad lines, one of which runs south to Bute Pit, with the other joining the Aberdare Rhondda Railway to the north. This feature was not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

ID	Name
EA027.06	Old Level, NW of Bute Pit, Hirwaun Common

Area ID	Type	Spatial type
EA027B	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9505605086	-	Mapping

Associated features

Description

An old coal level depicted on the 1st edition OS map, (1877/1885) disused by this date, with the entrance cutting running northeast from the portal. No associated tramroad is depicted on the map. This feature was not individually visited during the current

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name			
EA027.07	Air Shaft, Hirwaun Common			
Area ID	Type			Spatial type
EA027A	Ventilation Shaft			Point
Identified through	NGR	Accuracy		Method
1st edition OS map	SN9346704962	-		Mapping

Associated features

Description

Air shaft depicted on 1st edition OS maps (1877). This feature was not seen during visits to the area.

Condition	Significance
U	U

Threats

Recommendations

ID	Name			
EA027.08	Air Shaft, Hirwaun Common			
Area ID	Type			Spatial type
EA027A	Ventilation Shaft			Point
Identified through	NGR	Accuracy		Method
1st edition OS map	SN9372401893	-		Mapping

Associated features

Description

Air shaft depicted on 1st edition OS maps (1877). This feature was not seen during visits to the area.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.09	Old Coal Level, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9406204821	-	Mapping

Associated features

Description

Old coal level depicted on 1st edition OS maps (1877/1885), disused by this date. The entrance cutting is depicted running roughly north from the portal, but no tramroad is shown. A watercourse appears to run out of the portal, and it is likely that the line of the former tramroad became an active water feature and drain for the underground workings. Not individually visited during the current fieldwork.

Condition	Significance
D	D

Threats

Recommendations

ID	Name
EA027.10	Air Shaft, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9405004805	-	Mapping

Associated features

Description

Rectangular air shaft depicted and labelled on 1st edition OS maps (1877/1885), next to old coal level EA027.09. Not individually visited during the current fieldwork.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.11	Trial Level, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9380904541	-	Mapping

Associated features

Description

Trial level depicted on 1st edition OS map (1881), next to a small area of quarrying. Two short, stubby tips lie to either side of the entrance, one is c6m long and 1m wide, splayed and gently sloping in profile. The curvilinear entrance runs between the tips, c0.8m in width. There is an area of disturbed ground above which may be indicative of patch working or scouring activity. There is a patch of exposed rock face above the site of the level portal. The level entrance itself has collapsed, and the whole area is well vegetated.

Condition	Significance
B/D	D

Threats

Recommendations

ID	Name
EA027.12	Air Shaft, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Ventilation Shaft	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9407504423	-	Mapping

Associated features

Description

Air shaft depicted on 1st edition OS maps (1877). Not individually visited during the current fieldwork.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.13	Old Level, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9429104645	-	Mapping

Associated features

Description

Old coal level, depicted on 1st edition OS maps (1877), disused by this date. The entrance appears to have faced northeast, no tramroad is visible serving the level, though a stream appears to issue from the area, suggesting that the line of the former tramroad became an active watercourse subsequent to the abandonment of the level, draining the underground workings. Not individually visited during the current fieldwork.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.14	Gorllwyn Level, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9434704547	-	Mapping

Associated features

Description

Gorllwyn Level, which produced coal, depicted and named on 1st edition OS maps (1877). The lack of associated tramroad depicted on the historic maps suggests that the level was no longer in use by this date, and the stream which appears to issue from the portal may represent the line of the former tramroad, which became an active watercourse draining the workings subsequent to their abandonment. Not individually visited during the current fieldwork.

Condition	Significance
C/U	C/U

Threats

Recommendations

ID	Name
EA027.15	Trial Level, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Trial Level	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9303604574	6.2m	Garmin 76 GPS

Associated features

Description

A linear trial level entrance, the base is reed-choked, with some exposed stone at the entrance, and a small curving spoil tip leading from the northeast side of the entrance curving to the west.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.16	Track/leat, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Trackway/leat	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9307304573	-	Mapping

Associated features

Description

A sunken trackway or leat, c0.6m deep, and c1.8m wide at the base, curving around the slope from southwest to northeast, with a spread stone and earth bank c1m wide on the downhill side. The base of the depression is boggy, with reeds growing from it. It doglegs back on itself at SN 93091 04670 (7.5m accuracy).

Condition	Significance
A/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.17	Trial Level, Hirwaun Common

Area ID	Type
EA027A	Trial Level

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN93247804747	5.8m	Garmin 76 GPS

Associated features

Description

A series of small workings terraced into the slope, with a ?air shaft, or possible chimney base at the head of the complex. This is a small brick-lined circular shaft, c1m wide and c1.2m deep, with jumbled brick at the base, the brickwork lining appears to have been pushed in on itself from the north side. The bricks have been placed end-on lining the shaft, with a single thickness of bricks, which are yellow and unfrogged. This shaft is set on a platform c4m by 4m, c0.4m deep defined by 2-3 courses of roughly placed stone. There is a series of quarry/level workings downslope from this, firstly a cutting directly below the shaft, possibly the level entrance, with a second slight cutting below this and three fingertips further down the slope. This area is labelled as a trial level on the 1st edition OS map (1881).

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.18	Linear Quarry, Hirwaun Quarry

Area ID	Type	Spatial type
EA027A	Quarry	Point
Identified through	NGR	Accuracy
Fieldwork	SN9351704633	7.7m
Method	Garmin 76 GPS	

Associated features

Description

A linear series of quarry scoops, running along the spring line, which appear to be following a seam or outcrop, and are aligned along a spring line.

Condition	Significance
B	C

Threats

Recommendations

ID	Name
EA027.19	Quarry and tips, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Quarry	Point
Identified through	NGR	Accuracy
Fieldwork	SN9362504573	-
Method	Mapping	

Associated features

Description

Small areas of exposed rock face, up to 1.5m high, with scouring channels above, with a scouring channel draining downslope and a small level below which has been cut into the rock face, and small short curving spoil tips below.

Condition	Significance
A/B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA027.20	Platform, Hirwaun Common		
Area ID	Type		Spatial type
EA027A	Platform		Point
Identified through	NGR	Accuracy	Method
Fieldwork	SN9351304682	9.9m	Garmin 76 GPS

Associated features

Description

A rectilinear platform, 22m wide and c4m long, with some scattered stones, possibly a stone dump

Condition	Significance
U	U

Threats

Recommendations

ID	Name		
EA027.21	Stone-built platform, Hirwaun Common		
Area ID	Type		Spatial type
EA027A	Platform		Point
Identified through	NGR	Accuracy	Method
Fieldwork	SN9314604699	5.4m	Garmin 76 GPS

Associated features

Description

A stone-built platform, c1.5m by 1.2m and 0.5m high, in a triangular splayed shape with a squared-off front, possibly the base for a telegraph pole? There is no spoil visible around the area, and it is in line with a large rectangular brick-built structure downslope, which may be a chimney.

Condition	Significance
A	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.22	Long quarry workings, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Quarry	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9353604529	9m	Garmin 76 GPS

Associated features

Description

A long linear quarry (GPS generated NGR on west edge) with amorphous tips downslope with indications of small rubbish mounds and debris on the slopes to the west of the quarry, and with a gully on its west side, possibly an access point, or a scouring channel, the quarry faces show signs of having been scoured. There are several natural-looking water channels in this area, and it may be that this is an early quarry, where the minerals were initially naturally exposed through the action of water and streams, and later deliberately scoured. The scour appears to be an adapted natural stream, with a steeply angled bank on the west side channeling the water into the quarry. An ephemeral track or gully runs from east-west above the quarry face, c0.2m deep and c1.2m wide. This channel is truncated to the east by a second quarry embayment, though there are indications that it originally did continue above this. At the east end of the quarry, there is another major curving scour with a bank channeling the water into the workings.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.23	Boundary bank, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Trackway	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9380204476	-	Mapping

Associated features

Description

Major boundary bank running roughly east-west, contouring hillside c1.5m wide and slightly scarped into slope.

Condition	Significance
B/U	B/C

Threats

Recommendations

ID	Name
EA027.24	Leat, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Leat	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9374704604	-	Mapping

Associated features

Description

Two parallel linear depressions running downslope to the nothwest from level EA027.11, slightly cut into the slope with a rough bank on the downslope side, joining EA027.25.

Condition	Significance
B	C

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.25	Leat, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Leat	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9378104650	-	Mapping

Associated features

Description

An east-west sunken linear feature joining EA027.24 at SN 93742 04623 (7m accuracy). Possibly a scouring leat, noted extending from c. SN9363404607 to SN9384304652, but probably extends beyond to E and W along contours of the slope (further survey required to examine extent of water management system in the area).

Condition	Significance
B	C

Threats

Recommendations

Topographic survey

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA027.26	Tower Craig Level Incline I, Hirwaun Common		
Area ID	Type	Spatial type	
EA027A	Incline	Polyline	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9346904937	-	Mapping

Associated features

Description

The incline serving Tower Craig Level, running northnorthwest. It is depicted on the 1st edition OS map (1881) as a track, but not as a working incline, and survives as a substantial embankment c6.5m wide on top, running across a series of slight gullies, and over 5m high at some points. It appears to have been partially tipped over at points by the tips from Tower Graig Level. At the point of the culvert EA027.27, the top of the incline narrows to c3.6m, which may represent deliberate narrowing of the embankment or partial collapse. Approximately 15m downslope of the culvert, the southwest side of the incline has been scarped into the slope. The 1st edition OS map shows a different incline in use running northnortheast downslope from the level, suggesting that this is an earlier feature which fell out of use and was later tipped on.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.27	Culvert, Craig Level Incline I, Hirwaun Common

Area ID	Type	Spatial type	
EA027A	Culvert	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9351104819	5.6m	Garmin 76 GPS

Associated features

Description

A culvert carrying the incline EA027.26 over a stream gully, IWW932, with a stone-built arch on the west side, c0.8m high and c1.5m wide, open on the west side, and partially collapsed on the east.

Condition	Significance
A	A?/B

Threats

Recommendations

ID	Name
EA027.28	Leat, Hirwaun Common

Area ID	Type	Spatial type	
EA027A	Leat	Polyline	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9373004589	-	Mapping

Associated features

Description

A linear feature contouring the slope, running roughly east-west, joining linear feature EA027.24 at SN9375604592 which extends from the area level EA027.11

Condition	Significance
B	C

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.29	Leat, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Leat	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9377804645	-	Mapping

Associated features

Description

A sunken linear feature, possibly a leat, part of a scouring system, running downslope from southeast to northwest, joining with EA027.25 and continuing downslope to the edge of a small quarry.

Condition	Significance
B	C

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.30	Tower Craig Level Incline II, Hirwaun Common

Area ID	Type	Spatial type
EA027A	Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS	SN9364804855	-	Mapping/AP

Associated features
91,588

Description

Linear incline at Tower Craig Level on 1st edition OS map (1877), aligned SSW-NNE (surviving between its head at SN9358304708 and the edge of reclaimed area at S9371405002), formerly giving access via Tramway to the GWR (Vale of Neath Section) to the NNE, and also via Tramway to just W of Four Feet Level and thence by an Old Tramroad (disused on 1st edition OS) to Hirwaun Ironworks to the ENE. Formation of incline, steep sided and grass covered, now heavily disturbed by water erosion and posts for overhead services. Junction of Tramway spur (at SN9369704062) to Hirwaun Ironworks shown on 1st edition OS, spur traceable on APs (within boggy area) to edge of reclaimed land at SN9379905008.

Condition	Significance
B	B-D

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.31	Trial Level?/Linear Working, N of Tower Craig Level

Area ID	Type	Spatial type
EA027A	Level?	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9379804916	-	Mapping

Associated features

Description

A small linear cutting (c. 42m in length) aligned approximately N-S with a small triangular-shaped lobed (4 lobes to N) tip to the N, depicted on 1st edition OS map (1877). Site survives and is visible on APs.

Condition	Significance
B	C

Threats

Recommendations

Topographic survey of the scouring system

ID	Name
EA027.32	Quarry, SE of Tower Craig Level

Area ID	Type	Spatial type
EA027A	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9377204545	-	Mapping

Associated features

EA027.11, EA027.33

Description

Small quarry, c. 63m in length NW-SE, depicted on 1st edition OS map (1877), aligned NW-SE, quarry face to SW, steep sided waste tips to NE. Evidence of scouring/hushing (EA027.33) in form of leat running SE-NW to SW above quarry face. Adjacent Trial Level (EA027.11) at E end.

Condition	Significance
A/B	B/C

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.33	Leat, E of Tower Craig Level

Area ID	Type	Spatial type
EA027A	Leat	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9377704505	-	Mapping/AP

Associated features
EA027.32

Description
Leat aligned NW-SE, extending between SN9366504483 and SN9382904586, possibly further, associated with hushing for quarry EA027.32.

Condition	Significance
B	C

Threats

Recommendations
Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.34	Old Ironstone Workings, E of Tower Craig Level

Area ID	Type	Spatial type
EA027A	Ironstone Workings	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9395604690	-	Mapping/AP

Associated features

Description

An extensive area of ironstone workings indicated on the 1st edition OS map (1877) extending W-E between SN9377004684 and SN9411104663 (at a major N-S boundary bank) along the N facing slopes of Twyn Canwylyr (Twyn Canwyllbren) with two major scouring/hushing gullies at SN9377804647 and SN9388104644. The workings are no longer named or connected by transport networks on 1st edition OS, therefore, are likely to be long disused by this date. The OS 2" to the mile Surveyors' Drawings of 1814 indicate a 'Mine Works', ie ironstone workings at this general location. The 2 major hushing scours with associated leats at the W end of the site are well preserved, as are banks/waste tips. The E part of the area has been disturbed by a modern track associated with Tower Colliery Drift. An area containing numerous braided stream gullies, probably associated with scouring was noted on the steep mountain side above to the S. These features are extensive and will require further in-depth study.

Condition	Significance
B-U	B/U

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.35	Old Ironstone Workings, NW of Gorllwyn Level

Area ID	Type
EA027A	Ironstone Workings

Spatial type
Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9427604582	-	Mapping/AP

Associated features

Description

An extensive area of ironstone workings indicated on the 1st edition OS map (1877) extending W-E from a major N-S boundary bank between SN9409104610 and SN9451404547 along the N facing slopes of Twyn Canwyllyr (Twyn Canwyllbren) with three major scouring/hushing gullies at: 1) SN9413904645; 2) SN9435304560 site of the Gorllwyn Level (EA027.14); and 3) SN9438404480, which splits in two near this point, each branch with small quarries at SN9438304502 and SN9439504485, associated with this quarrying activity to the NNE are 2 conjoined substantial tips (surviving), with a smaller linear tip downslope at the NW of the latter (now largely destroyed), with the site of an adjacent well (1st edition OS map). A number of smaller scouring gullies, visible on APs are located within the area, as are a number of leat features (hushing leats) extending to the quarry faces, possibly hushing leats.

In addition to Gorllwyn Level, the ironstone workings area takes in an old coal level (EA027.13). Apart from the old coal level (EA027.13) and the Gorllwyn Level (EA027.14), the workings are no longer named, and only the old coal level is connected by then current transport networks on 1st edition OS. Generally, therefore, the workings are likely to be long disused by this date. The OS 2" to the mile Surveyors' Drawings of 1814 indicate a 'Mine Works' at this general location, connected to Hirwaun ironworks via tramroad/haulage track (a feature now lost to the modern Tower Colliery Drift workings). An area containing numerous braided stream gullies, probably associated with scouring was noted on the steep mountain side above to the S and SW. These features are extensive and will require further in-depth study.

Condition	Significance
B-U	B/U

Threats

Recommendations

Topographic survey of the scouring system

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA027.36	Chwar Canwyllbren Quarry		
Area ID	Type		Spatial type
EA027A	Quarry		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9318403772	-	Mapping

Associated features

Description

A linear stone quarry, c. 100m in length N-S with tips downslope to W, set high on W facing flank of Twyn Canwyllyr overlooking the steep-sided valley of Nant Canwyllbren, and accessed by terraced branch/spur track off main E-W route between from Hirwaun via Four Feet Level and Crawshay's Tower to Rhyd-y-cyllyll and Blaen Rhondda. Depicted on 1st edition OS map (1877) and named 'Chwar Canwyllbren', the quarry, on evidence of geological mapping probably for sandstone (BGS 1979), has remained essentially intact and unchanged since that date due to its more recent inaccessibility. A series of outcrops extend to the N of the quarried area.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.37	Track from Hirwaun to Rhyd-y-cyllyll

Area ID	Type	Spatial type
EA027A	Track	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9369004361	-	Mapping

Associated features
Various

Description

A partially terraced/scarped track leading from Hirwaun to Rhyd-y-cyllyll and beyond to Blaen Rhondda, crosses the area (EA027) from NE-SW between SN9457404542 and SN9321303617 (where the track divides taking alternative routes to the pass). Depicted on 1st edition OS map (1877), this feature passed and gave access to Crawshay's Tower (PRN 01797m; NPRN 226,638), and also Chwar Canwyllbren Quarry (EA027.36) further to the W as it exited the area.

Condition	Significance
B-U	U

Threats

Recommendations

ID	Name
EA027.38	Track spur to Chwar Canwyllbren Quarry

Area ID	Type	Spatial type
EA027A	Track	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9320304040	-	Mapping

Associated features
EA027.36, EA027.37

Description

A curvilinear terraced track providing access to Chwar Canwyllbren Quarry, shown on 1st edition OS map (1877), via junctions at SN9332904225 (N) and SN9319703874 (S) with track EA027.37, which ran between Hirwaun and Rhyd-y-cyllyll. A short spur is shown on the 1st edition extending as far as SN9316703796 and the interior of the quarry.

Condition	Significance
B-U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.39	Track to Tower Craig Level

Area ID	Type	Spatial type
EA027A	Track	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9376904727	-	Mapping

Associated features
91,588

Description

A track or path depicted on the 1st edition OS map (1877) leading SW (route only survives between SN9358904690 and SN9403604856 within area EA027) to Tower Craig Level from a junction with the main E-W tramroad leading between Tower Craig Level and the area of Four Feet Level (now taken by Tower Colliery Drift). Little survives at present to indicate whether this was more than a footpath access.

Condition	Significance
B-U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA027.40	Former tramroad to Four Feet Level area, Hirwaun Common		
Area ID	Type		Spatial type
EA027B	Tramroad		Polyline
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9514105082	-	Mapping

Associated features

Description

The course of a former tramroad shown as a track on the 1st edition OS map (1877/1885), which is shown running south west from the Hirwaun Ironworks under an overbridge carrying the Hirwaun Common Railway to the area of the Four Feet Level, and beyond to Tower Colliery and other workings. The route of this feature is shown on earlier maps including the 1814 OS 2" Surveyors' Drawings with branches to coal pits to the west and an east-west spur at its southeast end leading to Mine Works (ie Ironstone workings EA027.35), and appears to be the same as a track shown on George Yates's Map of Glamorgan (1799), which is depicted leading straight from Hirwaun Ironworks to two coal pits . Today it survives as a minor tarmac road leading to the site of the Tower

Condition	Significance
E/C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA027.41	Former tramroad to Level NE of Four Feet Level, Hirwaun Common

Area ID	Type	Spatial type
EA027B	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9512205200	-	Mapping

Associated features

Description

The course of a tramroad shown as a track on the 1st edition OS map (1877/1885), extending northnortheast from level (coal) EA027.06 to the line of former tramroad EA027.42 at c. SN9515905224. At the time of the field visit nothing of the feature was visible.

Condition	Significance
D/U	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA027.42	Former tramroad, N of Four Feet Level, Hirwaun Common		
Area ID	Type	Spatial type	
EA027B	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9514005224	-	Mapping

Associated features

Description

The course of a tramroad shown as a track on the 1st edition OS map (1877/1885) marked as an 'Old Tramway' and extending westsouthwest - eastnortheast from an area of tips at SN9467205095 to spit in two at c. SN9511305223 and then join tramroad route EA027.40 at c. SN9529405226 and SN9526705205. This feature may be related to a spur line of EA027.40, which is shown on the OS Surveyors' Drawings of 1814 running approx E-W of EA027.40 to two coal pits. A hint of an ephemeral grassed covered linear feature was noted during fieldwork.

Condition	Significance
B/C	C/D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA028.01	Winding house, Hughes's Patch

Area ID	Type	Spatial type
EA028	Building	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9289906099	-	Mapping

Associated features

Description

Rectangular building, probably a brake engine/drum house, depicted on 1st edition OS maps (1877), at the north end of a trackway/former incline, running due south to an area of flooded workings. In an area on private land, SIM enquiry result negative, area abandoned.

Condition	Significance
D/U	U

Threats

Recommendations

ID	Name
EA028.02	Trackside Feature, Hughes's Patch

Area ID	Type	Spatial type
EA028	Structure	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9289606088	-	Mapping

Associated features

Description

A small rectangular feature depicted on 1st edition OS maps (1877) on the west side of a trackway/tramroad running north-south from building EA028.01 to a small pond. This feature is at the north end of the trackway/tramroad, adjacent to the building, and is possibly also a structure. In an area on private land, SIM enquiry result negative, area abandoned.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA028.03	Old Ironstone Level, Hughes's Patch

Area ID	Type	Spatial type
EA028	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9297705977	-	Mapping

Associated features

Description

An old ironstone level depicted on 1st edition OS maps (1877). The line of a former tramroad can be seen running northeast from the entrance, depicted as a double set of dashed lines. In an area on private land, SIM enquiry result negative, area abandoned.

Condition	Significance
D/U	U

Threats

Recommendations

ID	Name
EA028.04	Former tramroad, Hughes's Patch

Area ID	Type	Spatial type
EA028	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9290906111	-	Mapping

Associated features

Description

A tramroad providing access to western area of tips at Hughes's Patch from IWT013a, Tappenden's Tramroad, depicted as a track though named 'Old Tramway' on 1st edition OS map (1877). Aerial photographs show the eastern extent of the feature is located in an area of reclaimed workings and no longer survives above ground, whilst the western half appears to survive partly utilised as a modern track.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA028.05	Former tramroad, Hughes's Patch

Area ID	Type	Spatial type
EA028	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9302005998	-	Mapping

Associated features

Description

A tramroad providing access from old level (ironstone) EA028.03 to tips north of Tappenden's Tramroad with a spur providing access to area of tipping to the east of the level defined by short tipping spurs. Depicted on 1st edition OS maps (1877) as un-railed track. Aerial photographs show the feature is located in an area of reclaimed workings and no longer survives above ground.

Condition	Significance
D/U	U

Threats

Recommendations

ID	Name
EA028.06	Former incline, Hughes's Patch

Area ID	Type	Spatial type
EA028	Inclined Plane	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9290306043	-	Mapping

Associated features

Description

A short incline shown leading south from incline head and brake engine/winding drum site, EA028.01, to area of flooded quarry workings. Feature depicted as un-railed on 1st edition OS maps (1877). Aerial photographs show the feature is located in an area of reclaimed workings and no longer survives above ground.

Condition	Significance
D/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA029.01	Old Ironstone Level, Llwydcoed Quarries

Area ID	Type	Spatial type
EA029	Level	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9983306890	-	Mapping

Associated features

Description

Old ironstone level depicted on 1st edition OS maps (1885), disused by this date. The cutting for the entrance is visible, but no associated tramroad is depicted. The entrance faces south-south-west, and the cutting survives, but there is no sign of the portal. The small Spoil tip lies to the south at the mouth of the level cutting, and there are also small tips to either side of the entrance cutting. The entrance cutting tapers, it is wider, at c4.5m, at the head than at the mouth. Well grassed-over condition

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA030.01	Quarry, Pontbren Llwyd

Area ID	Type	Spatial type
EA030	Quarry	

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9491308019	-	Mapping

Associated features

Description

A medium sized quarry depicted on 1st edition OS maps (1885), shown connected by tramroad to Mr Glover's railroad and the associated quarries (Cwar Aberaman, Cwar Mawr, Penderyn Foel) further north. Part of the network of quarries providing limestone to Hirwaun and the Ironworks of the Aberdare Valley. Quarry partially overgrown with mature trees and bracken. Area not visited in detail as ownership not established and permission for access therefore not gained (private land).

Condition	Significance
B/U	C/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA030.02	Tramroad system, Pontbren Llwyd Quarry

Area ID	Type	Spatial type
EA030	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9503408193	-	Mapping

Associated features

Description

A tramroad system shown railed on the 1st edition OS maps (1885), connecting Pontbren Llwyd Quarry to the main tramroad to Hirwaun Ironworks and the Aberdare Valley (Mr Glover's Railroad IWT014). The route from the quarry runs north to connect with IWT014, just east of Ysgubor fawr at SN9507208476. The 1st edition OS map depicted a line extending east in the quarry to join with a roughly north-south tramming line connecting a small quarry scoop (at its northern end) with its associated linear tip; recent aerial photographs show that the area (containing the quarry scoop and tip, and its tramming line) has been lost to modern housing development.

Condition	Significance
U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA030.03	Quarry scoop, site of, Pontbren Llwyd Quarry		
Area ID	Type	Spatial type	
EA030	Quarry scoop	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9501008014	-	Mapping

Associated features

Description

A quarry scoop shown on 1st edition OS maps (1885), served by tramming line and with associated linear tip to south. Site of only; aerial photographs and recent mapping indicate the features largely removed modern housing development.

Condition	Significance
D	D

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.01	Rectangular feature, Penderyn-foel		
Area ID	Type		Spatial type
EA032B	Structure		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9394308869	-	Mapping

Associated features

Description

Rectangular feature depicted on 1st edition OS map (1877), a structure almost square in plan, and well-constructed, with rubble-built walls, with squared facing blocks on the interior and exterior faces, with bricks (unfrogged, with very large quartz inclusions and bonded with white lime mortar, which may be from a secondary phase?) visible in the interior. The west wall of the structure continues to the north with a series of possible platforms on the east side. The main entrance of the structure is on the east side of the building. The L-shaped bank on the south and west sides of the structure is 1.3m wide, running 6.4m east-west and 7.8m north-south. There is a sunken linear feature, possibly a drain or path, 0.15-0.2m deep and 0.6m wide to the front (east) of the structures.

Condition	Significance
A/B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.02	Rectangular feature, Penderyn-foel		
Area ID	Type		Spatial type
EA032B	Structure		Point
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9392208823	-	Mapping

Associated features

Description

Rectangular feature depicted on 1st edition OS map (1877) in an area of quarrying at Penderyn-foel

Condition	Significance
U/D	U

Threats

Recommendations

ID	Name		
EA032.03	Tramroad spur, Penderyn-foel		
Area ID	Type		Spatial type
EA032A	Tramroad		Polyline
Identified through	NGR	Accuracy	Method
Fieldwork/mapping	SN9414209054	-	Mapping

Associated features

Description

A short length of curvilinear tramroad spur c2m wide and slightly embanked on the downslope side, and cut into the slope by c1.2m on the west side. The spur, first depicted on 2nd edition OS map (1904), forms a junction between tramroad EA032.028 and tramroad IWT014, providing access to and from quarry EA032A. Currently in grassed-over condition, with slight rutting from vehicular farm traffic, no sleepers or other ancillary features are visible.

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.04	Brake engine emplacement, Incline EA032.05, Penderyn-foel		
Area ID	Type	Spatial type	
EA032B	Brake engine	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9404308876		Garmin 76 GPS

Associated features

EA032.05, EA032.06

Description

A complex at the head of incline EA032.05, which served area EA032B, including the former steam-driven engine powering the incline. The main feature is a linear cut (2.3m wide at the top and 1.1m wide at the base) with a wider sub-rectangular cut at its west end (3.5m wide, narrowing to 0.94m at its east end, where it meets the linear cut, and 3.6m long to the inside of the narrower corridor, 5.1m long to the far side of the narrow section) with a total length of 10.5m. There are two metal tie-rods (2.37m apart) in situ on either side of the sub-rectangular cut, and a deeper triangular step (1.1m by 0.7m) in its southwest corner. It may be that the sub-rectangular cut is the engine emplacement with the linear cut being a beam slot towards the incline. Just beyond the narrow section, a leat 0.6m wide enters the linear cut, running from a sub-triangular pond (3m by 9m) which lies to the north. To the west of this pond is a further sunken reed-filled area, which may be a subsidiary pond draining into a natural stream. This complex is surrounded by scoops and bumps, while c5m to the south is the structure EA032.06. A piece of Fe metalwork lies 1.8m to the east of the end of the linear cut.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.05	Incline, Penderyn-foel		
Area ID	Type		Spatial type
EA032B	Inclined Plane		Polyline
Identified through	NGR	Accuracy	Method
Fieldwork	SN9410708924	-	Mapping

Associated features

EA032.04, EA032.06

Description

Incline aligned approximately east-west (from SN94012 08892 to SN94182 09120) upslope to the quarry EA032B terminates at its west end at feature EA032.04, which is likely the emplacement for the brake engine for the incline. The incline is c2-3m in width and runs parallel with a natural stream which appears to have drained the quarry area. The line of the incline continues further to the west, deeper into the quarry cutting, as a limestone-constructed bank, 2.5m wide, with a gully on either side extending the width to 3.5m. At the base of the incline, the sides are slightly embanked, with stones visible in the surface, which may be a remnant of the original tramroad formation (at SN 94136 08949 (4.5m accuracy). At one point along its length, there are 4 vertical metal rods. There are 2 pairs set diagonally on either side of a gully at SN 94122 08934 (4.9m accuracy), now acting as a drain. Just upslope of this, the bank on the north side has been revetted, or it may be that the limestone of the cutting is visible. The line of the incline has been cut into the slope on the north side, with a bank c1.4m wide. The overall formation is c8m wide.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.06	Brakeman's shelter, Penderyn-foel

Area ID	Type
EA032B	Structure

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9404708864	6.2m	Garmin 76 GPS

Associated features

EA032.04, EA032.06

Description

A rubble and stone-built structure, with a small quantity of dark yellow ashy unfrogged brick bonded with a dark ashy mortar which contains flecks of lime. The structure measures 4.5m north-south by 5m east-west. There is a small drainage channel running into the natural stream. This is believed to be the shelter built for the incline keeper, as it sits 6m to the south of the complex EA032.04, although it may have been a now-demolished kiln or chimney stack, there are possible burnt stones amongst the rubble.

Condition	Significance
B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.07	Kiln, Penderyn-foel		
Area ID	Type	Spatial type	
EA032B	Kiln	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9396508855		Garmin 76 GPS

Associated features

Description

A large mound, 6.5m in length and 5.5m wide at the north end, with traces of stone revetting on the east, south and north sides, while on the west side 2-3 courses of revetting survive. Internally, is a now partially-collapsed drystone chamber (2.3m east-west and 1.8m north-south), with the cutting for the entrance on the west side, 1.3m wide and now largely filled with a jumble of limestone blocks. The entrance itself is now c0.1m wide, collapsed on one side. The chamber appears to have been slightly off-centre in the structure, and the east side is slightly bowed. This may have been a primitive limekiln. There is a small rectangular pit to the northeast of the structure, which may have been a well and is now filled with large stones. There is also a further possible rectangular feature/structure to the east of the kiln, which is defined by low earth banks.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.08	Parallel linear stone dumps, Penderyn-foel

Area ID	Type	Spatial type
EA032B	Spoil tip	Point
Identified through	NGR	Accuracy
Fieldwork	SN9389608823	8.4m
		Method
		Garmin 76 GPS

Associated features

Description

Two parallel linear stone dumps to either side of the tramroad track which runs along the floor of the quarry cutting. The stone included in these dumps is whiter in colour than that in the adjacent waste tips, and appears to include high quantities of quartz. The larger of the two dumps is c1.5m wide and c16m in length extending further to the south than its partner, while the shorter one is c2m wide, up to c0.75m high and c14m in length. They are c2m apart, with the tramroad track running between them.

Condition	Significance
A	B/C

Threats

Recommendations

ID	Name
EA032.09	Tramroad bridge abutment, Penderyn-foel

Area ID	Type	Spatial type
EA032B	Bridge abutment	Point
Identified through	NGR	Accuracy
Fieldwork	SN9387008828	8.5m
		Method
		Garmin 76 GPS

Associated features

Description

A revetted tramroad bridge abutment, 1.4m wide, on the north side of the quarry cutting, at the end of a small embayment running off to the north between tips. The revetting is 2-3 courses high, of roughly squared stone blocks and is 2.3m long and 0.8m high. The stonework has partially collapsed at the south end.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.10	Rectangular Structure, Penderyn-foel

Area ID	Type	Spatial type
EA032B	Structure	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9386608823	-	Mapping

Associated features

Description

A rectangular structure defined by low footings of a single course on the north and west sides, the south side has been built into the slope of the quarry face, and the east side survives as a drystone wall 4-5 courses high, built of limestone rubble blocks, with facing and small rubble in gaps. This wall is 0.6-1m wide and maximum c1m high. There are two upright metal rails set diagonally from each other in the northwest and southeast corners of the building, standing 0.3m high above the ground. The structure is maximum 3.2m wide north-south, 6.2m long east-west, with a drain running diagonally from it to the northeast across the line of the tramroad.

Condition	Significance
B/U	B/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.11	Pond, Penderyn-foel

Area ID	Type	Spatial type
EA032B	Pond	Point

Identified through	NGR	Accuracy	Method
Mapping	SN9385608890	-	Mapping

Associated features

Description

Pond above quarry cutting EA032B on the north side, depicted on 1st edition OS map (1877). A field boundary bank, stone faced, runs adjacent to the pond, on a southeast-northwest alignment.

Condition	Significance
-	-

Threats

Recommendations

ID	Name
EA032.12	Sunken trackway, Penderyn-foel

Area ID	Type	Spatial type
EA032B	Trackway	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9402108980	-	Mapping

Associated features

Description

A slightly sunken trackway, c1.5m wide at the base, c0.4m deep, visible on the 1st edition OS map (1885), and depicted traversing the hillside between a tip N of quarry EA032B as far as the head of Level EA032.15 (running between SN9387 08894 and SN94098 08995) . The track's route crosses/joins the route of incline EA032.05 from the north at SN94074 08926.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.13	Revetting on incline EA032.05, Penderyn-foel

Area ID	Type	Spatial type
EA032A	Revetment	Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9412808939	4.5	Garmin 76 GPS

Associated features
EA032.05, EA032.14

Description
Revetment , 2-3 courses of unmortared limestone above and south of cutting of incline EA032.05. This appears to relate to the feature EA32.14 and the sidings/tracks depicted on the 1st edition OS map. The stonework survives for a length of 4.5m and height of 0.45m, while the cutting is 0.7m deep. The level platform area adjacent to the main incline below the revetment, possibly represents a tipping bay.

Condition	Significance
C	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.14	Brake Engine Emplacement, associated with Level at Tor-y-foel		
Area ID	Type	Spatial type	
EA032A	Brake Engine Emplacement	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9412308921	1.8m	Garmin 76 GPS

Associated features

EA032.05, EA032.13

Description

The remains of a brake engine emplacement, which sits on an elevated platform S of incline EA032.05: a rectangular, almost square, sunken area, with embankments to either side and 4 upright Fe bolts, one at each corner. The bolts are square-topped with a round section, 2.24m apart north-south, and 2.06m apart east-west, while that in the northeast corner is bent. The sunken area extends a further 0.5m beyond the bolts. To the east of this is a sunken linear slot, c1-1.5m wide, with two linear arrangements of parallel lines of stone. There are embankments on the north and south sides, with a stone scatter, and a small sub-circular depression to the northeast of the sunken area. This emplacement appears to be associated with the tramming lines/incline system belonging to Level EA032.15 and a tip to the NE.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.15	Level at Tor-y-foel		
Area ID	Type		Spatial type
EA032A	Level		Point
Identified through	NGR	Accuracy	Method
Fieldwork	SN9409808898	8.2	Garmin 76 GPS

Associated features

Description

A level, depicted on the 1st edition OS map (1885) with associated tip to NE and tramming lines. Also on 2nd edition OS map (1904), where named as level, and shown linked by extended tramming line to more substantial tip further to the NE, and also linked by a short length of tramroad (incline?) to the line (on the course of IWT014) serving quarry EA032A. It is of brick construction, forming an arched mouth facing east, with a double thickness of bricks at the arch, c0.8m high and 0.6m wide, and over 1m deep inside. A piece of metal sheeting lies on the north side of the entrance and there are two upright metal rods to either side of the entrance, c2.75m to the east of the mouth, 1.75m apart and c1.05m high. The large rectangular cutting for the entrance continues to the east towards feature EA032.14 which lies downslope. The floor of the cutting is wet and boggy, it is 3.75m wide and continues c9-10m to the east to the upright rails, and is slightly splayed. Adjacent to this level entrance, the natural stream which runs on the south side of incline EA032.05 is more substantial and is revetted to the east of this point. There are some large stones on the floor of the cutting.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.16	Shelter or powder magazine, Penderyn-foel		
Area ID	Type	Spatial type	
EA032C	Quarry Shelter/Powder Magazine	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9324508634	5.2m	Garmin 76 GPS

Associated features

Description

Shelter or powder magazine, Penderyn-foel, a small barrel-vaulted stone-built structure, c2.5m east-west and c2m north-south, located at Quarry EA032C. It is open to the south and built into the north slope of the tip, just west of the quarry entrance cutting. Five or more courses of walling are visible in the interior, and the remnants for the spring of a barrel vault was noted. The entrance appears to have been on the east side, where there is a slight depression. This feature, obscured by a considerable amount of collapsed material, has been tentatively identified as a powder magazine, a robust quarry workers' shelter or possible blast-shelter.

A small elliptical waste tip, c6m by c4m, lies to the west of the feature.

Condition	Significance
B	B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.17	Incline, Penderyn-foel

Area ID	Type
EA032D	Inclined Plane

Spatial type
Polyline

Identified through	NGR
Fieldwork	SN9376609091

Accuracy
-

Method
Mapping/APs

Associated features
EA032.18

Description

This incline runs roughly east-north-east to west-south-west (between SN9367109044 and SN9393309209) from Quarry area EA032D and is divided into two sections, an upper and a lower, with a transferring point partway up (feature EA032.18) between the two sections. Adjacent to and just south of the lower section of the incline is a semi-circular quarry scoop at SN9384409134, an associated bulbous linear tip lies opposite, north of the incline. Access to this quarry is provided via the incline itself. At the base of the lower incline is a sunken rectangular area, with a sunken linear continuation to the west. There are 5 courses of drystone revetting on the south side of the interior of the sunken area, though the revetting is less defined on the north side, and the depression is c1.5m deep. There is a bank on the north side, 1.5m wide, which leads to loading bay at the bottom of the slope, where material would have been transferred from the incline to the main Penderyn Tramroad. The incline formation is 2.15m wide, with spread embankments to either side and a drain on the north side, 0.45m wide and 0.15m deep. Downslope of the lower incline, out of situ on the opposite side of the tramroad, at SN 93891 09251 (2.5m accuracy) is a large Fe brake wheel, c1.5m in diameter, labelled "S976, R. White & Sons, Widness, Lancs.", with a central projecting groove 0.22m thick. The upper section of the incline has a single course of stone revetting on its north side, and also has several regularly spaced parallel spaces in its surface, indicating where the sleepers have been lifted.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.18	Brake Engine Emplacement		
Area ID	Type	Spatial type	
EA032D	Brake Engine Emplacement	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9377409099	-	AP mapping

Associated features

Description

At head of lower section of incline EA032.17, a sub-rectangular sunken area with 4 metal uprights in the corners, square sections at the base, round sections towards the top, with screw tops. A metal brake pad forms an arch in the depression, with a diameter of 1.53m, with hexagonal bolts at either end, and a further large Fe upright on the north side. The north and south bolts are 2.23m apart, while the east-west bolts on the north side are 2.15m apart, and those on the south side are 2.23m apart. Revetting two courses high is visible in the interior of the depression. To the E is a sunken linear area with parallel linear grooves running along it, which would have housed and guided cables; facing stones associated with the grooved cuts are visible. The entire feature, from the uprights at the west end of the sub-rectangular cut to the end of the linear depression is 11.6m in length, with the parallel grooves terminating at 10.5m. The external width of the linear depression is c.3.5m, the edges are c1.1m from the centres of the grooves. The AP mapping indicates this feature lies at SN9377409099, which is given above rather than the location given by the Garmin 76 GPS reading, which reads SN9379909102 (Accuracy 4.6m).

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.19	Tramroad branch, Penderyn-foel		
Area ID	Type	Spatial type	
EA032D	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9391509154	-	Mapping

Associated features

Description

A tramroad branch running to the northwest upslope from the main Penderyn line. This branch has a slightly embanked formation c1.15m wide, with a drain either side, c0.15m deep and c0.4m wide. A stone rubble bank (c1.5-2m wide) follows the route on its north side to the quarry face. This curving tramroad branch leads on a generally E-W heading (between SN9385009144 and SN9394809173) from tramroad EA032.28, curving around the SW end of a linear quarry cutting (c.43.5m in length) with its associated structure EA032.20, to the area of the large semi-circular quarry scoop at SN9384409134, which lies just south of the line of incline EA032.17.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.20	Structure, Area D Penderyn-foel

Area ID	Type
EA032D	Structure

Spatial type
Point

Identified through	NGR	Accuracy	Method
Fieldwork	SN9391009166	4.8m	Garmin 76 GPS

Associated features

Description

A small structure, possibly a shelter, with an elongated sub-rectangular plan with a sunken interior, defined by stone banks, measuring 4.9m north-south and 5m east-west (externally), roughly 2.7m east-west internally, with the banks surviving to c1m in height (on the downslope side). This structure sits at the foot of the southeast-facing quarry face (c.43.5m in length NE-SW). Nearby to the southwest of the site is a further possible small structure marked by a tree and a straight line of boulders c3.5m long (running southwest-northeast). There are indications of a track (tramroad EA032.19) running between this and the former structure.

Condition	Significance
B	B/C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.21	2-Cell Structure, Area D Penderyn-foel

Area ID	Type
EA032D	Structure

Spatial type
Point

Identified through	NGR
Fieldwork	SN9379909089

Accuracy
-

Method
Aerial photography

Associated features

Description

A stone-built 2-cell structure, which is located to the southeast of the brake engine emplacement EA032.18, and just west of a largely tumbled dry-stone wall/bank, aligned NNW-SSE, which divides the open mountain proper from the enclosed slopes to the east (Garmin 76 GPS reading SN9380109094, 6.2m accuracy). The structure, 2 cell with a central dividing east-west wall, appears to have had two entrances on the east side of the building, each giving access to a cell. No internal access between the two rooms was visible. It is of substantial construction, built onto a slight terraced platform. The building materials appear to have been mainly limestone and conglomerate; a mixture of quarried stone and field clearance. There are also some unfrogged bricks (very few), and clay pantiles amongst the rubble. The walls appear to have been constructed of random rubble (traces of a very crumbly lime mortar remain). The building appears to have been 6.8m north-south (now with 1m tumble in addition to this) and 4.2m east-west, again, now increased by c1m tumble. The southern of the two rooms appears to have been roughly 2.8m north-south (from the outside of the south bank to the middle of the bank which divides the structure), while the walls themselves are spread and tumbled to roughly 0.8-1m, surviving to c0.5m in height. There is a small heather-covered mound of spoil 1.3m to the south-east, 2-3m long, and the adjacent to the east of the structure is a tumbled stone field boundary (the main boundary between the enclosed land and the open mountain shown on the Tithe and the OS 1st edition and subsequent maps). An embanked trackway (embankment 1-1.5m high) to the west runs above the structure from the quarry the southwest to the incline (EA032.17). A rectilinear terraced area lies to the north of the structure, 10m in length north-south, with a slight bank on the east side. The structure was probably the shelter for the brakeman operating the adjacent incline; the brake emplacement lies some 22m to the northwest.

Condition	Significance
A	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.22	Truck, in Quarry Embayment, Area D Penderyn-foel		
Area ID	Type	Spatial type	
EA032D	Truck	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9369509032	6.3m	Garmin 76 GPS

Associated features

Description

An Fe truck/cart/dram 0.87m wide and 1.55m long, slightly splayed. Sheets of metal have been riveted to the framework. At one end is a lug, and a hook and eye. No wheels are visible, vegetation obscures the base. The truck is located on the trackway at the entrance to the westernmost upper quarry of EA032D.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.23	Shelter, Penderyn-foel		
Area ID	Type	Spatial type	
EA032E	Structure	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9374009128	6.2m	Garmin 76 GPS

Associated features

Description

A small, crude, rudimentary shelter in a long, narrow linear quarry cut cleft in the rock, open to the north. The east and west sides of the structure are formed by the quarry faces, while the north and south sides have been constructed of stone. The north wall survives to two courses high, and is a single course wide. This wall is 1.45m long, with an entrance 0.6m wide, at the east end of the north wall, against the quarry face. The structure is 1.7m wide internally, with a tumbled back wall. The cleft this structure sits within is c2m wide at its mouth and is c20m long.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.24	Abutments, Penderyn-foel		
Area ID	Type	Spatial type	
EA032E	Bridge abutments	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9368609112	6.9m	Garmin 76 GPS

Associated features

Description

Drystone abutments at the entrance to a quarry on the north-facing slopes of Moel Penderyn. They are constructed of coursed stone blocks bonded with a crumbly lime mortar. The eastern abutment has a cap of lime mortar, and the dimensions of the westernmost abutment are: 1.85m high, 2.76m long at the top, and 3.36m maximum length.

Condition	Significance
A/B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.25	Possible kiln, Penderyn-foel		
Area ID	Type	Spatial type	
EA032D	Limekiln	Point	
Identified through	NGR	Accuracy	Method
Fieldwork	SN9392309215	?	Location description

Associated features

Description

Rectangular structure, possibly a hut or kiln, on the west side of the Penderyn tramroad and the north of the base of incline EA032.17.

It is constructed of stone and frogged brick, bonded with a dark coal dust and lime mortar, the walls have some facing stones visible in the interior, with a rubble core. It is slightly sunken into the slope of the hill. A possible annexe may have lain to the west of the main structure, a wall and a return are visible. An out of situ sleeper from the tramroad lies in the interior of the structure. There is a boggy rectangular area to the west which may have been a holding tank? The main structure is c.6.3m east-west, and 5.5m north-south while the length of the complex to the far end of the boggy area is c8.5m. The length to the east side of the annexe wall is c8.9m, and c10m to its west side. The annexe wall itself is c2.4m long. There is a series (3?) of small rectangular scoops, possibly platforms, upslope from the complex, the easternmost is c2m square, the example adjacent to it (the middle of the three?) is c3m by 4m, with stone in the interior.

Condition	Significance
C/U	U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.26	Hut Structure, Penderyn-foel

Area ID	Type
EA032D	Structure

Spatial type
Point

Identified through	NGR
Fieldwork	SN9397009202

Accuracy
6.4m

Method
Garmin 76 GPS

Associated features

Description

A small sub-rectangular structure on the east side of the Penderyn tramroad, a single celled building, with lengths of Fe rails (0.12m thick) next to the west and south walls. Defined by heavily overgrown banks, with stone tumble, though there is also some unfrogged brick in the vicinity, and a scarped hood cut into the slope at the north end. It is c7m east-west and c7m north-south, and the entrance appears to have been to the south. There is a large stone dump forming an embankment to the north side, and remains of walling to the southeast.

Condition	Significance
B/U	B/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.27	Possible incline extension, Penderyn-foel

Area ID	Type	Spatial type
EA032D	Inclined Plane?	Polyline

Identified through	NGR	Accuracy	Method
Fieldwork	SN9384309213	-	Mapping

Associated features
EA032.28

Description

A possible revetted field boundary or secondary incline to the north of EA032.17, 0.8m high and 2m wide, with 5-6 courses of revetting, and a ditch on the south side. If this is an incline, it may be later in date than EA032.17 to the south. A revetted linear feature visible on aerial photographs, though not on historic mapping, continuing from at junction with EA032.28 at SN9381509192 to head ENE to SN9387109233. Feature considered to be incline extension from quarry area EA032E.

Condition	Significance
B/U	B/U

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA032.28	Tramroad, Penderyn-foel		
Area ID	Type	Spatial type	
EA032A, D, E	Tramroad	Polyline	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9415609038	-	Mapping

Associated features

EA032.03, EA032.017, EA032.19, EA032.27, EA032A, EA032D, EA032E

Description

A track shown on the 1st edition OS maps (between SN9374709032 and SN9439609215) and subsequent editions extending from the SW corner of the quarry area near Tor-y-foel Farm to the area of quarries EA032E (quarries here first depicted on 2nd edition OS, 1904) at the N of the area. This feature revetted in places originated as a tramroad. It is considered the SE extent of the feature follows the course of the line of the wooden Railroad constructed in 1799 by Thomas John Llewellyn, also depicted on the 2" OS surveyor's drawing of 1814 and 1" OS 1st edition c. 1840 (David & Charles edn), giving access to the quarry faces within EA032A.

Condition	Significance
A/B	A?/B

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name
EA032.29	Tramroad associated with level at Tor-y-foel

Area ID	Type	Spatial type
EA032A	Tramroad	Polyline

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9411608908	-	Mapping

Associated features

Description

Three tramroad tipping lines shown railed on the 1st edition OS map (1885) and issuing from level EA032.15, extending northeast on to an associated linear tip, and towards site of possible former tipping bay (EA032.13). Route of tramroad towards tip traceable, the associated tip has been considerably developed by 2nd edition OS map (1904), and the line of the tramroad modified in this area.

Condition	Significance
B/E	B/C

Threats

Recommendations

ID	Name
EA035.01	Old Quarry, E of Pontbren Llwyd

Area ID	Type	Spatial type
EA035	Quarry	Point

Identified through	NGR	Accuracy	Method
1st edition OS map	SN9524207993	-	Mapping

Associated features

Description

An 'Old Quarry' depicted on 1st edition OS maps (1885), adjacent and east of a tramroad (Mr Glover's Railroad' IWT014). Quarry scoop survives with stone blocks visible in the interior. Interior partially obscured by immature pine trees.

Condition	Significance
B	C

Threats

Recommendations

Southeast Wales Industrial Ironworks Landscapes

ID	Name		
EA035.02	Old Quarry, SE of Pontbren Llwyd		
Area ID	Type	Spatial type	
EA035	Quarry	Point	
Identified through	NGR	Accuracy	Method
1st edition OS map	SN9530007848	-	Mapping
Associated features			
Description			
An 'Old Quarry' depicted on 1st edition OS maps (1885), east of a tramroad (Mr Glover's Railroad' IWT014), approached by revetted track alongside stream within quarried stream gully. Rectilinear quarry cutting survives with moss-covered stone debris and mature trees growing from quarry faces visible in the interior.			
Condition	Significance		
A/B	B/C		
Threats			
Recommendations			

Southeast Wales Industrial Ironworks Landscapes

SMR Data: Western Area¹

PRN
01795m

NAME
HUGHES'S PATCH

PERIOD
Post-Medieval

BROADCLASS
Industrial

NGR
SN92900600

TYPE
Patchworking

Associated_study_area
EA028

CONDITION
Not known

SUMMARY

Hughes's Patch with remaining working faces and spoil heaps. Shown on 1st edition OS map (1877) as an area of quarrying and tipping with associated tramroads and other structures (see EA028 for further details). Northwest and northern extent of tips survives. The area has now largely been reclaimed/landscaped.

GGAT 80 Assessed Condition
D

Significance
C/D

Recommendations

PRN
01797m

NAME
CRAWSHAY'S TOWER, HIRWAUN COMMON

PERIOD
Post Medieval

BROADCLASS
Monument <by form>

NGR
SN94150442

TYPE
Tower

Associated_study_area
EA027

CONDITION
Not known

SUMMARY

Crawshay's Tower, similar in style to the Round Houses at Nantyglo. c.1820. Structure previously stood within 12ft of ground level. When visited during GGAT 80 year 6 fieldwork, the walls, 1.02m thick, were found to survive to just over 1m in height, though their exact height is now masked by tumble around the base. The round base of the tower survives, external diameter 5.89m, with an entrance 0.95m wide on the southeast side. It is built of stone, with a rubble core and dressed masonry facing, bonded with a pale grey mortar. The remains of the collapsed roof structure, riveted Fe sheets, lie within the interior. The Tower was a folly or prospect tower built by the Crawshay family.

GGAT 80 Assessed Condition
A/B

Significance
A?/B

Recommended for scheduling

¹ Descriptions amended/updated where necessary

Southeast Wales Industrial Ironworks Landscapes

PRN **NAME**
02105m PONTBREN LLWYD

PERIOD Post Medieval	BROADCLASS Industrial	NGR SN9508
TYPE Furnace	Associated_study_area EA030	CONDITION Destroyed

SUMMARY

Documentary evidence of a post-medieval furnace at Pontbren Llwyd, Penderyn. The 1st ed OS map of 1885 records no furnaces, but does provide evidence of the rich industrial activity around the village of Pontbren Llwyd and its surrounding area.

GGAT 80 Assessed Condition D	Significance D	Recommendations
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PRN **NAME**
03168m 256 CULVERT, ABERDARE-RHONDDA TRAMROAD

PERIOD Post Medieval	BROADCLASS Water Supply and Drainage	NGR SN95820506
TYPE Culvert	Associated_study_area EA005	CONDITION Damaged

SUMMARY

A small culvert below the course of tramroad B. (No.255), of drystone construction now partly collapsed on the eastern side. Built from sandstone blocks, the culvert is contemporary with the initial construction of the tramroad.

GGAT 80 Assessed Condition U	Significance U	Recommendations
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PRN **NAME**
03214m 230 DAM AND POSSIBLE SLUICE SYSTEM

PERIOD Post Medieval	BROADCLASS Unassigned	NGR SN99690690
TYPE Earthwork	Associated_study_area EA029 (buffer)	CONDITION Near destroyed

SUMMARY

South of A465 is a probable damming system that incorporates a substantial oval-shaped series of banks and a sluice. The banks have been cut and enlarged around a small stream.

GGAT 80 Assessed Condition U	Significance U	Recommendations
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Southeast Wales Industrial Ironworks Landscapes

PRN **NAME**
03222m 273 TRAMROAD KNOBBY DRIFT

PERIOD Post Medieval	BROADCLASS Transport	NGR SN95660520
TYPE Tramway	Assosciated_study_area EA005 (buffer)	CONDITION Near destroyed

SUMMARY
A local tramroad, surviving as a track, which transported ironstone from the Knobby Drift Ironstone pit (No.274) to the Hirwaun Ironworks during the mid 19th century.

GGAT 80 Assessed Condition U	Significance U	Recommendations
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PRN **NAME**
03232m 274 KNOBBY DRIFT IRONSTONE PIT, JOHNSON PARK

PERIOD Post-Medieval	BROADCLASS Industrial	NGR SN95590491
TYPE Drift mine	Assosciated_study_area EA027	CONDITION Near Destroyed

SUMMARY
This ironstone pit was served by a tramway, which fell into disuse before it was surveyed for the O.S. in the 1870s (No. 273). The quarry supplied ironstone to the Hirwaun Ironworks during the mid 19th century.

GGAT 80 Assessed Condition C	Significance B/C	Recommendations
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PRN **NAME**
03233m 254 COAL TIPS, BRYNGELLI

PERIOD Post Medieval	BROADCLASS Industrial	NGR SN95200534
TYPE Spoil heap	Assosciated_study_area EA027	CONDITION Near intact

SUMMARY
South of the A465, and close to the second roundabout west of Hirwaun, is an area of extensive coal-tipping that date from the nineteenth/twentieth centuries. Standing around 25m high and running for 300m, the tips originate from nearby collieries to the south. The confirmed these tips to be the same as those shown on the 1st edition OS map. The tips survive in an overgrown state, covered in dense gorse and scrub.

GGAT 80 Assessed Condition B/C	Significance C	Recommendations
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Southeast Wales Industrial Ironworks Landscapes

PRN	NAME		
03729m	OLD QUARRY, CRAIG-Y-GILFACH		
PERIOD		BROADCLASS	NGR
Modern		Industrial	SO0299802891
TYPE	Assosciated_study_area		CONDITION
Quarry	EA006		

SUMMARY

Quarry as noted on FE stock map. Old Quarry depicted on 1st edition OS map (1868). Same as 03730m?

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

PRN	NAME		
03730m	OLD QUARRY, CRAIG-Y-GILFACH		
PERIOD		BROADCLASS	NGR
Modern		Industrial	SO0310402924
TYPE	Assosciated_study_area		CONDITION
Quarry	EA006		

SUMMARY

Quarry as noted on FE stock map. Old quarry depicted on 1st edition OS map (1868). Same as 03729m?

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

PRN	NAME		
03731m	QUARRY, CRAIG-Y-GILFACH		
PERIOD		BROADCLASS	NGR
Modern		Industrial	SO0305403018
TYPE	Assosciated_study_area		CONDITION
Quarry	EA006		

SUMMARY

Quarry as noted on FE stock map. Quarry depicted on 1st edition OS map (1868).

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

Southeast Wales Industrial Ironworks Landscapes

PRN	NAME		
03735m	GNOLL QUARRY, CWMBACH		
PERIOD		BROADCLASS	NGR
Modern		Industrial	SO0307302360
TYPE	Assosciated_study_area		CONDITION
Quarry	EA006		

SUMMARY

Quarry as noted on FE stock map. Quarry depicted on the 1st edition OS map (1890).

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

PRN	NAME		
03965m	OLD LEVEL, CRAIG-Y-GILFACH		
PERIOD		BROADCLASS	NGR
Post-Medieval		Industrial	SO0306802970
TYPE	Assosciated_study_area		CONDITION
Level	EA006		

SUMMARY

Level as noted on OS 6 inch 2nd edition 1900 map. Labelled as an Old Level by this time.

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

PRN	NAME		
03969m	AIRSHAFT, CRAIG-Y-GILFACH		
PERIOD		BROADCLASS	NGR
Post-Medieval		Unassigned	SO0298002887
TYPE	Assosciated_study_area		CONDITION
Ventilation Shaft	EA006		

SUMMARY

Air shaft as noted on OS 6 inch 2nd edition 1900 map. Depicted as an Old Shaft on the 1st edition OS map (1868).

GGAT 80 Assessed Condition	Significance	Recommendations
U	U	

NMR Data: Western Area²

NPRN 33698	Name WINDING ENGINE HOUSE, BWLLFA 1 COLLIERY		
NGR SN970024	Broadclass Industrial	Period Post Medieval	Associated_study_area EA026 (buffer)
Form Not recorded		Type ENGINE HOUSE	

Description

Bwllfa Colliery (nprn 85002), also known as Bwllfa Dare and Bwllfa No.1, was sunk at the head of Cwmdare in 1853. There were two shafts; a winder house was erected to the west of the south shaft between 1868 and 1900, possibly as a replacement for an earlier arrangement. The house had brick walls on a dressed-stone plinth, under a pitched slate roof. There were three arch-headed iron-framed windows on the north side, one on the south and two flanking a central large arched opening on the east gable facing the shaft; the west gable was plain apart from a small doorway. Three king-post timber trusses supported the roof. In 1965, a winding drum some 4.57m in diameter was still sitting in its recess 3.05m wide and 5.49m deep; a length of steel winding cable 20mm in diameter, an electric motor and gearing probably represented the last phase of use as an emergency winder or in connection with construction of a new concrete headframe and modern winder house in the early 1950s as part of the Mardy Colliery (nprn 33505) modernisation scheme. According to map evidence the winder house was demolished by 1978. (Source: Council for British Archaeology Industrial Archaeology Report Card, 14 July 1965)
B.A.Malaws, RCAHMW, 22 January 2009.

Condition D	Significance D	Recommendations
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² Additional descriptions/comments by GGAT are given in italics.

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
33715	ENGINE HOUSE, MERTHYR DARE COLLIERY		
NGR	Broadclass	Period	Associated_study_area
SN981026	Industrial	Post Medieval	EA010
Form	Type		
Not recorded	ENGINE HOUSE		

Description

Merthyr-dare, Merthyr-Dare or Merthyr Dare Colliery (nprn 85004) is in Cwmdare, 2 km west of Aberdare, and dates from before 1851. Around 1906 it seems the mine was resuscitated, having been closed, and a new winder house built. T-shaped in plan, the winder house has a plaque on its northern gable bearing the legend '1906' and 'Bwllfa Collieries'. By 1948 the mine was again shown as disused on the Ordnance Survey 25in mapping; the whole site was demolished and landscaped in the early 1970s, forming part of the Dare Valley Country Park.

(See also: NMR site file Glamorgan/Industrial/SN90SE: Council for British Archaeology Industrial Archaeology Report Card of 15 July 1965)

B.A.Malaws, RCAHMW, 27 January 2009.

Condition	Significance	Recommendations
D	D	

NPRN	Name		
34809	GAMLYN COLLIERY TRAMROAD		
NGR	Broadclass	Period	Associated_study_area
SN98320474	Transport	Post Medieval	EA004
Form	Type		
Not recorded	BRIDGE		

Description

Underbridge over Gamlyn Colliery tramroad. *Overbridge – See record EA004.02*

Condition	Significance	Recommendations
C	C	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
34812	GRAIG-RHIW-DDU INCLINE		
NGR	Broadclass	Period	Associated_study_area
SN991016	Transport	Post Medieval	EA010
Form	Type		
Not recorded	INCLINED PLANE		

Description

Disused incline from quarry to ?iron works at Graig. No trace of sleepers or rails, no visible winding houses.

Condition	Significance	Recommendations
A/U	B/U	

NPRN	Name		
80623	GRAIG COLLIERY		
NGR	Broadclass	Period	Associated_study_area
SN99520209	Industrial	Post Medieval	EA010
Form	Type		
Documents	COAL MINE		

Description

No further information recorded. *A modern electricity pylon now stands on the site of the colliery and the area has been damaged, but the ground appears uneven, with banks etc, which may be the remains of the colliery buildings. The main tip lies downslope of the colliery and is heavily overgrown and impenetrable.*

Condition	Significance	Recommendations
B/C	C	

Southeast Wales Industrial Ironworks Landscapes

NPRN
85001

Name
WINDBER COLLIERY

NGR
SN97070295

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA026

Form
Documents

Type
COAL MINE

Description
No further information recorded

Condition
B/D

Significance
C

Recommendations

NPRN
85002

Name
BWLFA DARE COLLIERY

NGR
SN96960241

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA026 (buffer)

Form
Documents

Type
COAL MINE

Description
Bwllfa Colliery, also known as Bwllfa Dare and Bwllfa No.1, was sunk at the head of Cwmdare in 1853. The mine was closed in the late 1930s but is believed to have been retained for ventilation purposes. By 1948 the site was 'disused' and largely demolished, according to the 1953 edition Ordnance Survey 6in map. It is believed that the 1930s steel-lattice headframe had been moved to Tower Colliery (nprn 91586) in 1941. However, after nationalisation of the coal industry in 1947, a scheme to link Bwllfa underground with a reconstructed Mardy Colliery (nprn 33505) included redevelopment of the Bwllfa site and accordingly most of the remaining buildings were demolished and a new concrete headframe (over the existing south shaft), electric winder house and other facilities were constructed. The old south winder house (nprn 33698) was retained but remained in a derelict condition. The colliery ceased working in 1977 but was retained as an escape shaft for Mardy Colliery; by 1991 the site had been demolished and cleared.
(Reference: Rhondda Cynon Taf Library Service: photo 38/134, 'New pit head buildings at Bwllfa Dare Colliery circa 1950')
B.A.Malaws, RCAHMW, 20 January 2009.

Condition
D

Significance
D

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN
85003

Name
NANTMEYLYN COLLIERY

NGR
SN97490272

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA026 (buffer)

Form
Documents

Type
COAL MINE

Description

Nant Melin, Nantmelyn Colliery or Bwllfa No.2 Pit was sunk in 1860 near the head of Cwmdare; it commenced coaling in 1861 and closed in 1956/7. The site was demolished and landscaped in the early 1970s, forming part of the Dare Valley Country Park. (See also: Council for British Archaeology Industrial Archaeology Report Card, 14 July 1965)
B.A.Malaws, RCAHMW, 20 January 2009.

Condition
D

Significance
D

Recommendations

NPRN
85004

Name
MERTHYR DARE COLLIERY

NGR
SN98120259

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA010

Form
Documents

Type
COAL MINE

Description

Merthyr-dare, Merthyr-Dare or Merthyr Dare Colliery was sunk in Cwmdare, 2 km west of Aberdare, prior to 1851. It closed in 1884; most of the buildings had been demolished by 1900, according to the Ordnance Survey 25in map. Around 1906, it seems the mine was resuscitated and a new winder house (nprn 33715) built – the OS map shows the colliery in operation by 1919. T-shaped in plan, the house had king-strut roof trusses and semi-circular headed cast-iron window frames. By 1948 the mine was again shown as disused on the OS mapping; the whole site was demolished and landscaped in the early 1970s, forming part of the Dare Valley Country Park. (See also: NMR site file Glamorgan/Industrial/SN90SE: Council for British Archaeology Industrial Archaeology Report Card of 15 July 1965)
B.A.Malaws, RCAHMW, 27 January 2009.

Condition
D

Significance
D

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
85104	BRYN DEFAID COLLIERY ENGINE HOUSE (FOTHERGILL'S PATCHES)		
NGR	Broadclass	Period	Associated_study_area
SO00400622	Industrial	Post Medieval	EA001
Form	Type		
Ruin	ENGINE HOUSE		

Description

No further information recorded (RCAHMW). *This structure, not depicted on the 1st edition OS map (1885) (though the associated engine shaft is shown as "Old" on the 1st edition OS map), is first shown on the 2nd edition (1900/1904), but not named, set on a sub-rectangular terrace adjacent to an 'Old shaft'. The field visit identified a massively constructed structure, c.16.40m north-south (max) by c.11.85m east-west (max), its north and west elevations slightly battered, 13 courses (min) c.5m in height, built of rusticated masonry (large dressed stone blocks), massive quoins to angles, its south and east sides built into the slope. The main part of the structure is L-shaped in plan, (approx basal measurements c.13.6m SSW-NNE (main axis) by c.9.4m WNW-ESE, cut in by c.2.4m at c.7.8 from the south elevation), with a narrow rectangular internal division (shown on the 2nd edition OS map), c.2.3m wide extending along the length of the east side, and a small rectangular projection (3.4m E-W by 2.5m N-S at the base) at the east side of its NNE wall, possibly the base of a chimney. The top of the structure provides an almost level platform; low rectangular footings (5.6m SSW-NNE by 3.8m WNW-ESE) were noted at the northern part of the L-shaped structure corresponding with instep. A square aperture was noted at the centre of the north elevation (W of the 'chimney' projection), possibly a horizontal beam slot. There is a substantial amount of collapse along the base of the north elevation. It appears that the east and south sides of the feature may have been deliberately damaged/robbed and are now steeply sloped. Recommendations: detailed topographic survey of the feature and its surroundings, elevation drawings/photographic survey; consider for scheduling.*

Condition	Significance	Recommendations
A/B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

NPRN 88071	Name HUGHES' PATCH (IRONSTONE WORKINGS)		
NGR SN93070600	Broadclass Industrial	Period Post Medieval	Associated_study_area EA028
Form Earthwork	Type IRONSTONE WORKINGS		
Description No further information recorded			
Condition C/D	Significance C/D		Recommendations

NPRN 88072	Name BRYN-DEFAID PATCH (COAL AND IRONSTONE WORKINGS)		
NGR SO00030565	Broadclass Industrial	Period Post Medieval	Associated_study_area EA001
Form Earthwork	Type IRONSTONE WORKINGS		
Description No further information recorded. <i>Refers to a general area. See EA001C</i>			
Condition C/D	Significance B/C		Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN
88073

Name
PENDERYN TRAMROAD

NGR
SN94140901

Broadclass
Transport

Period
Post Medieval

Associated_study_area
EA032

Form
Earthwork

Type
TRAMWAY

Description

Penderyn Tramroad: No further information recorded (RCAHMW; NMR; Coflein). *Same as IWT014 (Tappenden's Tramroad); see year 3 GGAT80 report.*

Condition
A/B

Significance
A?/B

Recommendations

NPRN
91587

Name
TOWER DRIFT MINE, HIRWAUN

NGR
SN94140476

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA027 (buffer)

Form
Complex

Type
COAL MINE

Description

Tower Drift Mine provides the means of bringing coal to the surface and to the Coal Preparation Plant and is a part of Tower Colliery (nprn 91586). The drift dates from the late 1950s; underground links enabled coal mined at Mardy Colliery (nprn 33505) to be brought to the surface after coal raising stopped there in 1986. B.A.Malaws, RCAHMW, 22 January 2009.

Condition
D

Significance
D

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN 91588	Name TOWER GRAIG LEVEL, HIRWAUN		
NGR SN93570470	Broadclass Industrial	Period Post Medieval	Associated_study_area EA027
Form Documents		Type COAL MINE	

Description

Site marked on 1948 O.S. 1:10560 map as 'disused'.
B.A.Malaws, 02 February 1999.

Depicted on the 1st edition OS map (1881) as a complex of several buildings at the head of an incline, with a series of fingertips downslope, and the tramming lines shown, labelled as a coal level. The tips associated with the level still survive well, and the remains of three buildings are still visible. The middle of these three structures contains the remains of a dram, and measures c5m east-west by c9m north-south, with low wall now grassed-over. The facing stones are visible on the interior of the north and west walls, and the interior of the building forms a depression, with tumble inside. The north wall survives to a maximum of 6 courses, and the walls are generally c0.5m wide and c0.4m high. There is a length of Fe rail, which appears to have been structural, tied with four Fe bolts. The westernmost of the three structures is c4m by c4.5m, with an area of disturbance in the upper northwest corner, tumble in the interior and downslope. This building has been slightly cut into the tip.

The main structure of the complex lies furthest to the east, and has a very substantial main wall running north-south, with a rubble core with squared coursed facing stones, and some brickwork. There is a long niche in the west elevation, with brick quoins on the south side of the niche. The structure measures c6m east-west in width and is c 16m long north-south, standing to c1.5m high. The south part of the building appears to have been bonded with black mortar, while none was visible in the north half, which may be of drystone construction. There is brick and stone tumble in the interior of the building, including red and yellow unfrogged brick. A row of 6 or more holding down bolts protrudes from the top of the wall, arranged in a straight line and there are sheets of corrugated iron roofing scattered around, along with lengths of Fe rails which appear to have been structural. The incline runs downslope from the complex to the north, and there is a bank and depression on the west side of the building which may be the line of the incline. On the south side of the complex, are remains of possible winding mechanism and a wheel, labelled "Crompton". To the west of the main building is a brick-built rectangular platform (of yellow brick) of which 5 courses survive, of which the bottom three are laid flat, the fourth course is placed on its side, and the upper is also laid flat. This is c1.6m by c1.2m, surviving to 1.45m in height. Adjacent to this are the remains of, brick pillar. The complex has the appearance of having been deliberately destroyed (blown-up?), particularly the brick stanchion/pillar.

Condition A/B	Significance A?/B	Recommendations
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Southeast Wales Industrial Ironworks Landscapes

NPRN 226638	Name CRAWSHAYS TOWER, HIRWAUN		
NGR SN94110439	Broadclass Commemorative	Period Post Medieval	Associated_study_area EA027
Form Other Structure	Type TOWER		
Description 1. Crawshays tower, similar to Nantyglo. C.1820. Structure remains within 12ft of ground level; considered suitable for listing. 2. Circular stone tower, ruined, stands to max 4m in height. B.A.Malaws, 02 February 1999.			
Condition A/B	Significance A?/B		Recommendations

NPRN 260023	Name BRYN DEFAID COAL MINE		
NGR SO0006	Broadclass Industrial	Period Post Medieval	Associated_study_area EA001
Form Complex	Type COAL MINE		
Description Open-cast mine on Bryn Defaid. Record from AP.			
Condition B/C	Significance B/C		Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN 260024	Name BRYN DEFAID MINING REMAINS		
NGR SO0004	Broadclass Industrial	Period Post Medieval	Associated_study_area Not EA001B, but EA001C
Form Complex	Type COAL MINE		
Description Mining remains on Bryn Defaid. Record from AP. <i>Inaccurate NGR given; actually refers to general area EA001C.</i>			
Condition N/A	Significance N/A (see EA001C)		Recommendations

NPRN 262292	Name CARN-Y-FRWYDR, DRAINAGE GULLEYS		
NGR SO01290614	Broadclass Water Supply and Drainage	Period Modern	Associated_study_area EA001
Form Earthwork	Type DRAINAGE CHANNEL		
Description 2 gulleys dug to c.0.8m deep. N/S gulley extends c.100m x 4m w; E/W gulley c.55m x 4m w. Area of improved tips etc; may be fairly modern cuts to drain land. Threat: None Response: None Vegetation: Rough grass. <i>Site visit June 2009: Area visited, features not visible at given location.</i>			
Condition U	Significance U		Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN
262293

Name
CARN-Y-FRWYDR, SHAFT

NGR
SO01250619

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
SHAFT

Description

Circular hollow c.2.2m diam open to 1.5m in rough grass. Located in area of tips being landscaped by local farmer. Threat: None
Response: None Vegetation: Rough grass. *Site visit June 2009: not definitely located, presumed backfilled.*

Condition
D/U

Significance
D/U

Recommendations

NPRN
262294

Name
NANT-Y-DERLWYN, AIR SHAFT

NGR
SO01180574

Broadclass
Industrial

Period
Modern

Associated_study_area
EA001

Form
Earthwork

Type
VENTILATION SHAFT

Description

Air shaft marked on 1905 OS map; site only marked by rough platform area on N bank of stream. No evidence of capping. Threat: None
Response: None Vegetation: Grass. *Site visit June 2009: unchanged, survives as grassed over depression at the base of a large lobed tip, with small low tips around circumference,, no surviving masonry. Well-vegetated.*

Condition
B/U

Significance
C/U

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262295	NANT-Y-DERLWYN, RESERVOIR		
NGR	Broadclass	Period	Associated_study_area
SO01090579	Water Supply and Drainage	Modern	EA001
Form	Type		
Earthwork	RESERVOIR		

Description

Rectangular reservoir c.23m N/S x 12m wide, still holding water. ? fed from stream on S side with exit leat running out W. New gulley cut off NE corner to allow drainage from tips. Res. banks c.2.5m w built into slope on E side. Threat: Land improvement Response: None Vegetation: Grass. *Site visit June 2009: irregular pond (not a rectangular reservoir) found at the location given. An elongated irregular feature shown adjacent to track/tramroad on the 1st edition OS map (1886/1890) at location. Survives as a low-lying boggy area adjacent to tramroad embankment. A recent reservoir similar to the NMR description lies further upslope to the northeast.*

Condition	Significance	Recommendations
A/B	C/D	

NPRN	Name		
262298	NANT-Y-DERLWYN, SPOIL TIPS		
NGR	Broadclass	Period	Associated_study_area
SO01150582	Industrial	Modern	EA001
Form	Type		
Earthwork	SPOIL TIP		

Description

Extensive area of grassed-over colliery tips, extending west from collapsed levels. Threat: None Response: None Vegetation: Grass. *See also EA001F (GGAT 80 Yr 6).*

Condition	Significance	Recommendations
B/U	C/U	

Southeast Wales Industrial Ironworks Landscapes

NPRN
262299

Name
NANT-Y-DERWLYN, SHAFT I

NGR
SO012057

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
SHAFT

Description

Shaft hollow located in rough grass. Sub-circular depression c.4m diam open to c.2m deep. Semi-circular spoil tips on W side c.0.6m high on ground sloping west. Threat: Change of use Response: None Vegetation: Rough grass. *Site visit June 2009: viewed from adjacent area on opposite side of stream. As described, heavily vegetated with dense bracken*

Condition
B/U

Significance
C/U

Recommendations

NPRN
262300

Name
NANT-Y-DERLWYN, SHAFT II

NGR
SO01230571

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
SHAFT

Description

Shaft hollow located in rough grass. c.4.5m diam choked with long grass. Semi-circular spoil tip on W side c.0.3m h on ground sloping west. Threat: Change of use Response: None Vegetation: Rough grass. *Site visit June 2009: viewed from adjacent area on opposite side of stream. As described, heavily vegetated with dense bracken*

Condition
B/U

Significance
C/U

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262302	BLAEN-NANT STRUCTURE		
NGR	Broadclass	Period	Associated_study_area
SO02220455	Monument<by form>	Modern	EA003
Form	Type		
Other Structure	STRUCTURE		
Description			
2-compartment structure built into bank on its west side. Brick built structure standing to c.1m high in part forms 2 open fronted compartments c.1.5 x 1m. Possible store ? Threat: Change of use Response: Evaluate Vegetation: Rough grass. <i>This structure is Blaen-nant farm, shown on the 1st edition OS map (1881).</i>			
Condition	Significance		Recommendations
C	C/D		

NPRN	Name		
262332	MOUNTAIN PIT ENGINE SHAFT		
NGR	Broadclass	Period	Associated_study_area
SO01680512	Industrial	Modern	EA001H
Form	Type		
Modern	SHAFT		
Description			
Collapsed rectangular hollow; possible double-cage shaft; N of linear channels, presumed to be boiler foundations. Threat: Change of use Response: Preserve/ground survey/watching brief Vegetation: Rough grass. <i>Same as EA001.65?</i>			
Condition	Significance		Recommendations
A/U	B/U		

Southeast Wales Industrial Ironworks Landscapes

NPRN 262368	Name BRYN-Y-GWYDDEL, LEVEL IV		
NGR SO00460671	Broadclass Industrial	Period Modern	Associated_study_area EA001
Form Earthwork	Type LEVEL		

Description

Level cut in E, located on E edge of conifer crop. Recorded on Provisional ed. OS. Waterlogged tramming entrance prevents access to level mouth; tramway running W now acts as watercourse draining level. Threat: Change of use Response: Watching brief Vegetation: Conifer. *This level entrance is aligned roughly northeast-southwest, with an approach between the associated tips (NPRN 262371). The linear cutting runs through the middle of the area of tips, c1.5m wide at the base, and at least 1m deep, aligned northeast-southwest. At its northeast end (at SO 00445 06719 - 6.9m accuracy) the cutting curves to the east and the collapsed level entrance. As it approaches the site of the portal, the cutting is c2.5m in depth. This level is likely to be earlier than the level to the south (NPRN 262441), its tips are shown on the 1st edition map (1885), without tramming lines, the level site no longer in evidence, whilst that to the south is shown complete with associated tramroad.*

Condition B/C	Significance B/C	Recommendations
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NPRN 262370	Name BRYN-Y-GWYDDEL, LEVEL IV TRAMWAY		
NGR SO00430670	Broadclass Transport	Period Modern	Associated_study_area EA001
Form Other Structure	Type TRAMWAY		

Description

Tramway now carrying water flowing from level mouth in conifer crop to E along S side of extensive coal & ironstone tips. Channel embanked to 1m h on both side; base on tramway c.0.5m wide. Extends c.30m through unplanted area within 1970s forestry. Threat: Change of use Response: Watching brief Vegetation: Rough grass

Condition A/B	Significance B/C	Recommendations
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Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262371	BRYN-Y-GWYDDEL, COAL & IRONSTONE TIPS AREA I		
NGR	Broadclass	Period	Associated_study_area
SO00380665	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	SPOIL TIP		

Description

Extensive area of tipping located on unplanted ground within forestry. Low wide-spread coal & ironstone tips include tramway on S side. Threat: Change of use Response: Watching brief Vegetation: Grass. *These tips, associated with level NPRN 262368 are aligned roughly northeast-southwest, and have a more rounded profile than those to the south (NPRN 262372). They also appear to be butted by 262372, and are likely earlier in date.*

Condition	Significance	Recommendations
A/B	B/C	

NPRN	Name		
262372	BRYN-Y-GWYDDEL, COAL & IRONSTONE TIPS AREA II		
NGR	Broadclass	Period	Associated_study_area
SO00330659	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	SPOIL TIP		

Description

Extensive area of low, wide-spread tips located in clearing in forestry. Threat: Change of use Response: None Vegetation: Grass. *The tips are aligned east-west and extend from level 262441, which appears to be later than level 262368, as it is still shown as active on the 1st edition OS map (1885). These tips are fan-shaped and are flatter topped than those, ie 262371, adjacent to the north.*

Condition	Significance	Recommendations
A/B	B/C	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262373	BRYN-DEFAID N/S TRAMWAY (2)		
NGR	Broadclass	Period	Associated_study_area
SO00450639	Transport	Post Medieval	EA001
Form		Type	
Other Structure		TRAMWAY	

Description

Southern section of tramway (262443) as recorded on 1885 map. Threat: Change of use Response: None Vegetation: Rough grass.

Condition	Significance	Recommendations
A/B	C	

NPRN	Name		
262374	BRYN-Y-GWYDDEL, BRYN-DEFAID IRONSTONE TRAMWAY III		
NGR	Broadclass	Period	Associated_study_area
SO00330620	Transport	Modern	EA001
Form		Type	
Other Structure		TRAMWAY	

Description

Route of tramway located as broad grassy track parallel to N/S wall 262383. Earth banks of tramway c.0.5m high. on east side. Rails removed by 1905. Threat: Change of use Response: Watching brief Vegetation: Rough grass.

Condition	Significance	Recommendations
B	C	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262376	BRYN-DEFAID ENGINE SHAFT		
NGR	Broadclass	Period	Associated_study_area
SO00390620	Industrial	Modern	EA001
Form	Type		
Other Structure	SHAFT		

Description

Capped shaft surmounted by mound of stone c.5m diam. within recently fenced area. Located S of engine house as on 1905 map. Stone mound surrounded by grassy spoil mound with collapsed hollow c.2m diam on S side. Threat: Change of use Response: Ground survey Vegetation: Rough grass.

Survives as described by the RCAHMW, though its actual location is 13m to the SSW of the given NGR. The feature is described as an 'Old Shaft' on the 1st, 2nd and 3rd edition OS maps (1885, 1900/1904, 1920), even on the 2nd edition which depicts the adjacent engine house (NPRN 85104), for the first time. There is a slight discrepancy between the location of the old shafts depicted on the 1st and 2nd edition OS maps; this might explain the 'collapsed hollow', noted by the RCAHMW, possibly the remains of an earlier abandoned shaft working

Condition	Significance	Recommendations
B		B

NPRN	Name		
262377	BRYN-DEFAID SPOIL TIPS I		
NGR	Broadclass	Period	Associated_study_area
SO00480633	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	SPOIL TIP		

Description

Extensive coal & ironstone tips as recorded 1885 map. Located as unplanted grass covered area west of Llwydcoed road. Threat: Change of use Response: Watching brief Vegetation: Grass

Condition	Significance	Recommendations
B/C	C	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262378	BRYN-DEFAID SPOIL TIPS II		
NGR	Broadclass	Period	Associated_study_area
SO00370611	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	SPOIL TIP		

Description

Extensive area of coal & ironstone tips as recorded on 1885/1905 OS maps. Grass covered tips in rough grazing, interrupted by modern paths/bike tracks. Threat: Change of use Response: Watching brief Vegetation: Rough grass. *The tips are well-preserved to the south of the reservoir, with elongated narrow tramming lines. They survive as shown on the 1st edition OS map (1885), and are well-vegetated with heather and bilberries. The route of the tramroad is preserved as a track.*

Condition	Significance	Recommendations
A/B	B/C	

NPRN	Name		
262380	BRYN-DEFAID ENGINE SHAFT STRUCTURE I		
NGR	Broadclass	Period	Associated_study_area
SO00440620	Monument<by form>	Modern	EA001
Form	Type		
Other Structure	STRUCTURE		

Description

Sub-square structure recoded on 1905 map. Destroyed by over-tipping. Threat: Change of use Response: Watching brief Vegetation: Waste. *This feature was not seen during the site visit, and has likely been destroyed by over-tipping.*

Condition	Significance	Recommendations
D/U	D/U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262381	BRYN-DEFAID ENGINE RESERVOIR		
NGR	Broadclass	Period	Associated_study_area
SO00420614	Water Supply and Drainage	Modern	EA001
Form	Type		
Earthwork	RESERVOIR ?		

Description

Sub-square structure recorded on 1885-1905 maps; appears to be a reservoir. No longer evident in area of disturbed tips. Threat: Change of use Response: Watching brief Vegetation: Rough grass. *Survives in a drained state, between 1m and 1.5m deep. The embankment survives, and the outline as shown on 1st edition OS map is traceable. The interior of the reservoir remains damp. The banks are generally well-vegetated with some slight stock erosion on top.*

Condition	Significance	Recommendations
B	B	

NPRN	Name		
262382	BRYN-DEFAID TRAMWAY		
NGR	Broadclass	Period	Associated_study_area
SN99980556	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Tramway recorded on 1885 map. One of numerous tramways running N into the patches. Now in use as access track to Bryn-carnau; walled to 1.3m high for part of west side. Threat: None Response: None Vegetation: N/A. *Site as described, with a slight bank on the west side.*

Condition	Significance	Recommendations
C/E	C/D	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262385	BRYN-DEFAID PATCH I		
NGR	Broadclass	Period	Associated_study_area
SO00050601	Industrial	Post Medieval	EA001
Form		Type	
Earthwork		COAL WORKINGS;IRONSTONE WORKINGS	

Description

Large open quarry/ former ironstone mines worked as patching. Recorded on 1885 map, but currently subjected to land-filling. No associated features survive above surface within the quarry area. Threat: Landfill Response: Evaluate Vegetation: Grass. *Refers to general area. See EA001C*

Condition	Significance	Recommendations
B/C	B/C	

NPRN	Name		
262386	BRYN-DEFAID PATCH II		
NGR	Broadclass	Period	Associated_study_area
SO00010582	Industrial	Post Medieval	EA001
Form		Type	
Earthwork		COAL WORKINGS;IRONSTONE WORKINGS	

Description

Coal & ironstone workings recorded on 1885 - 1905 OS maps. Now largely destroyed apart from spoil tips, which have been subjected to later quarrying & current landfill operations. Threat: Landfill Response: Evaluate Vegetation: Grass. *Refers to general area. See EA001C*

Condition	Significance	Recommendations
B	B/C	

Southeast Wales Industrial Ironworks Landscapes

NPRN
262388 **Name**
BRYN-DEFAID OLD LEVELS

NGR
SO00090571 **Broadclass**
Industrial **Period**
Post Medieval **Associated_study_area**
EA001

Form
Other Structure **Type**
LEVEL

Description

Area of disused coal & ironstone workings recorded as 'old levels' on 1905 map. Area is currently being subjected to land-fill . Modern earth moving & tipping activity has destroyed all archaeological evidence. Threat: Landfill Response: None Vegetation: Rough grass. *Refers to general area. See EA001C*

Condition
C/U **Significance**
U **Recommendations**

NPRN
262418 **Name**
CARN-Y-FRWYDR, LEVELS

NGR
SO01300622 **Broadclass**
Industrial **Period**
Post Medieval **Associated_study_area**
EA001

Form
Earthwork **Type**
LEVEL

Description

Area of levels recorded on 1905 map. Sited on E facing slopes below parish boundary. Levels are cut in NE, but only located by arrangement of spoil. Area has been subjected to later quarrying and land/drainage improvement, presumably prior to opencasting Threat: Land improvement Response: None Vegetation: Rough grass. *See also EA001.02 (GGAT 80 Year 6).*

Condition
B **Significance**
B/C **Recommendations**

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262419	CARN-Y-FRWYDR, IRONSTONE TRAMWAY I		
NGR	Broadclass	Period	Associated_study_area
SO01310588	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Route of tramway connecting upper open ironstone workings to Penwaen/ Dyllas tramways to the south. Located as broad level grass-covered area running N/S through tips. Tramway recorded 1885 map; rails removed by 1905. Threat: Land improvement Response: Preserve Vegetation: Rough grass. *Site visit June 2009: Survives as a grassed-over, reed-filled linear cut between tips, c1.5m wide, with a ditch on either side. A straight section running north-south is slightly embanked. A 3m length of tumbled drystone revetting survives along one side of the line of the tramroad, while there is also a secondary tipping line at SO 01348 05821 (6.8m accuracy), c0.6m high, crossing the main line (depicted on the 1st edition OS map (1881) to a small tip on the southwest side. Small overbridges appear to have carried the tramroad to the tips over the line of the main NW-SE tramroad (now a linear reed-filled hollow between tips), the abutments of which survive, one example at SO 01335 05861 (8.7m accuracy) has four courses of drystone revetting on the south side, with remnants on the north side. The abutments for an overbridge carrying a pair of splayed lines shown on the 1st edition OS map (1881) survive at SO 01307 05901 (7.1m accuracy), with 6 courses of revetting surviving on the southeast side, 0.6m high and 1.6m in length. The north side has been damaged.*

Condition	Significance	Recommendations
A/B	B	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262420	CARN-Y-FRWYDR, IRONSTONE TRAMWAY II		
NGR	Broadclass	Period	Associated_study_area
SO01200609	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Route of tramway; part of tramway 262419 connecting upper open ironstone workings to Penwaen/ Dyllas tramways to the south. Located as level strip running N/S through tips. Tramway recorded 1885 map; rails removed by 1905. Threat: Land improvement Response: Preserve Vegetation: Rough grass. *Lies within GGAT 80 Year 6 area EA001F. Linear cuts at the base of the main quarry in this area indicate the line of the tramroad c1.5m wide and forming a passing loop. Some revetting survives along parts of the line of the tramroad, though it is eroded on the downslope side of the area, and appears to be cut by a gully (seasonal streambed?).*

Condition	Significance	Recommendations
A/B	B	

NPRN	Name		
262422	CARN-Y-FRWYDR IRONSTONE TRAMWAY IV		
NGR	Broadclass	Period	Associated_study_area
SO01070583	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Route of tramway located as level strip running N/S through tips. Connect coal & ironstone workings north to meet main tramway 262419. Tramway recorded 1885 map; rails removed by 1905. Threat: Land improvement Response: Preserve Vegetation: Rough grass. *Grassed-over remains of a tramroad embankment, c1m wide (but varying along its length), running roughly E-W, with a ditch on the uphill side. Secondary tipping lines are visible coming off of the main line at various points. Associated with this tramroad is a section of drystone revetting, (for a culvert?) at SO 01053 05885 (6.1m accuracy) across a ditch at a junction between this and another tramroad. This revetting survives to 3-4 courses, 0.6-0.7m high, and 3.3m long.*

Condition	Significance	Recommendations
A/B	B/C	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262428	MOUNTAIN PIT RESERVOIR		
NGR	Broadclass	Period	Associated_study_area
SO01640516	Water Supply and Drainage	Modern	EA001H
Form	Type		
Earthwork	RESERVOIR		

Description

Reservoir holding water; dammed on SE side by track. Track c.4m wide leads to improved pasture. Water collects naturally from stream on its N side Threat: Land improvement Response: None Vegetation: Rough grass. *Nothing noted at this location on APs.*

Condition	Significance	Recommendations
U	U	

NPRN	Name		
262429	MOUNTAIN PIT ENGINE HOUSE I		
NGR	Broadclass	Period	Associated_study_area
SO01660510	Industrial	Modern	EA001H
Form	Type		
Building	ENGINE HOUSE		

Description

Rectangular engine house as recorded by OS; structure aligned NE/SW as opposed to surviving house aligned NW/SE. Land has been improved & no evidence of the house remains. Threat: None Response: None Vegetation: Grass. *Depicted on the 2nd edition OS map (1900) and on the 3rd edition OS map (1919) in slightly altered form, but has now been cleared.*

Condition	Significance	Recommendations
D	D/U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262431	MOUNTAIN PIT BOILER HOUSE		
NGR	Broadclass	Period	Associated_study_area
SO017051	Industrial	Modern	EA001H
Form		Type	
Other Structure		BOILER HOUSE	

Description

Foundations of presumed boiler house adjoins E side of EH. 2 linear brick channels c. 0.55m wide at base x 1m high x 9m long under rough grass. Channels aligned to EH tunnel with pit located N side. Threat: Land improvement Response: Preserve/ building recording/ ground survey/ watching brief Vegetation: Rough grass. *Same as EA001.69?*

Condition	Significance	Recommendations
A/B	A?/B	

NPRN	Name		
262433	MOUNTAIN PIT SPOIL TIPS		
NGR	Broadclass	Period	Associated_study_area
SO01680503	Industrial	Modern	EA001H
Form		Type	
Earthwork		SPOIL TIP	

Description

Spoil tips recorded on 1885 map;1905 map records track running through tips towards Ysgubor-wen colliery. Tips now levelled and grassed-over as improved pasture. Threat: None Response: None Vegetation: Grass

Condition	Significance	Recommendations
D	D	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262438	BRYN-Y-GWYDDEL, LEVEL III		
NGR	Broadclass	Period	Associated_study_area
SO00430675	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	LEVEL		

Description

Level with short tramway extending W to spoil tips. Coal & ironstone level cut in E; disused by 1905. Collapsed level emitting water, located in wooded hollow; deep linear channel carries water W to form a small pool E side of wooded spoil tips. Threat: Change of use Response: Watching brief Vegetation: Conifers

Condition	Significance	Recommendations
U	U	

NPRN	Name		
262439	BRYN-DEFAID LEVEL III TRAMWAY		
NGR	Broadclass	Period	Associated_study_area
SO00390674	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Tramway extending W from collapsed level to spoil tip; route as mapped by 1905 OS. Located as deeply cut linear channel, which may have been natural. Channel now carries water from level W to small pond formed E side of spoil tips. In 1970s conifer crop. Threat: Change of use / felling Response: Watching brief Vegetation: Conifers

Condition	Significance	Recommendations
U	U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262441	BRYN-DEFAID 1885 TRAMMING LEVEL		
NGR	Broadclass	Period	Associated_study_area
SO00420665	Industrial	Post Medieval	EA001
Form	Type		
Other Structure	LEVEL		

Description

Site of coal & ironstone level as recorded on 1885 map. Level has been over-tipped by spoil from level 262368 to north. Double-incline ran south from level. Threat: None Response: None Vegetation: Spoil. *The Level has not been tipped over by spoil from level 262368, as the RCAHMW description suggests, but rather lies to the south within forestry plantation, its tips separated by a deep gully from the tips of the latter. The correct NGR for this site is SO0042306608, based on the location of a level on the 1st edition OS map (1885). The level entrance lies within an area of dense forestry plantation. The heavily disturbed remains of a structure; a scatter of stone and brick visible within an area of deeply ploughed furrows, may be those of the small rectangular structure shown on the 1st edition OS map (1885), located immediately east of the dual incline head, and south of the level entrance cutting. The entrance to the level survives and remains open, though it is currently barred off for reasons of health and safety. The linear cutting of the level entrance, traceable in the dense forestry to either side, is visible in a modern forestry firebreak/cable easement.*

Condition	Significance	Recommendations
B	C	

NPRN	Name		
262443	BRYN-DEFAID DOUBLE-INCLINED TRAMWAY		
NGR	Broadclass	Period	Associated_study_area
SO00440654	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Double-incline tramway recorded on 1885 map; runs S from coal & ironstone workings to site of reservoir 262444. Reservoir & tramway route N from it are no longer evident in deep planted Sitka. Route of tramway can be traced further south. Threat: None Response: None Vegetation: Conifers. *This feature is no longer visible beneath leaf litter and forestry plantation.*

Condition	Significance	Recommendations
D	D	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262444	BRYN-DEFAID RESERVOIR I		
NGR	Broadclass	Period	Associated_study_area
SO00470645	Water Supply and Drainage	Post Medieval	EA001
Form	Type		
Documents	RESERVOIR		

Description

Reservoir recorded on 1905 map. No longer evident at confluence of streams on edge of planted area. Threat: None Response: None Vegetation: Conifers. *The reservoir has been drained, and the bank has been breached for drainage, but the massive embankment of the reservoir survives, it is also the tramroad embankment, c2m high and c2.5, wide on top, and splayed. The area of the pond has now been planted over and a stream drains the area.*

Condition	Significance	Recommendations
B/C	C	

NPRN	Name		
262446	BRYN-DEFAID E/W TRAMWAY III		
NGR	Broadclass	Period	Associated_study_area
SO00380616	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Route of E/W tramway located as broad grassy area between disturbed tips. Extends west from Llwycoed road. Threat: Change of use Response: None Vegetation: Grass. *The tramroad formation survives, grassed over, with a small embankment on the south side, c0.5m high and c1m wide. The formation is c2.3m wide, though this varies and it is wider elsewhere (up to c3.4m). The tramroad is carried through an area of tips in a short cutting, between 1-1.5m in depth, at SO 00357 06179 (4.8m accuracy).*

Condition	Significance	Recommendations
B	C/D	

Southeast Wales Industrial Ironworks Landscapes

NPRN 262447	Name BRYN-DEFAID LEVELLED TIPS II		
NGR SN99850587	Broadclass Industrial	Period Post Medieval	Associated_study_area EA001
Form Earthwork		Type SPOIL TIP	

Description

Area of grass covered levelled tips, as recorded on 1905 map. Threat: None Response: None Vegetation: Rough grass. *Not levelled, the tips survive in undisturbed grassed-over condition, with some mature trees growing from them. A drystone wall separates these tips from a track (former tramroad?) to the east. The tips depicted on the 1st edition OS map survive as then shown; early linear/lobed tips which appear to be associated with the earlier phases of Bryn-Defaid Patch/Quarry (located on the opposite side of the track).*

Condition A/B	Significance B	Recommendations
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NPRN 262448	Name BRYN-DEFAID LEVELLED TIPS III		
NGR SN99840593	Broadclass Industrial	Period Post Medieval	Associated_study_area EA001
Form Earthwork		Type SPOIL TIP	

Description

Area of grass covered levelled tips, as recorded on 1905 map. Threat: None Response: None Vegetation: Rough grass. *This area has not been totally levelled, the tips survive in a grassed over condition, in an enclosed area of mature trees. The tips depicted on the 1st edition OS map survive as then shown; early linear/lobed tips, which appear to be associated with the earlier phases of Bryn-Defaid Patch/Quarry (located on the opposite side of the track).*

Condition A/B	Significance B	Recommendations
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Southeast Wales Industrial Ironworks Landscapes

NPRN
262458

Name
FOTHERGILL'S LEVEL I

NGR
SO01040587

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
LEVEL

Description

Collapsed level with spoil extending to south-west. Route of N/S tramway cuts between level & spoil. Threat: Change of use
Response: Watching brief Vegetation: Rough grass. *See also EA001.03 (GGAT 80 Year 6).*

Condition
B/C

Significance
C

Recommendations

NPRN
262459

Name
FOTHERGILL'S LEVEL II

NGR
SO01240582

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
LEVEL

Description

Collapsed level cut in NE. Single finger of spoil extends SW from grassy depression. In area of damaged tips. Threat: Land improvement Response: Watching brief Vegetation: Rough grass. *Site visit June 2009;; a narrow linear tip at the base of a larger tip was noted at given NGR, site of collapsed level cut not visible, however.*

Condition
U

Significance
U

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262460	CARN-Y-FRWYDR, IRONSTONE WORKINGS		
NGR	Broadclass	Period	Associated_study_area
SO01370593	Industrial	Post Medieval	EA001
Form	Type		
Earthwork	IRONSTONE WORKINGS		

Description

Extensive area of ironstone workings located as 'patches' or open workings; recorded as disused quarried on 1905 map. Area of c.250m extent of disturbed grass-covered tips & recent drainage cuts. Open quarrying cut deep into east facing slopes. Threat: Change of use Response: Preserve Vegetation: Grass. *See also EA001F (GGAT 80 Year 6).*

Condition	Significance	Recommendations
A/B	B	

NPRN	Name		
262461	FOTHERGILLS TRAMWAY I		
NGR	Broadclass	Period	Associated_study_area
SO01160589	Transport	Post Medieval	EA001
Form	Type		
Other Structure	TRAMWAY		

Description

Section of tramway recorded on 1885 OS map. No evidence in area of disturbed tips. Threat: None Response: None Vegetation: Rough grass *Site visit June 2009: Now visible as a trackway c1m wide, eroded in places. Depicted on 1st edition OS maps (1186/1890) and shown as being slightly embanked when leaving the study area to the north.*

Condition	Significance	Recommendations
B/C	C/D	

Southeast Wales Industrial Ironworks Landscapes

NPRN
262462

Name
BRYN-DEFAID SPOIL TIP

NGR
SO00330629

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
SPOIL TIP

Description

Single spoil mound now over planted with conifers; may denote the site of a level cut in alongside the stream. Threat: None Response: None Vegetation: Conifer

Condition
B

Significance
B/C

Recommendations

NPRN
262463

Name
BRYN-DEFAID TIPS

NGR
SN99930578

Broadclass
Industrial

Period
Post Medieval

Associated_study_area
EA001

Form
Earthwork

Type
SPOIL TIP

Description

Extensive spoil tips rising to c.8m above track on their west side. Grassed-over tips damaged on interior of patches by earth moving as part of reclamation work. Threat: Land improvement/tipping Response: None Vegetation: Grass

Condition
B

Significance
B/C

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262473	BRYN-DEFAID BUILDING		
NGR	Broadclass	Period	Associated_study_area
SN99990619	Unassigned	Post Medieval	EA001

Form	Type
Other Structure	BUILDING

Description

Grass-covered stone mound in conifers suggests former building c. 6m x 2.5m under brash. Located at junction of substantial earth boundaries c.0.6 high x 2.5m wide. Threat: None Response: None Vegetation: Conifer

Condition	Significance	Recommendations
D	D	

NPRN	Name		
262557	DYLLAS COLLIERY TRAMWAY		
NGR	Broadclass	Period	Associated_study_area
SO00190534	Transport	Modern	EA001

Form	Type
Other Structure	TRAMWAY

Description

Tramway as recorded on 1885-1905 maps; ran NE to colliery site destroyed by opencasting. Route of tramway at SW end used for concrete road that led to the opencast. Threat: None Response: None Vegetation: None

Condition	Significance	Recommendations
E	C/D	

Southeast Wales Industrial Ironworks Landscapes

NPRN 262560	Name DYLLA DRIFT TRAMWAY III		
NGR SO00140556	Broadclass Transport	Period Post Medieval	Associated_study_area EA001
Form Other Structure	Type TRAMWAY		
Description Course of tramway connecting engine house complex to road. Route partly in use as drive to modernised engine house; partly overgrown green track as it follow the S boundary of Dyllas house. Threat: None Response: None Vegetation: Grass			
Condition D	Significance D		Recommendations

NPRN 262562	Name DYLLA DRIFT MINE TIPS I		
NGR SO00170543	Broadclass Industrial	Period Post Medieval	Associated_study_area EA001
Form Earthwork	Type SPOIL TIP		
Description Extensive area of flat-topped slag tips, with tramlines removed, as recorded on 1885-1905 maps. Grass topped tips remain relatively undamaged c. 150m N/S x 100m E/W. Threat: None Response: None Vegetation: Grass/gorse			
Condition C	Significance C		Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262563	DYLLA DRIFT ENGINE HOUSE		
NGR	Broadclass	Period	Associated_study_area
SO00240549	Industrial	Post Medieval	EA001
Form	Type		
Building	ENGINE HOUSE		

Description

Engine house recorded on 1885 map. Site has been incorporated into modern dwelling. All evidence of engine house features are destroyed. Threat: None Response: Nothing Vegetation: N/A

Condition	Significance	Recommendations
B/U	C/U	

NPRN	Name		
262571	MOUNTAIN PIT AIR SHAFT I		
NGR	Broadclass	Period	Associated_study_area
SO02130474	Industrial	Modern	EA003
Form	Type		
Earthwork	VENTILATION SHAFT		

Description

Overgrown hollow located in rough grass on moorland slopes. Circular depression c. 3.5m diam. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition	Significance	Recommendations
U	U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262572	MOUNTAIN PIT AIR SHAFT II		
NGR	Broadclass	Period	Associated_study_area
SO02080473	Industrial	Modern	EA003
Form	Type		
Earthwork	VENTILATION SHAFT		

Description

Overgrown hollow located in rough grass on moorland slopes. Circular depression c. 3m diam. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition	Significance	Recommendations
U	U	

NPRN	Name		
262573	MOUNTAIN PIT AIR SHAFT III		
NGR	Broadclass	Period	Associated_study_area
SO02080472	Industrial	Modern	EA003
Form	Type		
Earthwork	VENTILATION SHAFT		

Description

Overgrown hollow located in rough grass on moorland slopes. Circular depression c. 2.5m diam. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition	Significance	Recommendations
U	U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262581	BLAEN-NANT FARMSTEAD		
NGR	Broadclass	Period	Associated_study_area
SO02230457	Agriculture & Subsistence	Post Medieval	EA003
Form	Type		
Building	FARMSTEAD		

Description

Levelled house site recorded on 1847 Tithe; rubblestone walls surviving to max. 1.2m under gorse and broadleaf. Rubblestone mound suggests a building aligned NNE/SSW with enclosure as on 1905 map. Threat: Land improvement Response: Watching brief/desk-top Vegetation: Gorse/broadleaf/rough grass. Farmstead also depicted as described on 1st edition OS map (1868).

Condition	Significance	Recommendations
U	U	

NPRN	Name		
262582	BLAEN-NANT ENCLOSED FIELDS		
NGR	Broadclass	Period	Associated_study_area
SO02220459	Monument<by form>	Post Medieval	EA003
Form	Type		
Earthwork	ENCLOSURE		

Description

3 enclosed plots, part of farmstead 263581. Pattern of enclosures survive as earth banks c.2m wide x 1.2m high max. Area is now fenced off from the moorland and overgrown with gorse and broadleaf. Threat: Land improvement Response: Watching brief/desk top Vegetation: Gorse/broadleaf/rough grass

Condition	Significance	Recommendations
U	U	

Southeast Wales Industrial Ironworks Landscapes

NPRN 262583	Name BLAEN-NANT QUARRY II		
NGR SO02260457	Broadclass Industrial	Period Post Medieval	Associated_study_area EA003
Form Earthwork	Type QUARRY		
Description Disused overgrown quarry recorded by OS 1885. Linear quarry extending c. 150m along N facing outcrops cut to c.70m deep. Quarry spoil extends to Mynydd Aberdare/Abernant track. Threat: Change of use Response: Watching brief Vegetation: Rough			
Condition B/U	Significance C		Recommendations

NPRN 262587	Name BLAEN-NANT TIPS I		
NGR SO02180461	Broadclass Industrial	Period Modern	Associated_study_area EA003
Form Earthwork	Type SPOIL TIP		
Description Extensive area of tipping located under rough grass on open moorland. Threat: Change of use Response: Evaluate Vegetation: Rough grass			
Condition U	Significance C/U		Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN
262589

Name
BLAEN-NANT LEVEL

NGR
SO02130464

Broadclass
Industrial

Period
Modern

Associated_study_area
EA003

Form
Earthwork

Type
LEVEL

Description

Collapsed level cut in east in area of extensive tips. Now overgrown. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition
U

Significance
U

Recommendations

NPRN
262590

Name
BLAENANT TIPS TRAMWAY

NGR
SO02080461

Broadclass
Transport

Period
Modern

Associated_study_area
EA003

Form
Earthwork

Type
TRAMWAY

Description

Section of former tramway located as broad track extending c. 100m in an eastern direction over extensive tips, from main tramway 262434 & woodland boundary. Tramway presumably connected level 263589 to main tramway. Threat: Change of use Response: Evaluate Vegetation: Rough grass.

Condition
B/U

Significance
C/U

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN
262592

Name
BLAEN-NANT DRIFT

NGR
SO02200447

Broadclass
Industrial

Period
Modern

Associated_study_area
EA003

Form
Earthwork

Type
LEVEL

Description

Collapsed level cut in east located at base of extensive tips north of woodland boundary. Bracken-covered. Spalled entrance. It is on the 1st ED OS map Presumed Drift. Threat: Change of use Response: Evaluate Vegetation: Rough grass. *As shown on 1st edition OS map (1868), with a splayed entrance, remains bracken-covered.*

Condition
D

Significance
D

Recommendations

NPRN
262593

Name
BLAEN-NANT TIPS TRACK

NGR
SO02160453

Broadclass
Transport

Period
Post Medieval

Associated_study_area
EA003

Form
Earthwork

Type
TRACKWAY

Description

Section of N/S moorland track, located as c.2m wide broad grass cut between spoil tips. Track recorded on 1905 map, continuing north to ridge. Overgrown on moorland. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition
U

Significance
U

Recommendations

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name
262594	BLAEN-NANT TIPS II

NGR	Broadclass	Period	Associated_study_area
SO02190451	Industrial	Modern	EA003

Form	Type
Earthwork	SPOIL TIP

Description

Extensive area of tipping located under rough grass on moorland now north of modern forestry. Threat: Change of use Response: Evaluate Vegetation: Rough grass

Condition	Significance	Recommendations
A/U	U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262598	BLAEN-NANT QUARRY IV		
NGR	Broadclass	Period	Associated_study_area
SO02350423	Industrial	Modern	EA003
Form		Type	
Earthwork		QUARRY	

Description

Intact but overgrown open quarry located on moorland slopes. Appears to have been linked to Blaen-nant Colliery by tramway system, now evident as tracks. Threat: None Response: None Vegetation: Rough grass. *The tramroad (see EA003.15, 262599) leaves route of modern track to enter the quarry area to the east between tips, the workings appear to form 3 large embayments. There are narrow tipping lines to the tips which lie downslope west of the entrance to the quarry. Small tramming lines also survive towards the quarry faces, and small piles of waste and quarried blocks were noted in the quarry interior. Also within the interior linear fingertips extend towards the quarry entrance. The quarry has been partly colonised by mixed deciduous woodland, and is generally well vegetated with heather, though the quarry faces remain visible and exposed on the east side. Piles of stone suggest on-site processing. There is a possible ephemeral channel and bank, possibly associated with scouring, along the upper edge of the northern quarry face; this survives in places as the quarry face has been progressively cut back (the south eastern most embayment has a different vegetation and it is known from cartographic evidence that this relates to a later extension to the quarry (probably employing different techniques). South of the quarry the waste tips appear to have been tipped against, and partly over a pre-existing drystone field boundary wall at SO 02375 04154 (8.6m accuracy).*

Condition	Significance	Recommendations
A/B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262599	BLAEN-NANT QUARRY TRAMWAY		
NGR	Broadclass	Period	Associated_study_area
SO02280429	Transport	Modern	EA003
Form	Type		
Other Structure	TRAMWAY		

Description

Tramway now in use as a grassy track. Appears to have connected quarry with Blaen-nant Colliery, as recorded on 1905 map. Threat: None Response: None Vegetation: Rough grass. *The formation is built out over the slope and scarped into hillside by a depth of c.2m. The maximum width of the whole formation is c3-4m, but it does vary. Several stone sleeper pads are visible, there are 4 in close proximity, which show signs of wear, at SO 02276 04308 (8.8m accuracy) . The pads are set c.1m apart, c0.4 in length by c0.2m. An area of wear, 0.1m by 0.2m, was noted on one of the pads The tramroad formation is now heavily rutted in places; flat-laid stones are visible at the base of the ruts.*

Condition	Significance	Recommendations
A/B	B/C	

NPRN	Name		
262600	BLAEN-NANT QUARRY III		
NGR	Broadclass	Period	Associated_study_area
SO02390442	Industrial	Post Medieval	EA003
Form	Type		
Earthwork	QUARRY		

Description

Disused overgrown quarry cut into west facing outcrops. Extensive grass covered tips located on moorland slopes. Threat: None Response: None Vegetation: Rough grass

Condition	Significance	Recommendations
U	C/U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
262601	BLAEN-NANT LEVEL II		
NGR	Broadclass	Period	Associated_study_area
SO02180464	Industrial	Modern	EA003
Form		Type	
Earthwork		LEVEL	

Description

No further information. *Possibly the same as NPRN 262602?*

Condition	Significance	Recommendations
U	U	

NPRN	Name		
262602	BLAEN-NANT LEVEL I		
NGR	Broadclass	Period	Associated_study_area
SO02190468	Industrial	Post Medieval	EA003
Form		Type	
Earthwork		LEVEL	

Description

Collapse overgrown level located cut in east on west facing moorland slopes, south side of mountain stream. Threat: Change of use
Response: Evaluate Vegetation: Rough grass. *Possibly the same as NPRN 262601?*

Condition	Significance	Recommendations
U	C/U	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
308303	PENDERYN QUARRIES: CHURCH ROAD QUARRY, PENDERYN		
NGR	Broadclass	Period	Associated_study_area
SN948081	Industrial	Post Medieval	EA030 (buffer)
Form	Type		
Documents	QUARRY		

Description

Limestone quarry covered an area approx 500m x 500m; remains of former tramroad.
B.A.Malaws, 29 April 2003.

Condition	Significance	Recommendations
B/U	C/U	

NPRN	Name		
308305	PENDERYN QUARRIES: MOEL PENDERYN QUARRY		
NGR	Broadclass	Period	Associated_study_area
SN940089	Industrial	Post Medieval	EA032
Form	Type		
Documents	QUARRY		

Description

Limestone quarry on the north scarp of Moel Penderyn, covered an area approx 500m E-W x 350m.
B.A.Malaws, 29 April 2003.

Condition	Significance	Recommendations
A	A	

Southeast Wales Industrial Ironworks Landscapes

NPRN	Name		
308306	PENDERYN QUARRIES: MOEL PENDERYN NORTH QUARRY		
NGR	Broadclass	Period	Associated_study_area
SN937091	Industrial	Post Medieval	EA032

Form	Type
Documents	QUARRY

Description

Limestone quarry covered an area approx 500m E-W x 250m; remains of former tramroad.
B.A.Malaws, 29 April 2003.

Condition	Significance	Recommendations
B/C	B/C	

Eastern Area (Eastern Valley):

Areas: Eastern Area

EA082

ID_no

EA082.01

Name

Varteg-hill Colliery

Type

Colliery

NGR

SO 24479 06160

Spatial type

Polygon

Area

4.077

Associated PRNs/NPRNs

33584

Description

Varteg-hill Colliery, depicted on the 1st edition OS map (1880), consisting of a series of buildings, including coke ovens, a level, and a tramroad system. The associated tips appear to have lain downslope to the south. The area has now been cleared, other than the linear concrete building at the site of the coke ovens depicted on the 1st edition OS map (EA082.10). Later tipping over the area.

Subsidiary features

EA082.06 Tramroad serving level EA082.09, EA082.07 Tramroad system, EA082.09 Level, EA082.10 Coke Ovens, EA082.11 Rectangular building, EA082.12 Large building, EA082.13 Rectangular building, EA082.14 Structure over tramroad, EA082.15 Small rectangular building, EA082.16 Rectangular feature, EA082.17 Small rectangular feature, EA082.18 Circular feature, EA082.19 Small rectangular feature at end of tramroad track, EA082.20 Small rectangular feature at end of tramroad track, EA082.21 Small rectangular feature adjacent to coke ovens, EA082.22 Rectangular feature

Condition

B-D

Significance

B/C

Recommendations

Threats

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.04

Name

Craig-ddu Quarry

Type

Quarry

NGR

SO 24005 06529

Spatial type

Polygon

Area

1.78

Associated PRNs/NPRNs**Description**

Large quarry depicted on the 1st edition OS map (1880) with working faces along the east and west sides, with the tips lying mainly downslope to the south. Appears to survive very well, and is very little changed since the 1st edition. On the east side of the quarry, there is a length of drystone revetting at the bottom of the worked face. There is also a series of shallow scoops above the east face. Along the main access track there are intermittent lengths of revetting. The west side of the quarry consists of a series of embayments and scoops, with a narrow revetted track running in front of them. This quarry appears to have been exploiting a small natural stream valley, digging out to either side and back into the slope, with the tipping in the middle of the worked area, covering the earlier workings. At the south end of the west side of the quarry, to the south of the access ramp which leads into the quarry from the slope above, is a slight pit, c.4m in diameter, with spoil around the edge. The southern end of this quarry is cut by field boundary walls, so part of it lies within enclosed land. At the north end of the quarry, at its head, a ditch runs into the cutting from the west down the slope, this drainage ditch is marked on the 1st edition OS map, and may have been exploited for scouring. At the north end of the quarry, there are a series of small spoil tips which cut across the valley floor, leaving a small gap for drainage. The northernmost of these may have acted as a dam, c.1m high forming an amorphous linear bank. The overall condition of the area is good, it is generally well-preserved and heather-covered, only with some recent dumping, as well as apparently recent digging in the north end, possibly for the burial of a dead sheep.

Subsidiary features

EA082.08 Trackway, EA082.23 Crane. A length of modern, recently rebuilt walling, running 2m east-west, 1.75m high, built of lichen-covered platy stones.

Condition

A/B

Significance

A/B

Recommendations

Survey in detail, possibly consider for scheduling

Threats

None

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.26

Name

Spoil tip, Varteg-hill Colliery

Type

Spoil Heap

NGR

SO 24696 06217

Spatial type

Polygon

Area

0.1328

Associated PRNs/NPRNs**Description**

A trackside linear spoil tip, c.2.3m high, associated with a railway spur depicted on the 1st edition OS map (1880).

Subsidiary features**Condition**

B

Significance

C/D

Recommendations**Threats**

Track widening

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.30

Name

Patch workings and tips, Varteg Hill

Type

Quarry and tips

NGR

SO 24212 06674

Spatial type

Polygon

Area

0.7858

Associated PRNs/NPRNs**Description**

An area of patch workings and shallow embayments and associated shale tips, with areas of exposed shale waste. The area is well-grassed over, with heather on the tips. There is a series of four small quarry embayments connected by the sinuous, slightly hollow trackway, which is 0.5m deep and 1m across, with stone revetting 0.6m high and with indications of piled waste at its side. There are small areas of small fine shale waste, which may have been washed down from the quarry faces.

Subsidiary features

EA082.31 Shelter/shooting butt

Condition

A/B

Significance

A/B

Recommendations

Possibly consider for scheduling

Threats

Southeast Wales Industrial Ironworks Landscapes

EA093B

ID_no

EA093.01

Name

Tips, Gallowsgreen

Type

Spoil Heap

NGR

SO 26195 06887

Spatial type

Polygon

Area

0.4038

Associated PRNs/NPRNs

67,676

Description

A small area of lobed spoil tips depicted on the 1st edition OS map (1882). Appears to survive, at least partially. Survives as a fragment, the tips survive to the east, but the area of quarrying has been truncated by the opencasting, and the west part has been destroyed. There is a drainage ditch to the east of the area, depicted on the 1st edition OS map, 3m wide at the top and 1.75m wide at the base, 1m deep. This has a U-shaped profile with slightly splayed sides, embanked on both sides, though the details are obscured by sedge grass and reeds. This is linked by a side spur to the ditch adjacent to EA093.02.

Subsidiary features

EA093.38 Trackway network, EA093.135 Shelter

Condition

C

Significance

C

Recommendations**Threats**

None

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.02

Name

Tip, Gallowsgreen

Type

Spoil tip

NGR

SO 26235 06968

Spatial type

Polygon

Area

0.02113

Associated PRNs/NPRNs**Description**

Small earthwork feature depicted on the 1st edition OS map (1882). A small low linear NW-SE aligned spoil tip, 17m long from end to base, and 6m wide maximum. The tip is stable, well-grassed over (heather also present).

The NW (upper) end of the tip is cut by a drainage feature, c.1m deep and c.1.1m at its base (varies); this drainage feature is eroded and widens at the tip.

Subsidiary features**Condition**

B/C

Significance

C

Recommendations**Threats**

None

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.03

Name

Quarry, Waun-Hoskin

Type

Quarry

NGR

SO 26263 07163

Spatial type

Polygon

Area

0.4495

Associated PRNs/NPRNs

67,677

Description

Quarry depicted on the 1st edition OS map (1882). The working face runs along the southwest side of the area, and faces eastnortheast. The main quarry comprises a long, but not continuous, upper face, with a series of small scoops, cuttings and benches extending below to the east. The whole area is well-covered by grass and bracken with no erosion. The associated spoil has been tipped in small heaps downslope and in front of the main face and benches. The benches are in c.1.5m-3m steps. There is a shallow ephemeral quarry scoop to the south of the main quarry area. The surface geology of the area is Pennant Grit, which confirms this quarry as a sandstone quarry, possibly for building stone/road construction (especially considering its proximity to the road). There is no evidence of ironstone or shale waste, which would suggest it is directly related to ironworking. To the south of this quarry is a possible prehistoric field boundary or enclosure, consisting of ephemeral low stone banks defining an oval area obscured by bracken; an upright Fe post was noted in the south bank stamped with the letters "PO".

Subsidiary features

EA093.39 Trackway serving quarry

Condition

B

Significance

B

Recommendations

Detailed topographic survey.

Threats

Road widening

Southeast Wales Industrial Ironworks Landscapes

EA093A

ID_no

EA093.04

Name

Tips, Mine Slope, Varteg

Type

Spoil Tip

NGR

SO 26266 06545

Spatial type

Polygon

Area

0.2666

Associated PRNs/NPRNs**Description**

Small area of tips depicted on the 1st edition OS map (1882) on the east side of tramroad EA093.37. May have been associated with the construction of the tramroad.

Subsidiary features**Condition**

U

Significance

U/D

Recommendations**Threats**

None

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.05

Name

Varteg-hill Colliery

Type

Colliery

NGR

SO 26161 06286

Spatial type

Polygon

Area

2.918

Associated PRNs/NPRNs

67699, 67711, 67710, 67717, 67722, 260007, 67708, 67709

Description

A relatively large and complex area of mine workings, depicted on the 1st edition OS map (1882), including several buildings, an area of tips, a tramroad system and an ironstone shaft. Area of tipping to the south with a system of tipping lines depicted on the 1st edition map. Appears to partially survive. During the visit, a low linear grass- and moss-covered platform was noted running parallel with the track, c.30m long and much disturbed, with an area of brick, concrete, stone and mortar; possibly a demolished building or the backfill of a shaft. The original tramroad lines appear to have run through this area, and this platform may be associated with them. The fragmentary remains of masonry revetting were noted 2/3 of the way upslope to the west of the track. The area appears to have been largely cleared and is in a much-altered state. There are 2 later capped shafts in the area which are not depicted on the 1st edition OS map.

Subsidiary features

EA093.37 tramroad and sidings, EA093.48 small rectangular feature, EA093.50 large rectangular building, EA093.51 large L-shaped building, EA093.52 small rectangular tramroad feature, EA093.53 small rectangular trackside feature, EA093.54 small rectangular feature, EA093.55 small rectangular feature labelled shaft on 1st edition OS, EA093.56 irregular-shaped feature, EA093.57 square building.

Condition

C/U

Significance

B/C

Recommendations**Threats**

Dereliction/land reclamation

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.06

Name

Small crescent-shaped quarry, Varteg Hill

Type

Quarry

NGR

SO 26249 06374

Spatial type

Polygon

Area

0.05127

Associated PRNs/NPRNs**Description**

A small crescent-shaped area of workings depicted on the 1st edition OS map (1882), part of a larger area of dispersed workings.

Subsidiary features**Condition**

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.07

Name

Small tip, Varteg Hill

Type

Spoil tip

NGR

SO 26300 06068

Spatial type

Polygon

Area

0.3607

Associated PRNs/NPRNs

67721, 67701

Description

A long narrow length of workings running approximately north-south depicted on the 1st edition OS map (1882), part of a larger area of dispersed workings. Described as a tip in NMR NPRN 67701.

Subsidiary features

EA093.36 trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.08

Name

Small tip?, Varteg Hill

Type

Spoil tip

NGR

SO 26237 06076

Spatial type

Polygon

Area

0.2516

Associated PRNs/NPRNs**Description**

Small narrow length of earthworks, depicted on the 1st edition OS map (1882) part of a more dispersed area of workings. Possibly associated with Varteg-hill Colliery. Described as a tip in NMR NPRN 67700

Subsidiary features

EA093.36 trackway network

Condition**Significance****Recommendations****Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.09

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26217 05966

Spatial type

Polygon

Area

0.126

Associated PRNs/NPRNs**Description**

Small area of quarry workings depicted on 1st edition OS maps, (1882) part of a dispersed area of workings.

Subsidiary features

EA093.36 trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.10

Name

Small quarry, Varteg Hill, site of

Type

Quarry

NGR

SO 26095 05927

Spatial type

Polygon

Area

0.2584

Associated PRNs/NPRNs**Description**

Small-scale workings along the branches of a small stream, depicted on the 1st edition OS map (1882). This area has been partially tipped over by the 3rd edition OS map (1920) by EA093.21.

Subsidiary features

EA093.36 trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.11

Name

Small quarry, Varteg Hill

Type

Extractive pit, tip

NGR

SO 26363 05976

Spatial type

Polygon

Area

0.2152

Associated PRNs/NPRNs**Description**

A small quarry and associated tip depicted on the 1st edition OS map (1882), part of a wider area of dispersed extractive activity. Appears to survive relatively well.

Subsidiary features

EA093.36 trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.12

Name

Small tips, Varteg Hill

Type

Spoil tip

NGR

SO 26325 05895

Spatial type

Polygon

Area

0.4246

Associated PRNs/NPRNs

67,702

Description

Small area of workings around a stream, depicted on the 1st edition OS map (1882). There is an adjacent feature, possibly a building, also depicted on the 1st edition. Appears to survive. Described as tips in NMR NPRN 67702.

Subsidiary features

EA093.72 rectangular feature

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.13

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26087 05823

Spatial type

Polygon

Area

0.2487

Associated PRNs/NPRNs**Description**

Small area of workings depicted on the 1st edition OS map (1882) with an associated tip. Appears to survive

Subsidiary features**Condition**

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.14

Name

Small quarry, Varteg Hill

Type

Extractive Pit

NGR

SO 26458 05909

Spatial type

Polygon

Area

0.2251

Associated PRNs/NPRNs**Description**

A small area of workings depicted on the 1st edition OS map (1882) appears to survive

Subsidiary features

EA093.36 trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.15

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26443 05823

Spatial type

Polygon

Area

0.2635

Associated PRNs/NPRNs**Description**

A small area of workings depicted on the 1st edition OS map (1882). Appears to survive.

Subsidiary features

EA093.36 Trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.16

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26340 05769

Spatial type

Polygon

Area

0.1989

Associated PRNs/NPRNs**Description**

Long narrow length of workings depicted on the 1st edition OS map, part of a more dispersed area of workings. Appears to partially survive.

Subsidiary features

EA093.36 Trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.17

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26329 05677

Spatial type

Polygon

Area

0.1078

Associated PRNs/NPRNs**Description**

Small area of workings depicted on the 1st edition OS map (1882), part of a dispersed area of workings. May partially survive.

Subsidiary features

EA093.36 Trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.18

Name

Tips, Varteg Hill

Type

Spoil tip

NGR

SO 26197 05694

Spatial type

Polygon

Area

0.4903

Associated PRNs/NPRNs**Description**

A linear tip depicted on the 1st edition OS map (1882) part of an area of more dispersed workings. Appears to survive. Exists as a linear tip aligned eastnortheast by westsouthwest, slightly amorphous in shape, with indications of the remnants of possible lateral lobes, the west part of the area bulges slightly. It appears to have suffered from erosion in the past, but is now stable, largely under pasture, with some heather.

Subsidiary features

EA093.36 Trackway network

Condition

B

Significance

C/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.19

Name

Tip, Varteg Hill

Type

Spoil tip

NGR

SO 26079 05573

Spatial type

Polygon

Area

0.5773

Associated PRNs/NPRNs**Description**

Small area of workings depicted on the 1st edition OS map (1880) part of an area of more dispersed workings. Appears to survive at least partially. Survives as an area of small, short, stubby lobed tips which appear to consist of shale waste.

Subsidiary features

EA093.36 Trackway network

Condition

B

Significance

C

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.20

Name

Small quarry, Varteg Hill

Type

Quarry

NGR

SO 26016 05527

Spatial type

Polygon

Area

0.1713

Associated PRNs/NPRNs**Description**

Small area of workings depicted on the 1st edition OS map (1880) part of a more dispersed area of workings. May survive.

Subsidiary features

EA093.36 Trackway network

Condition

U

Significance

U/D

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.21

Name

3rd Edition Tips, Varteg Hill

Type

Spoil tip

NGR

SO 26050 05960

Spatial type

Polygon

Area

2.499

Associated PRNs/NPRNs**Description**

An area of tips depicted on the 3rd edition OS map (1920) and extant on modern APs, tipped over several features depicted on the 1st edition OS map (1882). Sparsely vegetated, now larger than on 3rd edition.

Subsidiary features**Condition**

B/C

Significance

C

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.22

Name

Large area of workings, Varteg Hill, partly tipped over

Type

Extractive pit

NGR

SO 25695 05735

Spatial type

Polygon

Area

16.62

Associated PRNs/NPRNs

67,696

Description

A large area of workings depicted on the 1st edition OS map (1880/1882) including Bracy's Pit. Now partially tipped over by EA093.21, but appears to largely survive. Fieldwork showed this area to be largely disturbed by later activity and tipped over.

Subsidiary features

EA093.36 Trackway network, EA093.58 Mine kilns, EA093.65 Large pithead building Bracy's Pit, EA093.66 Shafts Bracy's Pit, EA093.75 Air Shafts

Condition

B-D

Significance

C

Recommendations**Threats**

Southeast Wales Industrial Ironworks Landscapes

EA099

ID_no

EA099.01

Name

Old Limestone Quarry, Cwm Lascarn

Type

Quarry

NGR

SO 28197 04576

Spatial type

Polygon

Area

3.949

Associated PRNs/NPRNs

07224g, 07225g, 407507, GM597

Description

A quarry (EA099.01) labelled as "Old" on the 1st edition OS map (1882). Aerial photographs show a spread of linear spoil tips, radiating in fan-tip fashion from a point at the north of the quarry. Apart from the linear tips and a stone-lined culvert, or Level portal (EA099.05), the interior of the quarry appears to retain few other visible features of interest (it should, however, be noted that at the time of the field visit much of the area was masked by snow). In addition to the Abersychan Limestone Railway at the lower western edge of the quarry a paved track/forestry road gives access at a higher level to the interior of the quarry from the south; this feature is not shown on the 1st, 2nd or 3rd edition maps and is considered to be a relatively recent forestry track.

Subsidiary features

EA099.02 Trackway, EA099.03 Rectangular feature, EA099.04 Stone-lined feature, EA099.05 culvert/level portal, EA099.06 linear quarry face above tramroad, EA099.07 rectangular quarry cut adjacent to tramroad.

Condition

B/C

Significance

B

Recommendations

Return visit in better weather conditions, detailed topographic survey. Possibly consider for scheduling on basis of group value with Abersychan Limestone Railway.

Threats

Forestry activities

Southeast Wales Industrial Ironworks Landscapes

EA110

ID_no

EA110.01

Name

Old Quarry, Cwrt-yr-eos

Type

Quarry

NGR

SO 27468 03842

Spatial type

Polygon

Area

0.2394

Associated PRNs/NPRNs

GM597, 07227g

Description

The northern-most of the quarries at Cwrt-yr-eos (apart from a minor outlier) is a deep quarry (see also 07227g); partly scheduled under GM597) located at SO2746803842. This quarry is the only quarry of the group depicted on the 1st OS map (1880), and later editions, where it is labelled as an "Old Quarry"

Subsidiary features

EA110.02 Quarry scoop, upslope side of the railway, EA110.03 workings on downslope side of railway, EA110.04 Large scoop on downslope side of railway, EA110.05 Quarry on upslope side of railway, EA110.06 Curvilinear quarry scoop, EA110.07 Quarry scoop and L-shaped depression on the upslope side of the railway, EA110.08 Quarry scoop on the upslope side of the railway, EA110.09 Two linear quarries and two scoops, EA110.10 Rectangular quarry cutting, EA110.11 Linear quarry scoop S of the Limestone Railway Incline Head.

Condition

B-C

Significance

A/B

Recommendations

Possibly consider for scheduling on the basis of group value with the Abersychan Limestone Railway.

Threats

Forestry activities

Southeast Wales Industrial Ironworks Landscapes

EA112

ID_no

EA112.02

Name

Quarry, Pant-glas Slip

Type

Quarry

NGR

SO 25213 03135

Spatial type

Polygon

Area

20.81

Associated PRNs/NPRNs

MM163, LB 18591, 02156g, 03187g, 85072, 85073, 85074, 85075

Description

A large extractive area depicted on the 1st edition OS map (1880), to the southeast of Cwm-byrgwm Colliery (now Scheduled Ancient Monument MM163), a large area of quarrying labelled as "Pant-glas Slip". Survives well, both within and outside of the scheduled area. At the north end of the Pant-glas slip area is a large quarry bowl, with linear tips running along its floor to the east of the entrance and debris scattered in the interior. There is a second quarry scoop upslope of this to the west, with piles of waste stone to the north. There is a large boulder chute running downslope from the uppermost quarry scoop. There are a series of small quarry scoops on the approach to the large northern quarry bowl, in a very heavily bracken-covered area. The south entrance of the linear northern quarry cutting is revetted on one side at SO 25520 03050 (4.8m accuracy). In this northern area there are several areas of boulders and scree slopes. The southern area of Pant-glas slip consists of a series of relatively small stepped quarry scoops, some of which have revetted entrances. An example of a linear stepped quarry scoop in the south of the area is at SO 25493 03066 (4.7m accuracy), the easternmost of these scoops. In the far south of the area is a steep stream gully, with an area of revetting on the slope to its east side, standing 0.5m high and 1m wide. In front of this is an upright Fe post with a horizontal Fe semi-circle (with small holes punched around the curved side) mounted on it. On the south side of a tributary valley to this main one, is an area (at SO 25555 03011 (4.8m accuracy)) of very large boulders, with a similar Fe post, and a small conical spoil tip in front of it. These may be shooting butts associated with the small pond to the southeast, with the Fe posts functioning as rudimentary seats. Adjacent to the latter area is a small quarry scoop, with tipping downslope and rough revetting, 0.6m high, on both sides of the entrance cutting.

Subsidiary features

EA112.48 - building, EA112.91 pond and revetting.

Condition

B

Significance

A/B

Recommendations

Survey

Threats

Sites Visited: Eastern Area

ID_no

EA082.09

Name

Level, Varteg Hill Colliery

Area ID

EA082.01

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24473 06188

Accuracy

-

Method

Mapping

Associated features

EA082.06

Description

A level at Varteg-hill Colliery, depicted on the 1st edition OS map (1880), with a short length of tramroad (EA082.06) running from the portal to the southeast to the associated linear tip. In area which appears to have been cleared.

Condition

U

Significance

U

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.10

Name

Coke Ovens, Varteg-hill Colliery

Area ID

EA082.01

Type

Coke Ovens

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24553 06206

Accuracy

-

Method

Mapping

Associated features**Description**

A row of Coke Ovens at Varteg-hill Colliery, depicted on the 1st edition OS map (1880). A long concrete and stone structure now stands on the site of the coke ovens. This appears to be a 1920s rebuilt structure, incorporating bricks. There are upright Fe rails embedded in the concrete. There are also parts of the original, or an earlier, structure encased in the shuttered concrete. A stub of earlier masonry protrudes from the concrete, 1.6m high and 1.2m wide, with a wider plinth at its base.

Condition

E

Significance

C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.11

Name

Rectangular building, Varteg-hill Colliery

Area ID

EA082.01

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24401 06192

Accuracy

-

Method

Mapping

Associated features**Description**

Rectangular building at Varteg-hill Colliery, depicted on the 1st edition OS map (1880) aligned roughly north-south. In area which appears to have been cleared.

Condition

U

Significance

U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.12

Name

Large building, Varteg-hill Colliery

Area ID

EA082.01

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24456 06214

Accuracy

-

Method

Mapping

Associated features**Description**

A large, irregularly shaped building at Varteg-hill Colliery, depicted on the 1st edition OS map (1880), appears to consist of a central building with a series of annexes or later extensions. In area which appears to have been cleared.

Condition

U

Significance

U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.13

Name

Rectangular building, Varteg-hill Colliery

Area ID

EA082.01

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24410 06215

Accuracy

-

Method

Mapping

Associated features**Description**

Building at Varteg-hill Colliery depicted on the 1st edition OS map (1880). In area which appears to have been cleared.

Condition

U

Significance

U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.14

Name

Structure over tramroad, Varteg-hill Colliery

Area ID

EA082.01

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24430 06229

Accuracy

-

Method

Mapping

Associated features

EA082.07

Description

A structure at Varteg-hill Colliery, depicted on the 1st edition OS map (1880), straddling two branches of the tramroad EA082.07. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.15

Name

Small rectangular building, Varteg-hill Colliery

Area ID

EA082.01

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24433 06219

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular building depicted on the 1st edition OS map (1880) at Varteg-hill Colliery. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.16

Name

Rectangular feature, Varteg-hill Colliery

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24404 06229

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature depicted on the 1st edition OS map (1880), at Varteg-hill Colliery, possibly a small building, at the side of the tramroad EA082.07. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.17

Name

Small rectangular feature, Varteg-hill Colliery

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24432 06214

Accuracy

-

Method

Mapping

Associated features**Description**

A small square/rectangular feature at Varteg-hill Colliery, depicted on the 1st edition OS map (1880). In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.18

Name

Circular feature, Varteg-hill Colliery

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24465 06222

Accuracy

-

Method

Mapping

Associated features**Description**

A small circular feature depicted on the 1st edition OS map (1880) at Varteg-hill Colliery, possibly a shaft. In area which appears to have been cleared.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.19

Name

Small rectangular feature at end of tramroad track

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24439 06217

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature at Varteg-hill Colliery, depicted on the 1st edition OS map (1880) at the end of a tramroad tipping line. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.20

Name

Small rectangular feature at end of tramroad track

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24427 06216

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature at Varteg-hill Colliery, depicted on the 1st edition OS map (1880) at the end of a tramroad tipping line. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.21

Name

Small rectangular feature adjacent to coke ovens, Varteg-hill Colliery

Area ID

EA082

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24515 06216

Accuracy

-

Method

Mapping

Associated features**Description**

A rectangular feature depicted on the 1st edition OS map (1880) at Varteg-hill Colliery, adjacent to the Coke Ovens EA082.10 and at the side of the tramroad line EA082.07. In area which appears to have been cleared.

Condition

U

Significance

U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.22

Name

Rectangular feature, Varteg-hill Colliery

Area ID

EA082.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 24453 06161

Accuracy

-

Method

Mapping

Associated features**Description**

A rectangular feature depicted on the 1st edition OS map (1880) at Varteg-hill Colliery on top of a spoil tip, possibly a small building or shelter. In area which appears to have been cleared.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.23

Name

Crane, Craig-ddu Quarry

Area ID

EA082.04

Type

Crane

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 04036 06572

Accuracy

-

Method

Mapping

Associated features**Description**

A Crane, depicted and labelled on the 1st edition OS map (1880) at the side of trackway EA082.08, in the interior of Craig-ddu Quarry, EA082.04. During the site visit, rebuilt modern was walling noted in this approximate location, which may coincide with the site of this crane.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.24

Name

Old Level, Craig-ddu Quarry

Area ID

EA082.04

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 23993 06405

Accuracy

-

Method

Mapping

Associated features**Description**

A Old Level, depicted and labelled on the 1st edition OS map (1880), just to the south of Craig-ddu Quarry. EA082.04. This is within the enclosed land to the south of the quarry, but appears from a distance to have been recently backfilled, with fresh shale marking the spot.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.25

Name

Colliery Row, Varteg-hill Colliery

Area ID

EA082.01

Type

Workers Housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24471 06326

Accuracy

-

Method

Mapping

Associated features**Description**

A row of workers' housing, Colliery Row, depicted and named on the 1st edition OS map (1880) just to the north of Varteg-hill Colliery. The remains of this terrace are roughly as shown on the 1st edition, with remains of drystone walling standing to over 1m in places. They consist of a row of houses with the terraced yards above. There are drystone field boundaries radiating out from the cottages, and the remains of an L-shaped building to the northeast. The houses have been demolished to the base courses but there is no further disturbance or erosion, the remains are grassed-over and stable. Fe pipes protrude from the field boundary walls, and probably represent part of the drainage system.

Condition

A/B

Significance

A/B

Threats**Recommendations**

Detailed survey, possibly consider scheduling of houses and yards.

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.27

Name

Redbrick Building, Varteg-hill Colliery

Area ID

EA082

Type

Building

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24440 06251

Accuracy

-

Method

Mapping (APs)

Associated features**Description**

A red brick building with a slate roof, and three windows in the main south-facing gable end. There are side porches in the lateral walls. It is not depicted on the historic mapping. The shaft opposite this building (depicted on the 3rd edition OS map (1920)) has been capped and fenced off.

Condition

A

Significance

C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.28

Name

Engine House, Varteg-hill Colliery

Area ID

EA082

Type

Engine House

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24398 06255

Accuracy

-

Method

Mapping (APs)

Associated features**Description**

A partly-demolished stone-built engine house with yellow brick details to openings and a mono-pitch roof. In the partly demolished south-facing elevation are two glazed arched windows, and the springing for a further arched opening. The east-facing elevation has 4 arched window openings, that to the south over an arched doorway, and the two to the north having a later out-shut built across them. Metal glazing bars to arched openings. The eastern side of the building, ie. the main part which would have housed the beam engine, has been demolished. The Engine House is first depicted on the 2nd edition OS map (1901).

Condition

B

Significance

B

Threats**Recommendations**

Building recording

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.29

Name

Header Pond, Varteg-hill Colliery

Area ID

EA082

Type

Reservoir

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24526 06296

Accuracy

-

Method

Mapping (APs)

Associated features**Description**

A rectangular header pond (at SO2452606296), depicted on the 1st edition OS map (1880). The partially drained pond, 24m N-S by 16m E-W is stone-lined and defined by stone rubble and earth banks, c.1.45m wide at the top. The building material appears to be largely field clearance material, including gritstone. There is a possible access leat on the north side, near the west corner, which corresponds with a leat depicted on the 1st edition OS map. There is also a further linear bank and channel feature at the northeast edge, with stone and earth banks, which are 0.75m wide and 1m high; this embanked feature runs 4m NE from the pond where it steps to the E, and then continues to a total length of 12m. The N end of the pond is now occupied by a platform, 7.5m N-S and 13m E-W, of concrete with part masonry edging; the base of a later temporary structure.

Condition

A/B

Significance

B/C

Threats**Recommendations**

Survey.

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.31

Name

Shelter/shooting butt, Varteg Hill

Area ID

EA082

Type

Structure

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24189 06706

Accuracy

7.6m

Method

Garmin 76 GPS

Associated features**Description**

Survives as a small L-shaped area of walling, formerly U-shaped, but one wall has now collapsed. May have been a shooting butt or a small shelter. The walling survives to 10 courses, 0.8m high, and 0.6m wide, spread to 1.5m to the north due to tumble. It appears to have been built as two separate walls, one abutting the other, forming the standing L-shaped structure, with the third, more poorly made wall added, and now collapsed. The overall dimensions are 3.5m north-south and 2.5m east-west. The north side is battered.

Condition

B

Significance

C

Threats**Recommendations**

Possibly consider for scheduling as part of the area, survey

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.32

Name

Sub-rectangular shelter, Craig-ddu Quarry

Area ID

EA082.04

Type

Structure

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24045 06571

Accuracy

6.1m

Method

Garmin 76 GPS

Associated features**Description**

A small sub-rectangular shelter, possibly a shooting butt. The feature is 2.1m east-west, and 2.4m north-south, of roughly coursed drystone construction, with up to 7 rough courses, c.0.72m in height. The interior is sunken. The south wall is 0.5m wide. There is a revetted bank 1.5m further south, with the revetting partially collapsed.

Condition

A/B

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.34

Name

Structure, Craig-ddu Quarry

Area ID

EA082.04

Type

Structure

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24054 06545

Accuracy

5.7m

Method

Garmin 76 GPS

Associated features**Description**

A rectangular drystone structure, 4.04m in length north-south and 3.03m east-west to the back wall, which is built into the slope and is revetted with thin slabs, standing 1.14m high. It is built into the slope on the east side. There is an opening 1.03m wide, in the west elevation, which is partially blocked on its north side, leaving a gap of 0.45m. The walls are c. .49m thick. The interior of the structure is full of tumble, and there is a patch of exposed debris to the north. This structure, not depicted on the 1st edition OS map, but shown on the 2nd edition (1901), is likely to be a quarry workers' shelter.

Condition

A/B

Significance

B/C

Threats**Recommendations**

Possibly consider for scheduling as part of the area

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.35

Name

Revetting, Craig-ddu Quarry

Area ID

EA082.04

Type

Revetment

Spatial type

Point

Identified through

Fieldwork

NGR

SO 24071 06562

Accuracy

5.6m

Method

Garmin 76 GPS

Associated features**Description**

Very roughly coursed revetting on the faces of the northeastern quarry cutting, running sporadically on both sides of the quarry cutting, standing to a maximum of 2.1m in height, but generally at a lower level. This revetting is located in a part of the quarry which lies outside of its 1st edition OS (1880) extent and in an area which is not depicted as being quarried until the second edition.

Condition

B

Significance

C/D

Threats**Recommendations**

Possibly consider for scheduling as part of the area, survey.

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.37

Name

Quarry Workers' Hut, Varteg Hill

Area ID

EA082.30

Type

Hut

Spatial type

Point

Identified through

APs

NGR

SO 24230 06722

Accuracy

-

Method

Mapping (APs)

Associated features**Description**

A rectangular feature noted on APs, not depicted on historic mapping. Aligned westnorthwest-eastsoutheast within a minor north-south stream valley to the north of Blaen-melyn Cottage. A curvilinear embanked feature/trackway lies to the west.

Condition

U

Significance

B/U

Threats**Recommendations**

Future visit

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.126

Name

Building, Varteg-hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26068 06181

Accuracy

-

Method

Mapping

Associated features**Description**

A rectangular building depicted on the 1st edition OS map (1880) at Varteg-hill Colliery. No longer visible.

Condition

U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.127

Name

Building, Varteg-hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26069 06210

Accuracy

-

Method

Mapping

Associated features**Description**

A large staggered building depicted on the 1st edition OS map (1882) at Varteg-hill Colliery. At this site, a concrete structure was noted, which may be a later feature, than that depicted on the 1st edition OS. The remains comprise an L-shaped structure set into the slope, with a SW-NE aligned wall c.8m an adjoining wall, 3.25m in length at right angles. The walling survives to a height of c.3.3m and is 0.47m thick. There is a small rectangular opening with an iron bar sill in the long wall near the angle with the shorter wall. There is a large level area to the east of the structure roughly 10-15m across. A building platform, c.5m NW-SE and c.9m NE-SW, of 3 course stone and brick wall 0.35m high, was noted to the northeast. The structure is obscured by vegetation, but projects on the east side. Pieces of upright Fe rail were visible in the area, but otherwise obscured by grass/sedge tussocks.

Condition

B/C

Significance

B/C

Threats**Recommendations**

Survey

Associated HER/NMR/SAMs/LBs

67710, 67711

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.128

Name

Two ponds, Varteg-hill Colliery

Area ID

EA093.05

Type

Reservoir

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26051 06223

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular water feature depicted on the 1st edition OS map (1882) at Varteg-hill Colliery, and connected to another similar feature upslope by a leat. Possibly a small header tank? Now destroyed, tipped over, along with other features in the area, including the old level upslope (outside current GGAT 80 year 6 study area).

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.129

Name

Building, Varteg-hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26093 06256

Accuracy

-

Method

Mapping

Associated features**Description**

A building depicted on the 1st edition OS map (1882) at Varteg-hill Colliery which appears to have consisted of two roughly equally-sized sides. The enclosure associated with this building forms an east-facing terrace deeply cut into the slope, up to 3m wide. It is enclosed by grassed-over banks with trees (whitethorn) and the remnants of an overgrown thorn hedge around the perimeter. The interior appears to have been re-excavated, leaving a hole approximately 12m square and 1m deep in the former site of the house, while the surrounding area appears to have been remodelled. The area is covered in bracken and scrub.

Condition

C/D

Significance

C/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.130

Name

Cluster of small rectangular features, Varteg-hill Colliery

Area ID

EA093.05

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26087 06276

Accuracy

-

Method

Mapping

Associated features**Description**

A cluster of small rectangular features depicted on the 1st edition OS map (1882) at Varteg-hill Colliery, possibly small buildings? The area of these buildings appears to have been remodelled as part of the re-excavation and remodelling of area EA093.129. One concrete pad survives, possibly the site of one of the structure depicted on the historic mapping, or more likely a modern feature. This pad is 0.5m high on its northwest corner, and forms the top of a water tank. There is a small rectangular opening in to the internal chamber, which is partly full of water. The pad is 1.85m wide and its maximum exposed length is 2m, though it is partly buried, probably actually c.2.85m long. The rectangular opening is in the east corner of the pad, and is 0.46m by 0.61m, and slightly raised up. There is a small round hole in the concrete, which appears to have been for a pipe.

Condition

B/C

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.132

Name

Culvert, Varteg Hill

Area ID

EA093A

Type

Culvert

Spatial type

Point

Identified through

Fieldwork

NGR

SO 26134 05636

Accuracy

5.2m

Method

Garmin 76 GPS

Associated features

EA093.131, EA093.133

Description

A culvert carrying mineral railway EA093.131 over the drainage gully EA093.133, exposed for a height of 0.5m and a similar width. It is very overgrown and partially collapsed, though still active, with water flowing through it. The embankment is 1.25m high above it. The gully re-emerges c.10m to the southeast, on the east side of EA093.19. Note that although the tramroad is a later 3rd edition feature, the gully is depicted on the 1st edition, and part of the 1st edition trackway network crosses it, so the culvert might in part predate the tramroad EA093.131.

Condition

U

Significance

C/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.134

Name

Washing Machine (remains of), Varteg-hill Colliery

Area ID

EA093A

Type

Coal Washing Machine

Spatial type

Point

Identified through

Fieldwork

NGR

SO 26049 06067

Accuracy

4.5m

Method

Garmin 76 GPS

Associated features**Description**

The remains of a coal washing machine site and adjacent abutment, which would have carried a tipping line to the Washery tip (EA093.21) across the steep gully to the east. The remains comprise a projecting masonry structure or abutment, maximum width is 2m, heavily robbed of the facing stones; the surviving masonry is bonded with a dark grey cement mortar. There are 3 Fe holding down-rods are located at the east edge of the feature. The coal washing machine is depicted on the 2nd (1901) and 3rd (1920) edition OS maps. This feature appears to have been constructed on the earlier Mine kiln site shown on the 1st edition OS map (1882).

Condition

C

Significance

C/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.135

Name

Shelter, Gallowsgreen

Area ID

EA093.01

Type

Structure

Spatial type

Point

Identified through

Fieldwork

NGR

SO 26233 06865

Accuracy

6.9m

Method

Garmin 76 GPS

Associated features

EA093.01

Description

The remains of a building formed by a drystone wall defining a D-shaped scoop at the base of the east side of the south tip of area EA093.01. The wall runs across the mouth of a depression, with curving embankments to both the east and west sides. The wall stands to two courses high, 0.25m in height, 0.5m wide and 4.25m long. The entrance lies is on the south side. The interior of the scoop is 2.5m wide. Possibly a quarry workers' shelter.

Condition

B

Significance

C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.48

Name

Small rectangular feature, Varteg Hill Colliery

Area ID

EA093.05

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26182 06420

Accuracy

-

Method

Mapping

Associated features**Description**

A rectangular feature depicted on the 1st edition OS map (1882) at the side of the tramroad EA093.37.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.49

Name

Long narrow rectangular building, Varteg Hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26204 06373

Accuracy

-

Method

Mapping

Associated features**Description**

A long narrow rectangular building, depicted on the 1st edition OS map (1882) adjacent to the workings in the Varteg-hill Colliery.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.50

Name

Large rectangular building, Varteg Hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26169 06363

Accuracy

-

Method

Mapping

Associated features**Description**

A large rectangular building depicted on the 1st edition OS map at Varteg-hill Colliery. The area was visited, but appears to have been cleared and altered.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.51

Name

Large L-shaped building, Varteg Hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26151 06318

Accuracy

-

Method

Mapping

Associated features**Description**

A large L-shaped building depicted on the 1st edition OS map (1882) in Varteg-hill Colliery. Nothing was noted at this site during the field visit, but across the track (at SO 26177 06319) two concrete pads were noted, (overlying a masonry and brick wall on the east side) with a linear slot 0.9m deep and 0.85m wide, 7m long between them, possibly an inspection chamber. The south end of this slot had been partially filled in. The masonry and brick are bonded with a dark grey-black mortar. This slot is blocked at the north end by a masonry wall 0.6m wide which stands proud of the slope. This wall blockage has a return which runs under the west slab. The western concrete pad partially fills the originally wider chamber by 0.45m. The west concrete pad has a jagged broken edge on its north side. To the north of these pads is a large depression which has been cut later, which now contains the remains of a Nissen hut. The surrounding area has been extensively disturbed.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.52

Name

Small rectangular tramroad feature, Varteg Hill Colliery

Area ID

EA093.05

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26123 06304

Accuracy

-

Method

Mapping

Associated features

EA093.37

Description

A rectangular feature depicted on the 1st edition OS map (1882) straddling the lines of tramroad EA093.37 at Varteg-hill Colliery. The area was visited, but appears to have been cleared and altered.

Condition

D/U

Significance

D/U

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.53

Name

Small rectangular trackside feature, Varteg Hill Colliery

Area ID

EA093.05

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26124 06277

Accuracy

-

Method

Mapping

Associated features

EA093.37

Description

A small rectangular feature depicted on the 1st edition OS map (1882) at the side of tramroad EA093.37. The area was visited, but appears to have been cleared and altered.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.54

Name

Small rectangular feature, Varteg Hill Colliery

Area ID

EA093.05

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26125 06232

Accuracy

-

Method

Mapping

Associated features**Description**

Small rectangular feature depicted on the 1st edition OS map (1882) at Varteg-hill Colliery.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.55

Name

Small rectangular feature, labelled shaft on 1st ed OS, Varteg Hill Colliery

Area ID

EA093.05

Type

Mine Shaft?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26105 06204

Accuracy

-

Method

Mapping

Associated features**Description**

An ironstone shaft depicted on the 1st edition OS map (1882) at Varteg-hill Colliery. A tramroad line (part of EA093.37) which appears to be a tipping line runs, from the shaft to the east where there is a large tip. This survives as a double shaft, the southern of which has two courses of squared stone blocks visible as a lining on the south-facing side of the interior of the shaft. One course is visible on the west-facing side. The north shaft also has two visible courses on the south and west facing sides, with one course visible on the north-facing side. The shafts are c.2m east-west by 1.5m north-south each, though they may originally have been slightly smaller, with their original extent disguised by collapse. The entire complex is 7m long north-south.

Condition

B/D

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.56

Name

Irregular-shaped feature, Varteg Hill Colliery

Area ID

EA093.05

Type

Building?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26113 06221

Accuracy

-

Method

Mapping

Associated features**Description**

An irregularly-shaped feature depicted on the 1st edition OS map (1882) at Varteg-hill Colliery, probably a building.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.57

Name

Square building, Varteg Hill Colliery

Area ID

EA093.05

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26130 06410

Accuracy

-

Method

Mapping

Associated features**Description**

A large square building depicted on the 1st edition OS map (1882) at Varteg-hill Colliery.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.58

Name

Mine kilns, Varteg Hill Colliery

Area ID

EA093.22

Type

Kilns

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26046 06061

Accuracy

-

Method

Mapping

Associated features**Description**

Mine kilns depicted and labelled on the 1st edition OS map (1882), part of the Varteg-hill Colliery extractive workings.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

67697

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.59

Name

Trackside feature, Varteg Hill Colliery

Area ID

EA093.22

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26021 06038

Accuracy

-

Method

Mapping

Associated features

EA093.37

Description

A small rectangular feature depicted on the 1st edition OS map (1882) at the side of tramroad line EA093.37.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.60

Name

Trackside feature, Varteg Hill Colliery

Area ID

EA093.22

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26019 06024

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular trackside feature depicted on the 1st edition OS map (1882) at the side of tramroad EA093.37.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.61

Name

Trackside feature, Varteg Hill Colliery

Area ID

EA093.22

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26019 05994

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature depicted on the 1st edition OS map (1882) at the side of the tramroad EA093.37.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.62

Name

Coal Level, Varteg Hill Colliery

Area ID

EA093.22

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25989 05956

Accuracy

-

Method

Mapping

Associated features

EA093.37

Description

A Coal Level depicted on the 1st edition OS map (1882) appears to have been served by a branch of the tramroad EA093..37

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.63

Name

Old Level, Varteg Hill Colliery

Area ID

EA093.22

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25981 05943

Accuracy

-

Method

Mapping

Associated features**Description**

An Old Level depicted on the 1st edition OS map (1882), adjacent to the Coal Level EA093.62 which is still active, this may be a disused precursor of the later level.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.64

Name

Air Shaft, Varteg Hill Colliery

Area ID

EA093.22

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25961 05952

Accuracy

-

Method

Mapping

Associated features**Description**

An Air Shaft depicted on the 1st edition OS map (1882).

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.65

Name

Large pithead building, Bracy's Pit

Area ID

EA093.22

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25906 05844

Accuracy

-

Method

Mapping

Associated features**Description**

A large building depicted on the 1st edition OS maps (1882) at the site of Bracy's Coal Pit, disused by the date of the survey of the 1st edition map.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.66

Name

Shafts, Bracy's Pit

Area ID

EA093.22

Type

Shafts

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25937 05854

Accuracy

-

Method

Mapping

Associated features**Description**

Shafts, depicted and labelled on the 1st edition OS map (1882) adjacent to the large pithead building (EA093.65) at Bracy's Pit.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.67

Name

Unnamed farmstead, site of

Area ID

EA093A

Type

Farmstead

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26166 05960

Accuracy

-

Method

Mapping

Associated features**Description**

A small farmstead depicted on the 1st edition OS map (1882), not given a name on the map, adjacent to several areas of extractive activity. Although this appears to be primarily domestic and agricultural in function, its location amongst areas of quarrying suggests that it may have been related to extractive activity or have early agri-industrial origins.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.68

Name

Four Houses, site of

Area ID

EA093A

Type

Terraced housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26214 05821

Accuracy

-

Method

Mapping

Associated features**Description**

A row of terraced housing depicted on the 1st edition OS map (1882) and called "Four Houses". The terrace appears to consist of four houses. These are within an area of extractive activity and may be workers housing or at least related to quarrying activity.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.69

Name

Unnamed building, site of

Area ID

EA093A

Type

House

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26246 05834

Accuracy

-

Method

Mapping

Associated features**Description**

A detached house depicted on the 1st edition OS map (1882) opposite Four Houses. As it is situated within an area of extractive activity, this may also have been related to quarrying.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.70

Name

Stable Houses, site of

Area ID

EA093A

Type

Terraced Housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26364 05849

Accuracy

-

Method

Mapping

Associated features**Description**

A row of terraced housing, depicted on the 1st edition OS map (1882) and labelled "Stable Houses". Possibly workers' housing, as it is located within an area of extractive activity.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

67703, 67714

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.71

Name

Upper Five Houses

Area ID

EA093A

Type

Terraced housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25792 05741

Accuracy

-

Method

Mapping

Associated features

Description

A row of four or five terraced houses with five yards (4 to the south and one to the east), depicted on the 1st edition OS map (1882). The remains currently comprise three terraced areas. The houses appear to have been located either on the upper terrace, or middle (sloping) terrace, whilst the lower comprised the four N-S aligned yards. The upper terrace has a length of drystone revetting 1.3m high at its upper (north) side, consisting of blocky and randomly set stones. There are also the remains of a drystone wall on the east side, with a bank on the west side 1.2m wide and 0.5-0.75m high. A revetted scarp on the east side is 0.25-0.45m high, with 2 masonry courses. The overall width of the terrace from north to south is 8-8.25m, slightly sloping, with a lot of tumble. The drop to the middle terrace below is not sheer, there is a break in the slope 1.2m down, with a further 1.2m of revetting below this. The middle terrace forms a considerable slope, on its east side is a cutting 1m deep, with 0.25m of revetting at its base. From the base of the revetting, it is c 13m wide north-south. The ground here is considerably undulating. The scarp between the lower and the middle terrace is 1-1.5m in height, with very poorly-preserved indications of revetting. There are also indications of a low bank on the west side, and possibly on the east side. Parallel with the upper revetting is a low bank with a possible return, which may be the remains of internal features. The tumble and debris in the area is largely stone, with occasional red brick. There are the remains of associated amorphous features to the west of the main enclosure which also appear to be within a yard. Though the standing buildings have been demolished, the terraced site is grassed-over and in a stable condition.

Condition

B

Significance

A?/B

Threats

Recommendations

Detailed topographic survey, site level research

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.72

Name

L-shaped feature, Varteg Hill

Area ID

EA093A

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 26364 05886

Accuracy

-

Method

Mapping

Associated features**Description**

A small L-shaped feature depicted on the 1st edition OS map (1882) adjacent to a quarry, possibly a workers' hut or shelter.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.73

Name

Domestic building, Mount Pleasant

Area ID

EA093A

Type

House

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25605 05698

Accuracy

-

Method

Mapping

Associated features**Description**

A small detached house with an associated garden, depicted on the 1st edition OS map (1882) in a small cluster of houses labelled "Mount Pleasant" on the 1st edition. This may be related to extractive activity in the area, given its location adjacent to a number of quarries and extractive features. The area was visited, and has been landscaped, and is now under a birch plantation.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

09108g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.74

Name

Domestic building, Mount Pleasant

Area ID

EA093A

Type

House

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25639 05713

Accuracy

-

Method

Mapping

Associated features**Description**

A house depicted on the 1st edition OS map (1882) in a small cluster of houses labelled "Mount Pleasant". This may be related to extractive activity in the area, given its location adjacent to a number of quarries and extractive features. The area was visited, and has been landscaped, and is now under a birch plantation.

Condition

D

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

09108g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.75

Name

Air Shafts, Mount Pleasant

Area ID

EA093.22

Type

Ventilation Shafts

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25507 05656

Accuracy

-

Method

Mapping

Associated features**Description**

Air Shafts depicted and labelled on the 1st edition OS map (1880). The area was visited, and has been landscaped, and is now under a birch plantation.

Condition

D/U

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.76

Name

Farm Buildings? Varteg Hill

Area ID

EA093A

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26021 05362

Accuracy

-

Method

Mapping

Associated features**Description**

A group of attached buildings, depicted but unnamed on the 1st edition OS map (1880), possibly a row of terraced housing, or possibly a cluster of agricultural buildings.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.03

Name

Rectangular feature, Old Quarry, Cwm Lascarn

Area ID

EA099.01

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 28099 04517

Accuracy

-

Method

Mapping

Associated features

GM597

Description

A rectangular feature depicted on the 1st edition OS map (1882) at the Old Quarry EA099.01. This feature lies alongside the Abersychan Railway and is within the Scheduled area of SAM GM597. Also PRN 07225g. A short length of masonry projects from the slope, which was not accessible due to the snow, and the steepness of the slope, but which appeared to be the remains of a

Condition

B/C

Significance

A

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597, 07225g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.04

Name

Stone-lined feature Cwm Lasgarn

Area ID

EA099

Type

Feature

Spatial type

Point

Identified through

Fieldwork

NGR

SO 28202 04581

Accuracy

5.3m

Method

Garmin 76 GPS

Associated features**Description**

A small rectangular stone-lined feature c.1.1m by 1.2m externally, 1m square internally, 0.2m high exposed height on the downslope side, one course of stone visible. Possible stone-lined post setting/emplacement.

Condition

B

Significance

D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.05

Name

Level portal/culvert, Cwm Lasgarn

Area ID

EA099

Type

Level?

Spatial type

Point

Identified through

Fieldwork

NGR

SO 28167 04521

Accuracy

15

Method

Garmin 76 GPS

Associated features**Description**

A stone-built arched level portal/culvert, inaccessible due to snow, steep slope and dense woodland. Some collapse was visible in the interior, but generally appeared well-preserved, with wing walls to either side.

Condition

A/B

Significance

A/B

Threats**Recommendations**

Possibly consider for scheduling as part of the area

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.06

Name

Linear Quarry, Cwm Lasgarn

Area ID

EA099

Type

Limestone Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27849 04481

Accuracy

12.9m

Method

Garmin 76 GPS

Associated features

EA099.02

Description

A linear limestone quarry, adjacent to and parallel with the Abersychan Limestone Railway SAM GM597, on the upslope side, c.6m east of the track, c.35-40m in length and c.4m high, with a sheer rockface. Lies partly within the scheduled area.

Condition

A/B

Significance

A

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.07

Name

Rectangular Quarry, Cwm Lasgarn

Area ID

EA099

Type

Limestone quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27710 04413

Accuracy

11.4m

Method

Garmin 76 GPS

Associated features

EA099.02

Description

Rectangular quarry cut on the upslope side of the Abersychan Limestone Railway, c.30-35m long, with some tipping on the downslope. The quarry face is irregular and stepped. Lies partly within the scheduled area.

Condition

A/B

Significance

A

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.02

Name

Quarry Scoop, Cwrt-yr-eos

Area ID

EA110

Type

Limestone quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27441 03965

Accuracy

9.4m

Method

Garmin 76 GPS

Associated features**Description**

A shallow quarry scoop cut into the slope, on the east side of the railway, its entrance facing towards the railway, with the associated tips on the opposite side. Lies partly within the scheduled area.

Condition

B

Significance

A/B

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.03

Name

Workings, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27413 03808

Accuracy

8.4m

Method

Garmin 76 GPS

Associated features**Description**

Workings on the downslope side of the Abersychan Limestone Railway, the entrance formed by a bank adjacent and parallel to the track. This bank is 1.5m wide at the top, the cutting on its downslope side is over 1m deep, 1.75m wide at the base and splayed at the top to 2.75m wide. Lies partly within the scheduled area.

Condition

A/B

Significance

A/B

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.04

Name

Quarry scoop, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27367 03782

Accuracy

7.9m

Method

Garmin 76 GPS

Associated features**Description**

A large quarry scoop on the downslope side of the Abersychan Limestone Railway, with sheer rockfaces, well-treed. Lies partly within the scheduled area.

Condition

A/B

Significance

A/B

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.05

Name

Quarry, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27341 03671

Accuracy

11.1m

Method

Garmin 76 GPS

Associated features**Description**

A quarry on the upslope side of the Abersychan Limestone Railway, the entrance leads off the track to the east. The associated tips lie downslope on the opposite side of the track. This area of workings appears to have two smaller scoops at its head, apparently forming a two part area of quarrying of two adjacent scoops served by the same entrance. The interior is heavily covered in brambles, and the rock faces are not visible. The entrance cutting in over 1m deep and 2m wide. There is a flat area diagonally across the track from the entrance, which appears to be on top of a tip, with further short, stubby tips lying downslope.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.06

Name

Curvilinear quarry scoop, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27331 03647

Accuracy

7.5m

Method

Garmin 76 GPS

Associated features**Description**

A curvilinear quarry scoop, the associated tips run off at an angle downslope, and appear short and stubby. The tops of these tips are higher than the level of the tramroad, suggesting that there may have been an overbridge for tipping?

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.07

Name

Quarry scoop, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27326 03599

Accuracy

9.4m

Method

Garmin 76 GPS

Associated features**Description**

A quarry scoop on the upslope side of the Abersychan Limestone Railway, with tips opposite. It appears to form a linear quarry, covered in dense brambles and trees. The entrance cutting is 3.5-4.5m wide, splayed, and is 1.5m deep. Immediately to the south of this quarry entrance is a small L-shaped depression, 2m by 6m, at the base of a tip. A further associated linear tip runs off at an angle northeast-southwest.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

GM597

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.08

Name

Quarry Scoop, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27326 03533

Accuracy

5.2m

Method

Garmin 76 GPS

Associated features**Description**

Quarry scoop on the upslope side of the tramroad. The entrance cutting for the quarry is 3m wide. It appears to have been damaged, possibly by felling activity, there is a lot of new fir tree growth in this area. The tips on the opposite side of the track are at a raised level, suggesting that there was an overbridge for tipping.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.09

Name

Quarrying, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27323 03480

Accuracy

6m

Method

Garmin 76 GPS

Associated features**Description**

Quarrying on the upslope side of the tramroad, consisting of 2 linear quarries, with a small scoop on either side of the entrance. The entrance to the quarry is slightly embanked over the scoops, and amorphous tips lie downslope.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.10

Name

Rectangular Quarry, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27317 03413

Accuracy

6.1m

Method

Garmin 76 GPS

Associated features**Description**

A large rectangular quarry cutting on the upslope side of the tramroad at the head of the incline, possibly associated with the construction of the incline. There is an adjacent small scoop, separated from the quarry by a curving trackway. There is little left of the face of the quarry, with collapse and mature trees growing from it. The quarry face stands 8-10m high, and the complex (including both the quarry and the scoop) is c.23m long.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA110.11

Name

Linear quarry scoop, Cwrt-yr-eos

Area ID

EA110

Type

Quarry

Spatial type

Point

Identified through

Fieldwork

NGR

SO 27315 03366

Accuracy

5.1m

Method

Garmin 76 GPS

Associated features**Description**

To the south of the incline head is a linear quarry scoop on the west side of the track. Next to this is a very overgrown and completely inaccessible area of workings, consisting of a large quarry scoop to the northeast, a smaller secondary scoop to the southeast, with an entrance cutting.

Condition

B/C

Significance

B/C

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.48

Name

Quarry Workers' Hut, Pant-glas Slip

Area ID

EA112.02

Type

Hut

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25478 03088

Accuracy

-

Method

Mapping

Associated features**Description**

A rectangular hut, main axis westnorthwest-eastsoutheast, with small square annexe at the east end of its south wall, depicted on the 1st edition OS map (1880), located immediately adjacent to and west of a trackway spur leading to an area of quarry workings to the south. The remains comprise a hut, c.12.5m by c.5m., represented by a rectangular depression defined by substantial banks with traces of stone facing. The annexe at the southeast survives as an area of debris and tumble, and may represent an annexe. The main building measures c.2.75m wide internally, while the main bank at the east end is spread with a triangular profile, c.1m high, and c.4m wide at the base. The side banks are 1m wide, scarped into the slope on the west side. There is no visible entrance. This site appears to be quarry workers' hut or Hafod type structure. There is also a small spoil heap to the east.

To the northeast of the hut are the remains of an L shaped section of dry-stone revetted walling, c. 1.1m high, measuring 2.1m north-south and 2.15m east-west. The walling is battered into the slope at the N, where the ground rises slightly. The area to the south displays stone tumble and an upright steel post of recent date. This feature may be a shooting butt.

Condition

A/B

Significance

A/B

Threats**Recommendations**

Survey, possibly consider for scheduling, evaluation?

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.91

Name

Pond, Pant-glas Slip

Area ID

EA112.02

Type

Pond

Spatial type

Point

Identified through

Fieldwork

NGR

SO 25439 03135

Accuracy

-

Method

Mapping (1st edition)

Associated features**Description**

A pond depicted on the 1st edition OS map (1880) which survives as a depression with masonry revetting on the southwest side carrying the track around the edge.

Condition

C

Significance

C/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

Sites Not Visited: Eastern Area

ID_no

EA093.100

Name

Small rectangular trackside feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Method
Mapping

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24946 04405

Accuracy

-

Associated features

EA093.41

Description

A small rectangular feature, depicted on the 1st edition OS map (1880) at Cwm-sychan Colliery, at the side of the tramroad

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA093.101

Name

Possible small rectangular trackside feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Method
Mapping

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24964 04405

Accuracy

-

Associated features

EA093.41

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the side of the tramroad EA093.41, at Cwm-sychan

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.102

Name

Domestic building, Cwm-sychan Place

Area ID

EA093.27

Type

Farmhouse

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25420 04192

Accuracy

-

Method

Mapping

Associated features

Description

The farmstead of Cwm-sychan place, depicted on 1st edition OS maps (1880), adjacent to an area of workings, EA093.27. This appears to be an agricultural and domestic settlement, but may be related to extractive activity and may be agri-industrial in origin.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.103

Name

Old Coal and Ironstone Level, Cwm-sychan Place

Area ID

EA093.27

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25344 04231

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal and Ironstone Level, depicted and labelled on the 1st edition OS map (1880), which was disused by the time of the 1st edition survey. The associated tramroad has been dismantled and now appears to exist as a stream draining out of the level portal.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.104

Name

Rectangular feature, Cwm-sychan Place

Area ID

EA093.27

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25610 04015

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature, depicted on 1st edition OS maps (1880) in an area of extractive workings, and adjacent to another rectangular feature on the maps, EA093.105

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.105

Name

Rectangular feature, Cwm-sychan Place

Area ID

EA093.27

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25587 04010

Accuracy

-

Method

Mapping

Associated features

Description

A large rectangular feature depicted on 1st edition OS maps (1880) in an area of extractive workings, and adjacent to another rectangular feature on the maps, EA093.104

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.106

Name

Possible holding tank, Cwm-sychan Place

Area ID

EA093.27

Type

Water tank

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25533 03948

Accuracy

-

Method

Mapping

Associated features**Description**

A small pond or holding tank depicted on the 1st edition OS map (1880) with a small outlet leat from its northeastern corner. This is more likely associated with the housing located to the east than an industrial feature.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA093.107

Name

Square feature, Cwm-sychan Place

Area ID

EA093.27

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 25505 03912

Accuracy

-

Method

Mapping

Associated features**Description**

A square feature, depicted on the 1st edition OS map (1880) on top of a tip, in close proximity to feature EA093.108

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.108

Name

Small rectangular feature, Cwm-sychan Place

Area ID

EA093.27

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 25510 03885

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature depicted on the 1st edition OS map (1880) on top of a tip, in close proximity to feature EA093.107

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA093.109

Name

Small rectangular feature, Cwm-sychan Place

Area ID

EA093.27

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 25431 03928

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature depicted on the 1st edition OS map (1880), in an area of extractive activity and adjacent to an Old Coal and Ironstone Shaft.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.110

Name

Structure, Old Shaft, Cwm-sychan Place

Area ID

EA093.27

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25410 03936

Accuracy

-

Method

Mapping

Associated features

Description

A structure depicted on the 1st edition OS map (1880) at the site of an Old Coal and Ironstone Shaft shown and labelled on the map.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

04595g, 85071, 14869

ID_no

EA093.111

Name

Structure, Cwm-sychan Place

Area ID

EA093.27

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25400 03921

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the site of the Old Coal and Ironstone Shaft, most likely a structure of some description.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

04595g, 85071, 14869

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.112

Name

Small square feature, Cwm-sychan Place

Area ID

EA093.27

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25396 03936

Accuracy

-

Method

Mapping

Associated features

Description

A small square feature depicted on the 1st edition OS map (1880) at the site of the Old Coal and Ironstone Shaft, possibly the mouth of the actual shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

04595g, 85071, 14869

ID_no

EA093.113

Name

Small rectangular feature, Cwm-sychan Place

Area ID

EA093.27

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25358 03943

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the site of the Old Coal and Ironstone Shaft, possibly the mouth of the actual shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

04595g, 85071, 14869

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.114

Name

Possible small pond, Cwm-sychan Place

Area ID

EA093.27

Type

Pond

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25703 04118

Accuracy

-

Method

Mapping

Associated features**Description**

A small curvilinear feature depicted on the 1st edition OS map (1880), within an area of extractive activity, possibly a water feature, may be a collection of water in an area of low-lying workings.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA093.115

Name

Old Coal Level, Mount Pleasant Row

Area ID

EA093.26

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25233 03953

Accuracy

-

Method

Mapping

Associated features**Description**

An Old Coal Level, depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.116

Name

Monmouth Row

Area ID

EA093.26

Type

Workers Housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25297 03878

Accuracy

-

Method

Mapping

Associated features

Description

A row of workers' housing depicted on the 1st edition OS map (1880) adjacent to several areas of quarrying.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.117

Name

Mount pleasant Row

Area ID

EA093.26

Type

Workers housing

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25220 03891

Accuracy

-

Method

Mapping

Associated features

Description

Workers' housing depicted on the 1st edition OS map (1880) adjacent to several quarries.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.118

Name

Air Shaft, Mount pleasant Row

Area ID

EA093.26

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25245 03913

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) within an area of extractive workings and close to a disused level (EA093.115).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.119

Name

Rock Cottage

Area ID

EA093.28

Type

Cottage

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25222 03729

Accuracy

-

Method

Mapping

Associated features

Description

A cottage depicted on the 1st edition OS map (1880) adjacent to a quarry, EA093.28.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.120

Name

Air Shaft, British Quarry

Area ID

EA093.28

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25089 03749

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) close to the British Quarry (EA093.29).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.121

Name

Small rectangular feature, British Quarry

Area ID

EA093.29

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25140 03587

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) in the interior of the British Quarry (EA093.29).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.122

Name

Level, Lower Varteg Colliery

Area ID

EA093.23

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25252 05179

Accuracy

-

Method

Mapping

Associated features

Description

Level, depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.123

Name

Small rectangular trackside feature, at Level EA093.89

Area ID

EA093.23

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24960 05561

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature, depicted on the 1st edition OS map (1880) at the side of the tramroad EA093.34 serving level EA093.89.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.77

Name

Balance House, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25519 05321

Accuracy

-

Method

Mapping

Associated features

EA093.78, EA093.79, EA093.80

Description

Building depicted on the 1st edition OS map (1880) to the southwest of a Water Balance Pit.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.78

Name

Balance House, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25549 05336

Accuracy

-

Method

Mapping

Associated features

EA093.77, EA093.79, EA093.80

Description

Building depicted on the 1st edition OS map (1880) at a Water Balance Pit.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.79

Name

Air Shafts, Lower Varteg Colliery

Area ID

EA093.23

Type

Ventilation Shafts

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25574 05323

Accuracy

-

Method

Mapping

Associated features

EA093.77, EA093.78, EA093.80

Description

Air Shafts depicted on the 1st edition OS map (1880) at the site of a Water Balance Pit.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.80

Name

Header Pond, Water Balance Pit, Lower Varteg Colliery

Area ID

EA093.23

Type

Pond

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25547 05312

Accuracy

-

Method

Mapping

Associated features

EA093.77, EA093.78, EA093.79

Description

A pond depicted on the 1st edition OS map (1880) at the site of a Water Balance Pit.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.81

Name

Long Rectangular Building, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25438 05202

Accuracy

-

Method

Mapping

Associated features

EA093.82

Description

A long building depicted on the 1st edition OS map (1880) at Lower Varteg Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.82

Name

L-shaped Building, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25421 05200

Accuracy

-

Method

Mapping

Associated features

EA093.81

Description

An L-shaped building depicted on the 1st edition OS map (1880) at Lower Varteg Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.83

Name

Old Shaft, Lower Varteg Colliery

Area ID

EA093.23

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25335 05232

Accuracy

-

Method

Mapping

Associated features

Description

A square feature depicted on the 1st edition OS map (1880) at Lower Varteg Colliery, labelled as an Old Shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.84

Name

Level, Lower Varteg Colliery

Area ID

EA093.23

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25307 05226

Accuracy

-

Method

Mapping

Associated features

EA093.30

Description

A level depicted on the 1st edition OS map (1880) at Lower Varteg Colliery, served by tramroad EA093.30.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.85

Name

Irregular-shaped building, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25336 05198

Accuracy

-

Method

Mapping

Associated features

Description

A building depicted on the 1st edition OS map (1880) at Lower Varteg Colliery. It appears to have been extended with a number of additions and annexes giving it its unusual shape.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.86

Name

Coal Level, Lower Varteg Colliery

Area ID

EA093.23

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25211 05344

Accuracy

-

Method

Mapping

Associated features

EA093.33

Description

A Coal Level, depicted on the 1st edition OS map (1880) served by tramroad EA093.33.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.87

Name

Coal Slope, Lower Varteg Colliery

Area ID

EA093.23

Type

Drift Mine

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24984 05482

Accuracy

-

Method

Mapping

Associated features

EA093.88, EA093.32

Description

A Coal Slope depicted and labelled on the 1st edition OS map (1880), served by a tramroad EA093.32.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.88

Name

Slope-head structure, possible engine house

Area ID

EA093.23

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24982 05480

Accuracy

-

Method

Mapping

Associated features

Description

A structure at the head of the slope, depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.89

Name

Ironstone Level, Lower Varteg Colliery

Area ID

EA093.23

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24951 05576

Accuracy

-

Method

Mapping

Associated features

EA093.34

Description

An Ironstone Level depicted on the 1st edition OS map (1880) served by tramroad EA093.34.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.90

Name

Irregular shaped building, Lower Varteg Colliery

Area ID

EA093.23

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25069 05496

Accuracy

-

Method

Mapping

Associated features

Description

An irregularly-shaped building depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.91

Name

Rectangular feature, Lower Varteg Colliery

Area ID

EA093.23

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25053 05499

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.92

Name

Small trackside feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25152 04339

Accuracy

-

Method

Mapping

Associated features

EA093.41

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the side of the tramroad EA093.41.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.93

Name

Old Shafts, Cwm-sychan Colliery

Area ID

EA093.25

Type

Mine Shafts

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25013 04326

Accuracy

-

Method

Mapping

Associated features

Description

Old Shafts depicted and labelled on the 1st edition OS maps (1880) at Cwm-sychan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.94

Name

Shaft, Cwm-sychan Colliery

Area ID

EA093.25

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24930 04378

Accuracy

-

Method

Mapping

Associated features

Description

A shaft depicted on the 1st edition OS map (1880) at Cwm-sychan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.95

Name

Small rectangular feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24927 04372

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at Cwm-sychan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.96

Name

Rectangular feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Ventilation shaft?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24914 04376

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) possibly the Air Shaft indicated by a close label.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.97

Name

Small feature at end of tramroad, Cwm-sychan Colliery

Area ID

EA093.25

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24928 04344

Accuracy

-

Method

Mapping

Associated features

EA093.41

Description

A small feature depicted on the 1st edition OS map (1880) at one end of a tramroad line, which appears to be a tipping line.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.98

Name

Large complex of buildings, Cwm-sychan Colliery

Area ID

EA093.25

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24951 04340

Accuracy

-

Method

Mapping

Associated features

Description

A large and complex building depicted on the 1st edition OS map (1880) which appears to have been the main building of Cwm-sychan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.99

Name

Small rectangular trackside feature, Cwm-sychan Colliery

Area ID

EA093.25

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24955 04397

Accuracy

-

Method

Mapping

Associated features

EA093.41

Description

A rectangular feature depicted on the 1st edition OS map (1880) at the side of the tramroad EA093.41.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA095.02

Name

Old Limekilns, Old Quarry, Cwm-afon Farm

Area ID

EA095.01

Type

Lime Kilns

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 27066 05045

Accuracy

-

Method

Mapping

Associated features

Description

Old Lime Kilns depicted and labelled on the 1st edition OS maps (1880) within the area of the Old Quarry EA095.01.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA095.03

Name

Small rectangular feature, Old Quarry, Cwm-afon Farm

Area ID

EA095.01

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 27027 05087

Accuracy

-

Method

Mapping

Associated features

Description

Small rectangular feature depicted on the 1st edition OS map (1880) within the Old Quarry EA095.01.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA100.02

Name

Old Limekiln, Old Quarry, Nant y Mailor

Area ID

EA100.01

Type

Lime Kiln

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 27246 04506

Accuracy

-

Method

Mapping

Associated features

Description

An Old Limekiln depicted on the 1st edition OS map (1880) at the Old Quarry EA100.01.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA111.02

Name

Old Limekiln, Lasgarn, Abersychan East

Area ID

EA111.01

Type

Lime Kiln

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 27168 03406

Accuracy

-

Method

Mapping

Associated features

Description

An Old Limekiln depicted on the 1st edition OS map (1880) at the Old Quarry EA111.01.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.27

Name

Trackside feature, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25180 03361

Accuracy

-

Method

Mapping

Associated features

EA112.18

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the side of the tramroad EA112.18, in Cwm-byrgwm Colliery. This feature lies just outside of the Scheduled area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.28

Name

Possible shaft, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Mine Shaft?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25097 03397

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A rectangular feature depicted on the 1st edition OS map (1880) in Cwm-byrgwm Colliery, possibly a shaft, as one is labelled nearby. This feature lies within the Scheduled area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163

ID_no

EA112.29

Name

Structure, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25084 03365

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A possible building depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery within the Scheduled Area of SAM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.30

Name

Rectangular feature, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25054 03371

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A rectangular feature depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery. Possibly a shaft, as there is a label nearby, but this is not clear. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163, 85074

ID_no

EA112.31

Name

Structure, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25042 03367

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A structure depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.32

Name

Rectangular feature, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25058 03385

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A rectangular feature depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163, 85074

ID_no

EA112.33

Name

Header tank, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Reservoir

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25096 03329

Accuracy

-

Method

Mapping

Associated features

MM163

Description

A header tank depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery, with an entrance and exit leat. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.34

Name

Header tank, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Reservoir

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25144 03294

Accuracy

-

Method

Mapping

Associated features

Description

A rectangular header tank depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery, with a supply leat and an exit leat. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163

ID_no

EA112.35

Name

Old Level, Cwm-byrgwm Colliery

Area ID

EA112.02

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24964 03349

Accuracy

-

Method

Mapping

Associated features

Description

An Old Level depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery. The associated tramroad appears to have been dismantled by this time, and may have become a stream draining the underground workings. This feature lies within the Scheduled Area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

MM163, 03187g, LB 18591, 85073

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.36

Name

Air Shaft, British Extractive Area

Area ID

EA112.01

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25697 03309

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) within a densely worked area of extractive activity.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.37

Name

Air Shaft, British Extractive Area

Area ID

EA112.01

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25569 03377

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) in an area of densely worked extractive activity.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.38

Name

12-cell structure, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112	Structure	Point	1st edition OS map	SO 25603 03550
Accuracy	Method			
-	Mapping			
Associated features				

Description

An enigmatic structure depicted on the 1st edition OS map (1880) in an area of dense extractive activity. It appears to consist of two rows of six compartments, with a double thickness wall or enclosing feature on three sides. It appears to be located on top of a tip and is very close to the tipping line (EA112.10), and appears to be connected to a leat IWW579. A long narrow enigmatic feature, EA112.41, coloured black on the 1st edition map approaches this feature from the southwest.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

ID_no

EA112.39

Name

Small feature, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01		Point	1st edition OS map	SO 25560 03505
Accuracy	Method			
-	Mapping			
Associated features				
EA112.40, EA112.41				

Description

A small, roughly rectangular feature depicted on the 1st edition OS map (1880) in an area of dense extractive activity. It is coloured black on the map, and appears to be associated with two other black-coloured features on the map, EA112.40 and EA112.41.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.40

Name

Rectangular feature, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01		Point	1st edition OS map	SO 25513 03477
Accuracy	Method			
-	Mapping			
Associated features				
EA112.39, EA112.41				

Description

A rectangular feature depicted on the 1st edition OS map (1880) in an area of dense extractive activity, coloured black on the map, and may be related to the two other black-colored features EA112.39 and EA112.41. It appears to be connected to the long narrow linear feature EA112.41. A branch of the tramroad line EA112.10 appears to be carried over the top of this feature.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

ID_no

EA112.41

Name

Long narrow rectangular feature, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01		Point	1st edition OS map	SO 25552 03516
Accuracy	Method			
-	Mapping			
Associated features				
EA112.39, EA112.40				

Description

A long, narrow, linear feature, depicted on the 1st edition OS map (1880) in an area of dense extractive activity. This feature is coloured black on the 1st edition map and may be related to the other black-coloured features nearby. It appears to be connected to the rectangular feature EA112.40. Its northeast end appears to be culverted under a tramroad line, a branch of EA112.10, which appears to be a tipping line.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.42

Name

Small rectangular feature, British Extractive Area

Area ID

EA112.01

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25950 03398

Accuracy

-

Method

Mapping

Associated features

EA112.14, EA112.43

Description

A small rectangular feature depicted on the 1st edition OS map (1880) in an area of dense extractive activity. Next to a tramroad line EA112.14 and adjacent to another small similar feature EA112.43.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.43

Name

Small rectangular feature, British Extractive Area

Area ID

EA112.01

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25948 03394

Accuracy

-

Method

Mapping

Associated features

EA112.14, EA112.42

Description

A small rectangular feature depicted on the 1st edition OS map (1880) in an area of dense extractive activity. Next to a tramroad line EA112.14 and adjacent to another small similar feature EA112.42.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.44

Name

Small rectangular feature, British Extractive Area

Area ID

EA112.01

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25923 03396

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) in an area of dense extractive activity, close to the tramroad EA112.14, on the opposite side from the features EA112.42 and EA112.43.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.45

Name

Irregular-shaped building at Old Shaft, British Extractive Area

Area ID

EA112.01

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25537 03387

Accuracy

-

Method

Mapping

Associated features

EA112.46, EA112.47

Description

A large, irregularly-shaped building depicted on the 1st edition OS map (1880) at the Old Coal and Ironstone Shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.46

Name

Large structure at Old Coal & Ironstone Shaft, British Extractive Area

Area ID

EA112.01

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25505 03421

Accuracy

-

Method

Mapping

Associated features

EA112.45, EA112.47

Description

A large and complex structure depicted on the 1st edition OS map (1880) at the Old Coal and Ironstone Shaft.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA112.47

Name

Small circular feature, at Old Shaft, British Extractive Area

Area ID

EA112.01

Type**Method**

Mapping

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25504 03395

Accuracy

-

Associated features

EA112.45, EA112.46

Description

A small circular feature depicted on the 1st edition OS map (1880) at the Old Coal and Ironstone Shaft.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.49

Name

Unnamed buildings, possible small farmstead, Ty-troed-rhiw Ffranc

Area ID

EA112.04

Type

Farmstead?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26078 02849

Accuracy

-

Method

Mapping

Associated features

Description

A cluster of buildings depicted on the 1st edition OS map (1880), possibly a farmstead, but within an area of extractive workings, so this may have been associated with quarrying or an early transitional agri-industrial settlement.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.50

Name

Air Shaft, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26024 02384

Accuracy

-

Method

Mapping

Associated features

EA112.51, EA112.52, EA112.53, EA112.54

Description

An Air Shaft depicted on the 1st edition OS map (1880) at the Old Coal Shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.51

Name

Structure at Old Coal Shaft, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 26000 02376

Accuracy

-

Method

Mapping

Associated features

EA112.50, EA112.52, EA112.53, EA112.54

Description

A large, complex structure depicted on the 1st edition OS map (1880) at the site of the Old Coal Shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.52

Name

Small irregular feature, Old Coal Shaft, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Method

Mapping

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25975 02382

Accuracy

-

Associated features

EA112.50, EA112.51, EA112.53, EA112.54

Description

A small, slightly irregular-shaped feature depicted on the 1st edition OS map (1880) at the site of the Old Coal Shaft.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.53

Name

Irregular elongated possible water feature, Old Coal Shaft, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Reservoir?

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25991 02396

Accuracy

-

Method

Mapping

Associated features

EA112.50, EA112.51, EA112.52, EA112.54

Description

An irregular-shaped, elongated linear feature depicted on 1st edition OS maps (1880) at the site of the Old Coal Shaft, possibly a reservoir.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.54

Name

Small rectangular feature at end of tramroad, Old Coal Shaft, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25984 02383

Accuracy

-

Method

Mapping

Associated features

EA112.26, EA112.50, EA112.51, EA112.52, EA112.53

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at the site of the Old Coal Shaft. This feature is located at the end of an old tramroad line which now appears to be part of a network of trackways (EA112.26).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.55

Name

Old Coal Level, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25833 02431

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal Level depicted on the 1st edition OS map (1880) within an Old Quarry.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.56

Name

Small rectangular feature, Ty-troed-rhiw Ffranc

Area ID

EA112.05

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25816 02430

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) close to the Old Coal Level EA112.55 and within an Old

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.57

Name

Air Shaft, Pistyll-gwyn

Area ID

EA112

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25597 02296

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted and labelled on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.58

Name

Old Level, Pistyll-gwyn

Area ID

EA112

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 2561002288

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal Level depicted on the 1st edition OS map (1880).

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.59

Name

Rectangular feature, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type**Spatial type**

Point

Identified through

1st edition OS map

NGR

SO 25442 02405

Accuracy

-

Method

Mapping

Associated features**Description**

A small rectangular feature depicted on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery, located at the side of the tramroad line EA112.22

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA112.60

Name

Building, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25332 02393

Accuracy

-

Method

Mapping

Associated features**Description**

A building depicted on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery, at the side of the tramroad line EA112.22.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.61

Name

Building, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25250 02384

Accuracy

-

Method

Mapping

Associated features

Description

A building depicted on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery, at the side of the tramroad line EA112.22.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05417g

ID_no

EA112.62

Name

Air Shaft, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25241 02362

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05416g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.63

Name

Shaft, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25224 02351

Accuracy

-

Method

Mapping

Associated features

Description

A Shaft depicted and labelled on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05415g

ID_no

EA112.64

Name

Coal Shaft, Cwm-nant-ddu Colliery

Area ID

EA112.06

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25030 02357

Accuracy

-

Method

Mapping

Associated features

Description

A Coal Shaft depicted on the 1st edition OS map (1880) at Cwm-nant-ddu Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05418g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.65

Name

Reservoir, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Reservoir

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24713 02356

Accuracy

-

Method

Mapping

Associated features**Description**

A reservoir depicted on the 1st edition OS map (1880) above Glyn-nant-ddu Colliery, appears to be fed by a leat from the west.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

05413g

ID_no

EA112.66

Name

Rectangular feature at end of tramroad

Area ID

EA112.07

Type

Method
Mapping

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24693 02311

Accuracy

-

Associated features**Description**

A rectangular feature depicted on the 1st edition OS map (1880) at the end of a tramroad line, which may have been a tipping line. This may be feature labelled "Shaft"?

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.67

Name

Possible header tank, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Reservoir

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24667 02276

Accuracy

-

Method

Mapping

Associated features**Description**

A possible header tank depicted on the 1st edition OS map (1880) at Glyn-nant-ddu Colliery. Possibly fed by a leat running from the west.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

05414g

ID_no

EA112.68

Name

Building, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24672 02295

Accuracy

-

Method

Mapping

Associated features**Description**

A building depicted on the 1st edition OS map (1880) at Glyn-nant-ddu Colliery.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

05412g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.69

Name

Small rectangular feature, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24681 02303

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880), at Glyn-nant-ddu Colliery, adjacent to the building EA112.68.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.70

Name

Two adjoining rectangular features, Glyn-nant-duu Colliery

Area ID

EA112.07

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24682 02309

Accuracy

-

Method

Mapping

Associated features

Description

Two small adjoining rectangular features depicted on the 1st edition OS map (1880) at Glyn-nant-ddu Colliery, possibly the shafts referred to by the nearby label.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.71

Name

Small rectangular feature, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24640 02259

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at Glyn-nant-ddu Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.72

Name

Level, Cwm-serchan Colliery

Area ID

EA112.08

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24880 02149

Accuracy

-

Method

Mapping

Associated features

Description

A level depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.73

Name

Level, Cwm-serchan Colliery

Area ID

EA112.08

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24868 02121

Accuracy

-

Method

Mapping

Associated features

Description

A level depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.74

Name

Air Shaft, Cwm-serchan Colliery

Area ID

EA112.08

Type

Ventilation Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24861 02119

Accuracy

-

Method

Mapping

Associated features

Description

An Air Shaft depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.75

Name

Tank, Cwm-serchan Colliery

Area ID

EA112.08

Type

Storage Tank

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24976 02119

Accuracy

-

Method

Mapping

Associated features

Description

A tank depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.76

Name

Level, Cwm-serchan Colliery

Area ID

EA112.08

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24979 02097

Accuracy

-

Method

Mapping

Associated features

Description

A level depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.77

Name

Small building, Cwm-serchan Colliery

Area ID

EA112.08

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24961 02133

Accuracy

-

Method

Mapping

Associated features

Description

A small building depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.78

Name

Large building, Cwm-serchan Colliery

Area ID

EA112.08

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24994 02130

Accuracy

-

Method

Mapping

Associated features

Description

A building depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05410g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.79

Name

Long narrow rectangular building, Cwm-serchan Colliery

Area ID

EA112.08

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25046 02140

Accuracy

-

Method

Mapping

Associated features

Description

A long narrow rectangular feature, probably a building, depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.80

Name

Old Coal Level, Cwm-serchan Colliery

Area ID

EA112.08

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25268 02122

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal Level depicted on the 1st edition OS map (1880) at Cwm-serchan Colliery.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05438g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.81

Name

Old Coal Level, Graig-ddu Brick Works

Area ID

EA112.09

Type

Level

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25369 02060

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal Level depicted on the 1st edition OS map (1880) at the Graig-ddu Brick Works.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.82

Name

Building, Graig-ddu Brick Works

Area ID

EA112.09

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25447 02064

Accuracy

-

Method

Mapping

Associated features

Description

A building, depicted on the 1st edition OS map (1880) at the Graig-ddu Brick Works.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05435g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.83

Name

Circular features, Graig-ddu Brick Works

Area ID

EA112.09

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25457 02064

Accuracy

-

Method

Mapping

Associated features

Description

Circular features depicted on the 1st edition OS map (1880) at Graig-ddu Brick Works.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.84

Name

Old Coal Shaft, Graig-ddu Brick Works

Area ID

EA112.09

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25473 02028

Accuracy

-

Method

Mapping

Associated features

Description

An Old Coal Shaft depicted on the 1st edition OS map (1880) at the Graig-ddu Brick Works.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05437g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.85

Name

Small rectangular feature, Morrison's Pits

Area ID

EA112

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25658 02067

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at Morrison's Coal Pits, which are disused by the date of the survey of the 1st edition.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA112.86

Name

Building, Morrison's Pits

Area ID

EA112

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25670 02058

Accuracy

-

Method

Mapping

Associated features

Description

A building, depicted on the 1st edition OS map (1880) at Morrison's Coal Pits, which are disused by the date of the survey of the 1st edition map.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05430g

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.87

Name

Rectangular structure, Morrison's Pits

Area ID

EA112

Type

Structure

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25687 02066

Accuracy

-

Method

Mapping

Associated features

Description

A structure, possibly a building, or a two-compartment enclosure with two small attached buildings, depicted on the 1st edition OS map (1880) at Morrison's Coal Pits, which are disused by the date of the survey of the 1st edition map.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05431g

ID_no

EA112.88

Name

Rectangular feature, Glyn-nant-ddu Colliery

Area ID

EA112.07

Type

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 24719 02304

Accuracy

-

Method

Mapping

Associated features

Description

A small rectangular feature depicted on the 1st edition OS map (1880) at Glyn-nant-ddu Colliery, located alongside the tramroad which terminates at the feature EA112.66.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.89

Name

Building, Morrison's Pits

Area ID

EA112.09

Type

Building

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25700 02087

Accuracy

-

Method

Mapping

Associated features

Description

An L-shaped building depicted on the 1st edition OS map (1880) at Morrison's Pits.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

05428g

ID_no

EA112.90

Name

Shaft, Cwmbyrgwm Colliery

Area ID

EA112.02

Type

Mine Shaft

Spatial type

Point

Identified through

1st edition OS map

NGR

SO 25214 03255

Accuracy

-

Method

Mapping

Associated features

Description

A shaft depicted on the 1st edition OS map (1880) at Cwm-byrgwm Colliery. This feature lies within the Scheduled area of SAM MM163.

Condition

U

Significance

U/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

02156g, MM163

Linears Visited: Eastern Area

ID_no

EA082.07

Name

Tramroad system, Varteg-hill Colliery

Area ID

EA082.01

Type

Tramway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 24444 06238

Accuracy

-

Method

Mapping

Associated features

EA082.14

Description

A complex network of tramroads depicted on the 1st edition OS map (1880) around Varteg-hill Colliery, the main line running roughly east-west, with a number of sidings and short branches running off the main line and possible tipping lines running south for a short distance from the main part of the colliery. Two Fe pipes protrude from the bank on the north side of the tramroad, and there is also occasional revetting on the north side.

Condition

D/E

Significance

C/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA082.08

Name

Trackway, Craig-ddu Quarry

Area ID

EA082.04

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 24037 06587

Accuracy

-

Method

Mapping

Associated features

EA082.23

Description

A length of tramroad which runs through Craig-ddu Quarry, depicted on the 1st edition OS map (1880) forking at one point, with Crane EA082.23 on the west side of the eastern fork. Little of this trackway survives, much of its length appears to have been tipped on. Some parts appear to have been fossilised by a modern track.

Condition

E/D

Significance

D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA082.33

Name

Revetted trackway, Craig-ddu Quarry

Area ID

EA082.04

Type

Trackway

Spatial type

Polyline

Identified through

Fieldwork

NGR

SO 24032 06567

Accuracy

-

Method

Mapping (APs)

Associated features

Description

A trackway, not depicted on the 1st edition OS map (1880), revetted at points along its length. It is 2.5m wide and raised by 0.3m, aligned roughly north-south, tipped over at its northeast end and with small linear tips coming off on its west side.

Condition

B

Significance

C

Threats

Recommendations

Survey, possibly consider for scheduling.

Associated HER/NMR/SAMs/LBs

ID_no

EA082.36

Name

Upper trackway, Varteg Hill

Area ID

EA082

Type

Trackway

Spatial type

Polyline

Identified through

Fieldwork

NGR

SO 24923 06450

Accuracy

-

Method

Mapping (APs)

Associated features

Description

A trackway running roughly east-west along Mynydd Varteg Fawr, with banks to either side, and ditches on the outsides of the banks. The track has been scarped into the hillside. The upper bank is 0.5m high and 0.75m wide, the slightly raised trackway formation is 1.8m wide at the top and 0.5m high. The lower bank is spread to over 1m wide and is 0.4m high. The ditch on the lower side is c.1m wide. The feature is depicted on 1st edition OS maps (1800). The area is well-covered in bracken. Only a short length of this feature was visited in the course of the current fieldwork.

Condition

B

Significance

B

Threats

Recommendations

Survey

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.124

Name

Varteg Incline, Varteg-hill Colliery

Area ID

EA093

Type

Inclined Plane

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 26327 06413

Accuracy

-

Method

Mapping

Associated features

EA093.37

Description

An inclined plane depicted on the 1st edition OS map (1882) running west towards Varteg-hill Colliery, where it links into tramroad EA093.37. The upper part of the incline has been destroyed, but at the top of the surviving line, small tips survive to either side. It has suffered some damage through the use of the land for livestock, and through being used as an access route. Towards its top end, a tramroad line and a low tip survive, though much of its upper area has been remodelled. The lower part of the incline, (actually outside the current GGAT 80 year 6 area) around the A4043 bridge, though it lies within woodland, appears to survive, with a well-preserved length of substantial revetment. There appears to have been some recent disturbance, with a drainage ditch on its north side which appears to have been recently re-cut/cleared. A short spur or siding was visible to the south, which is depicted on the 1st edition maps. From the point where the incline is crossed by the modern B4246, a scarp was visible, running parallel with the road on the south side of the incline.

Condition

B-D

Significance

A/B-D

Threats

Recommendations

Possibly schedule lower part?

Associated HER/NMR/SAMs/LBs

67706

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.131

Name

Mineral Railway, Varteg Hill

Area ID

EA093A

Type

Railway

Spatial type

Polyline

Identified through

Fieldwork

NGR

SO 26041 05621

Accuracy

-

Method

Mapping (APs)

Associated features

EA093.36, EA093.132, EA093.133

Description

An E-W aligned zig-zag section of mineral line formation noted during fieldwork. This feature is the remains of a mineral railway branch line, first shown on the 3rd edition OS map (1920) connecting Lower Varteg Colliery with the LNWR branch line and Varteg-hill Colliery (East). The feature is not depicted on the 1st or 2nd (1901) editions. The section is embanked on the south side by c.3m, the banks are c.0.25m high internally and varying between 1.5m and 2m wide. The trackbed is c.1m wide between the banks, and is carried over drainage gully EA093.133 by culvert EA093.132. The line is disused (rails lifted).

Condition

B

Significance

C

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.133

Name

Drainage Gully, Varteg Hill

Area ID

EA093A

Type

Drainage Ditch

Spatial type

Polyline

Identified through

Fieldwork

NGR

SO 26014 05729

Accuracy

-

Method

Mapping

Associated features

Description

A gully, depicted on the 1st edition OS map (1880) running roughly north-south underneath mineral line EA093.131 through culvert EA093.132. The gully is on a straight alignment, 2m deep and 3m wide, and appears to be a major drainage feature, or possibly (though there is no indication of this on the mapping) a former level. A subsidiary drain at a higher level joins the main channel from the east, just to the north of culvert EA093.132.

Condition

B

Significance

D/U

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.36

Name

Trackway network, Varteg Hill

Area ID

EA093A

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 26014 05729

Accuracy

-

Method

Mapping

Associated features

Description

A large, extensive and complex network of trackways, depicted on the 1st edition OS map (1880/1882), serving the small extractive areas on Varteg Hill, as well as Varteg-hill Colliery and Bracy's Pit.

Condition

D/E

Significance

D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.37

Name

Tramway and sidings, Varteg Hill

Area ID

EA093A

Type

Tramway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 26141 06374

Accuracy

-

Method

Mapping

Associated features

EA093.05, EA093.22, EA093.50, EA093.51, EA093.52, EA093.53, EA93.59, EA093.60, EA093.62

Description

A tramway with multiple sidings and passing loops depicted on the 1st edition OS map (1882) serving Varteg-hill Colliery (West) and (East). Associated tipping lines have been included as part of the system. This tramway is identified on the 2nd edition OS map as the Varteg Hill Colliery Branch line of the LNWR; this was built to link with the LNWR Abersychan Extension, built in 1877, near Blaenavon High Level Station.

At SO 26064 06144 (9.9m accuracy), on the upslope (west) side of the modern track, an embanked linear feature was noted, possibly the remains of a tramway siding/spur. There is also a further linear feature higher upslope. This corresponds with tramroad lines depicted on the 1st edition at this point. The northern part of this line, where the line enters EA093B is now fossilised as a concrete surfaced track.

Condition

D/E

Significance

C/D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

67717, 67722, 67694

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.38

Name

Trackway network

Area ID

EA093B

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 26249 07064

Accuracy

-

Method

Mapping

Associated features

EA093.01

Description

A small network of trackways, depicted on the 1st edition OS map (1882) running through the area of spoil tips EA093.01. A slight grassed-over embankment/tramroad formation survives to the south of EA093.01 largely obscured by sedge grass and reeds, though this is a fragment. A raised trackway in the area may be a later feature, related to the opencasting activity rather than being the original feature depicted on the 1st edition OS map.

Condition

E/U

Significance

D

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

ID_no

EA093.39

Name

Trackway serving quarry, Waun-Hoskin

Area ID

EA093.03

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 26296 07141

Accuracy

-

Method

Mapping

Associated features

EA093.03

Description

A short length of trackway depicted on the 1st edition OS map (1882) running along the east side of the quarry EA093.03. This trackway is embanked and 0.25m high, 1.5m wide at the base and 0.8m wide at the top, though it is heavily obscured by bracken and moss.

Condition

B

Significance

B/C

Threats

Recommendations

Survey with quarry

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA099.02

Name

Trackway, Old Quarry, Cwm Lascarn

Area ID

EA099.01

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 28162 04567

Accuracy

-

Method

Mapping

Associated features

GM597, NPRN 407507

Description

A short length of trackway, depicted on the 1st edition OS map (1882), which lies within the area of the Old Quarry EA099.01 at Nant-y-mailor within Lasgarn Wood. This feature is a less well-preserved continuation of the Abersychan Railway (SAM GM 597) within the quarry EA099.01

Condition

B/C

Significance

U/C

Threats

Recommendations

Associated HER/NMR/SAMs/LBs

GM 597

ID_no

EA112.17

Name

Trackway network, Pant-glas Slip

Area ID

EA112.02

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 25420 03176

Accuracy

-

Method

Mapping

Associated features

Description

A length of trackway depicted on the 1st edition OS map (1880) running along the east side of the area of extractive workings at Pant-glas, an extension of a lane running behind the houses of Elizabeth Row and Long Row to the north. This largely survives in good condition providing an access route into and through the area.

Condition

B

Significance

C

Threats

Recommendations

Survey with other features in area.

Associated HER/NMR/SAMs/LBs

Linears Not Visited: Eastern Area

ID_no

EA082.06

Name

Tramroad serving level EA082.09

Area ID	Type	Spatial type	Identified through	NGR
EA082.01 06166	Tramway	Polyline	1st edition OS map	SO 24520
Accuracy	Method			
-	Mapping			
Associated features				
EA082.09				

Description

A short length of tramroad depicted on the 1st edition OS map (1880) c.60.61m in length running roughly southeast-northwest approaching level EA082.09 at Varteg-hill Colliery

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA093.30

Name

Tramroad system, Lower Varteg Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05199	Tramway	Polyline	1st edition OS map	SO 25311
Accuracy	Method			
-	Mapping			
Associated features				
EA093.84, EA093.122				

Description

Part of a complex network of tramroads in the area of Lower Varteg Colliery, depicted on the 1st edition OS map (1880), two of these branches appear to have served level EA093.84 and level EA093.122.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.31

Name

Incline? Lower Varteg Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05354	Inclined plane	Polyline	1st edition OS map	SO 25177
Accuracy	Method			
-	Mapping			
Associated features				
EA093.32				

Description

A long straight length of tramroad depicted on the 1st edition OS map (1880) running southeast-northwest which may be an inclined plane.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA093.32

Name

Upper tramroad system, Lower Varteg Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05533	Tramway	Polyline	1st edition OS map	SO 24952
Accuracy	Method			
-	Mapping			
Associated features				
EA093.31, EA093.87				

Description

Part of a complex network of tramroads depicted on the 1st edition OS maps (1880), some branches of which are serving Slope EA093.87. Appears to be a continuation of the inclined plane EA093.31.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.33

Name

Tramroad serving level EA093.86, Lower Varteg Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05292	Tramway	Polyline	1st edition OS mapping	SO 25245
Accuracy	Method			
-	Mapping			
Associated features				
EA093.86				

Description

A series of parallel tramroad branches, depicted on the 1st edition OS map (1880), running roughly southeast-northwest to serve level EA093.86. One of these branches appears to be bridged by the inclined place EA093.31.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA093.34

Name

Tramroad network serving Ironstone Level EA093.89

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05509	Tramway	Polyline	1st edition OS map	SO 25044
Accuracy	Method			
-	Mapping			
Associated features				
EA093.89, EA093.123				

Description

A tramroad serving Ironstone Level EA093.89, depicted on the 1st edition OS map (1880), which runs roughly southeast-northwest, with a series of closely-spaced parallel tipping lines running off to the south.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.35

Name

Trackway system, Lower Varteg Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.23 05276	Trackway	Polyline	1st edition OS map	SO 25319
Accuracy	Method			
-	Mapping			
Associated features				

Description

A network of trackways, depicted on the 1st edition OS maps (1880) to the north of Lower Varteg Colliery

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA093.41

Name

Tramroad system, Cwm-sychan Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA093.25 04394	Tramway	Polyline	1st edition OS map	SO 24931
Accuracy	Method			
-	Mapping			
Associated features				
EA093.92, EA093.101, EA093.100, EA093.99, EA093.94, EA093.97, EA093.42				

Description

A tramroad system depicted on the 1st edition OS map (1880) serving Cwm-sychan Colliery and its associated features, a continuation of the incline EA093.42. Several branches lead from shafts, while others appear to be tipping lines.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.42

Name

Incline? Cwm-sychan

Area ID	Type	Spatial type	Identified through	NGR
EA093C 04069	Inclined plane	Polyline	1st edition OS map	SO 25382
Accuracy	Method			
-	Mapping			
Associated features				
EA093.25, EA093.27				

Description

A long straight length of tramroad depicted on the 1st edition OS map (1880), running approximately southeast-northwest, possibly an incline, connecting to the network at Cwm-sychan Colliery.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			
85077, 85078, 85079			

ID_no

EA093.45

Name

Trackway network, Cwm-sychan Place

Area ID	Type	Spatial type	Identified through	NGR
EA093.27 04147	Trackway	Polyline	1st edition OS map	SO 25635
Accuracy	Method			
-	Mapping			
Associated features				

Description

A network of trackways depicted on the 1st edition OS map (1880) in the area of Cwm-sychan Place.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA093.46

Name

Tramroad branch serving Old Shaft

Area ID

EA093.27
03966

Type

Tramway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 25382

Accuracy

-

Method

Mapping

Associated features

EA093.112, EA093.111, EA093.110

Description

A short tramroad branch depicted on the 1st edition OS map (1880) running to the Old Shaft labelled on the map, from the possible incline/tramroad EA093.42

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs****ID_no**

EA093.47

Name

Trackway associated with British Quarry

Area ID

EA093.29
03742

Type

Trackway

Spatial type

Polyline

Identified through

1st edition OS map

NGR

SO 25181

Accuracy

-

Method

Mapping

Associated features

EA093.29

Description

A short length of trackway depicted on the 1st edition OS map (1880) connecting the British Quarry to the road network in Abersychan.

Condition

U

Significance

U/D

Threats**Recommendations****Associated HER/NMR/SAMs/LBs**

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.10

Name

Tramroad network, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03528	Tramway	Polyline	1st edition OS map	SO 25521
Accuracy	Method			
-	Mapping			
Associated features				

Description

A tramroad system, depicted on the 1st edition OS map (1880) consisting of several parallel lines, running from the east, turning north and into the core area of the British Iron Works. Includes one tipping line which runs to the southeast from the main line.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.11

Name

Tramroad branch, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03592	Tramroad	Polyline	1st edition OS map	SO 25675
Accuracy	Method			
-	Mapping			
Associated features				

Description

A short length of tramroad depicted on the 1st edition OS map (1880) running from the core area of the British Iron Works and passing through the area of extractive workings.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.12

Name

Tramroad serving Old Shaft EA112.46, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03399	Tramway	Polyline	1st edition OS map	SO 25521
Accuracy	Method			
-	Mapping			
Associated features				
EA112.46, EA112.47				

Description

Short length of tramroad depicted on the 1st edition OS map (1880) running east from the Old Coal and Ironstone Shaft shown on the map towards an area of tipping.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.13

Name

Tramroad Branch serving Old Shaft EA112.46, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03456	Tramway	Polyline	1st edition OS map	SO 25543
Accuracy	Method			
-	Mapping			
Associated features				
EA112.46, EA112.47				

Description

A short length of tramroad depicted on the 1st edition OS map (1880) running northeast from the buildings at the Old Coal and Ironstone Shaft shown on the map towards an area of tipping.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.14

Name

Tramroad, part of the British network

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03371	Tramway	Polyline	1st edition OS map	SO 25940
Accuracy	Method			
-	Mapping			
Associated features				

Description

A length of tramroad depicted on the 1st edition OS map (1880) running though the British Extractive Area roughly northwest-southeast.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.15

Name

Tramroad system serving the British Ironworks

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03492	Tramway	Polyline	1st edition OS map	SO 25956
Accuracy	Method			
-	Mapping			
Associated features				

Description

Part of a major system of tramroads and railways depicted on the 1st edition OS map (1880) (connecting to the Monmouthshire Railway) and leading into the core area of the British Iron Works.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

03191g, 04597g, LB 14871, 34968

ID_no

EA112.16

Name

Trackway network, British Extractive Area

Area ID	Type	Spatial type	Identified through	NGR
EA112.01 03555	Trackway	Polyline	1st edition OS map	SO 25739
Accuracy	Method			
-	Mapping			
Associated features				

Description

A network of trackways depicted on the 1st edition OS map (1880) within the British Extractive Area, some of which may be dismantled tramroads.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.18

Name

Tramroad system serving Cwm-byrgwm Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA112.02 03347	Tramway	Polyline	1st edition OS map	SO 25170
Accuracy	Method			
-	Mapping			
Associated features				
MM163				

Description

A length of tramroad depicted on the 1st edition OS map (1880) running west into the area of Cwm-byrgwm Colliery, then turning south to form tipping lines. The westernmost part of the line, which forms the tipping lines, lies within the Scheduled area of SAM MM163.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.19

Name

Trackway, Cwm-byrgwm Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA112.02 03306	Trackway	Polyline	1st edition OS map	SO 25127
Accuracy	Method			
-	Mapping			
Associated features				
EA112.18				

Description

A short length of trackway depicted on the 1st edition OS map (1880) running to the southwest from the tramroad EA112.18, suggesting that this may originally have been a part of the tramroad which has now been dismantled. This lies within the Scheduled area of SAM MM163.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.20

Name

Trackway, Cwm-byrgwm Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA112.02 03375	Trackway	Polyline	1st edition OS map	SO 25046
Accuracy	Method			
-	Mapping			
Associated features				
EA112.35				

Description

A trackway network depicted on the 1st edition OS map (1880) leading to Cwm-byrgwm Colliery from the northeast, within the Scheduled area of SAM MM163. Terminates at the site of the Old Level EA112.35, suggesting that at least part of this network may have originally been a tramroad serving the level, which has been dismantled by the time of the survey of the 1st edition map.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.21

Name

Trackway serving Trial Shaft EA112.03, Ty-troed-rhiw Ffranc

Area ID	Type	Spatial type	Identified through	NGR
EA112.03 02967	Trackway	Polyline	1st edition OS map	SO 25788
Accuracy	Method			
-	Mapping			
Associated features				
EA112.03				

Description

A length of trackway depicted on the 1st edition OS map (1880) running past the Trial Shaft EA112.03, appears to be running between the mouth of the shaft itself and its associated tips which lie to the north.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.22

Name

Tramroad serving Cwm-nant-ddu and Glyn-nant-ddu Collieries

Area ID	Type	Spatial type	Identified through	NGR
EA112 02417	Tramroad	Polyline	1st edition OS map	SO 25685
Accuracy	Method			
-	Mapping			
Associated features				
EA112.04, EA112.05, EA112.06, EA112.07				

Description

A long length of tramroad depicted on the 1st edition OS map (1880) describing a large loop and running through a number of collieries and other areas of extractive workings. Appears to largely survive, though route may have been slightly altered and may have been tipped over in places.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.23

Name

Tramroad, Cwm-serchan Colliery

Area ID	Type	Spatial type	Identified through	NGR
EA112.08, EA112.09 02098	Tramway	Polyline	1st edition OS map	SO 25238
Accuracy	Method			
-	Mapping			
Associated features				
EA112.08, EA112.09				

Description

A length of tramroad running roughly east-west, depicted on the 1st edition OS map (1880). Appears to now largely be destroyed by later workings and tipping.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.24

Name

Trackway network, Ty-troed-rhiw Ffranc

Area ID	Type	Spatial type	Identified through	NGR
EA112.04 02977	Trackway	Polyline	1st edition OS map	SO 26020
Accuracy	Method			
-	Mapping			
Associated features				

Description

A trackway depicted on the 1st edition OS map (1880) which forks towards the south, a continuation of trackway EA112.21 to the west. One branch appears to lead to the possible small farmstead EA112.49.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

ID_no

EA112.25

Name

Trackways, Ty-troed-rhiw Ffranc

Area ID	Type	Spatial type	Identified through	NGR
EA112.05 02650	Trackways	Polyline	1st edition OS map	SO 26233
Accuracy	Method			
-	Mapping			
Associated features				

Description

Trackways depicted on the 1st edition OS map (1880) running through an area of extractive activity. The northern example appears to branch from the tramroad EA112.22, suggesting that it may originally have been a tramroad branch, which was disused and had been dismantled by the date of the survey of the 1st edition OS map.

Condition	Significance	Threats	Recommendations
U	U/D		
Associated HER/NMR/SAMs/LBs			

Southeast Wales Industrial Ironworks Landscapes

ID_no

EA112.26

Name

Trackway network, Ty-troed-rhiw Ffranc

Area ID	Type	Spatial type	Identified through	NGR
EA112.05 02366	Trackway	Polyline	1st edition OS map	SO 25970
Accuracy	Method			
-	Mapping			
Associated features				

Description

A network of trackways depicted on the 1st edition OS map (1880) within an area of extractive activity. One of these trackways runs up to feature EA112.54 at the Old Coal Shaft, and may be a former tramroad. Likewise, another trackway runs off the tramroad EA112.22 suggesting that it may have been a tramroad branch which has now been dismantled.

Condition	Significance	Threats	Recommendations
U	U/D		

Associated HER/NMR/SAMs/LBs

HER Sites: Eastern Area

prn	name	period	broadclass	ngr	type
02156g	CWMBYRGWM COLLIERY	Post Medieval	Industrial	SO25210326	Colliery
form	condition				
Building	Damaged				
summary					
None					

Full Description

None

comment

Associated study area

EA112.02

GGAT 80 year 6 notes

This Colliery complex is part of the GGAT 80 year 6 part 2 study area EA112.02, and is protected as SAM MM163.

prn	name	period	broadclass	ngr	type
02515g	Abersychan (British) Iron works	Post Medieval	Industrial	SO258035	Iron works
form	condition				
Other Structure	Damaged				

summary

The British Ironworks operated from 1827 to 1883 and was constructed during the period in which S Wales was the leading iron producing region in the world. Surviving remains include the very rare office and foundry forming a quadrangle.

Full Description

The British Ironworks operated from 1827 to 1883 and was constructed during the period in which S Wales was the leading iron producing region in the world. The works closed in 1883 and most of its buildings were demolished shortly afterwards. Unusually, the main ironworks buildings were designed with high architectural pretensions and on a monumental scale. The buildings form a closed quadrangle and are constructed of coursed sandstone with a slate roof (partially missing or replaced with corrugated iron) The whole quadrangle is single-storey apart from the NE pavilion which has 2 storeys and is rendered. Surviving workshop and foundry complexes at ironworks are now extremely rare, and this is believed to be the most complete surviving in Wales. Other surviving features include an air furnace and coke ovens (Roberts 2005).

comment

Record amended from GGAT80 Yr1 Ref IW004

Associated study area

EA112.01

GGAT 80 year 6 notes

This PRN refers to the core area of the British Iron Works, which was covered by GGAT 80 year 1 work. The core area lies to the north of the associated extractive area EA112.01.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
03187g	SITE NAME NOT KNOWN	Post Medieval	Industrial	SO24980335	Chimney

form	condition
0	Not known

summary
0

Full Description

-

comment

0

Associated study area

EA112.02

GGAT 80 year 6 notes

The Chimney this PRN refers to lies within GGAT 80 year 6 part 2 study area EA112.02. It is part of the area protected as SAM MM163 and is also recorded under NPRN 85,073, as well as being a Listed Building 18591.

prn	name	period	broadclass	ngr	type
03191g	BIG ARCH RAILWAY TUNNEL	Post Medieval	Transport	SO26000349	Railway tunnel

form	condition
0	Not known

summary
0

Full Description

0

comment

0

Associated study area

EA112.01

GGAT 80 year 6 notes

This tunnel lies just outside of the GGAT 80 year 6 part 2 study area EA112.01. It is also recorded as NPRN 34,968 and is a Listed Building 14871.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
04017g	CWMBYRGWM CHIMNEY	Unknown	Industrial	SO258036	Ventilation shaft

form	condition
Other Structure	Not known

summary

Post medieval airshaft.

Full Description

Post medieval airshaft.

comment

0

Associated study area

EA112.01

GGAT 80 year 6 notes

This shaft lies just outside of the GGAT 80 year 6 part 2 study area EA112.01 and within the core area of the British Iron Works, which was covered by the GGAT 80 year 1 work.

prn	name	period	broadclass	ngr	type
04595g	ETM STEEL FABRICATION	Modern	Industrial	SO25370396	Engine house

form	condition
Building	Intact

summary

Built c1900. It contained a fan engine driving a Waddle fan on the SW end of the building, a winding engine for a shaft to the SE, and compressors and generators. It is an unusually early example of a combined engine house in which 2 or more functions

Full Description

Built c1900. It contained a fan engine driving a Waddle fan on the SW end of the building, a winding engine for a shaft to the SE, and compressors and generators. It is an unusually early example of a combined engine house in which 2 or more functions were performed; an economical design embraced more fully in the following decades. 2 storeys high, of red brick with pilasters, corbelled string courses, and a deeply corbelled eaves cornice. The interior is open to the roof at first floor level. All the machinery has been removed, and the hall is divided into office and workshop space.

comment

0

Associated study area

EA093C

GGAT 80 year 6 notes

There is nothing in this exact location depicted on the 1st (1880), 2nd (1901) or 3rd (1920) edition OS maps, although there are several buildings c.30m to the southeast. This site also appears to be recorded under NPRN 85,071 and is protected as a Listed Building 14869.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
04596g	BRITISH IRONWORKS OFFICE AND FOUNDRY	Post Medieval	Industrial	SO25720362	Iron works

form	condition
Building	Intact

summary

The British Ironworks operated from 1827 to 1883 and was constructed during the period in which S Wales was the leading iron producing region in the world. Surviving remains include the very rare office and foundry forming a quadrangle.

Full Description

The British Ironworks operated from 1827 to 1883 and was constructed during the period in which S Wales was the leading iron producing region in the world. The works closed in 1883 and most of its buildings were demolished shortly afterwards. Unusually, the main ironworks buildings were designed with high architectural pretensions and on a monumental scale. The buildings form a closed quadrangle and are constructed of coursed sandstone with a slate roof (partially missing or replaced with corrugated iron) The whole quadrangle is single-storey apart from the NE pavilion which has 2 storeys and is rendered. Surviving workshop and foundry complexes at ironworks are now extremely rare, and this is believed to be the most complete surviving in Wales. Other surviving features include an air furnace and coke ovens (Roberts 2005).

comment

Record amended from GGAT80 Yr1.

Associated study area

EA112.01

GGAT 80 year 6 notes

This PRN refers to a building within the core area of the British Iron Works, which was covered by the GGAT 80 year 1 work and is to the north of the GGAT 80 year 6 part 2 area EA112.01. Elements of this building are also recorded under PRN 04698g and NPRN 85,067, while it is protected as Listed Building 14870 and one area is a SAM MM221.

prn	name	period	broadclass	ngr	type
04597g	BIG ARCH	Post Medieval	Unassigned	SO25990349	Arch

form	condition
Other Structure	Intact

summary

The 'Big Arch' is a well-known landmark in the area, forming the visual gateway to the former British Ironworks area. It was constructed in 1879 to carry the Monmouthshire Railway to join the London and North Western Railway branch from Blaenafon.

Full Description

The 'Big Arch' is a well-known landmark in the area, forming the visual gateway to the former British Ironworks area. It was constructed in 1879 to carry the Monmouthshire Railway to join the London and North Western Railway branch from Blaenafon. The bridge has a semi-circular arch 11m wide of 5 rings of engineering brick. The arch is 36m long and was constructed as a cut and cover tunnel.

comment

0

Associated study area

EA112.01

GGAT 80 year 6 notes

This PRN lies just outside of GGAT 80 year 6 part 2 area EA112.01, and appears to be a duplicate of PRN 03191g, which is also recorded as NPRN 34,968 and is a Listed Building 14871.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
04698g	BRITISH IRONWORKS	Post Medieval	Industrial	SO25710360	Reverberatory

furnace

AIR FURNACE

form	condition
Other Structure	Damaged

summary

Extremely rare remains of an air furnace: a kind of reverberatory furnace for re-melting cast iron. These were commonly used in foundries in the industrial revolution, but were gradually superceded by the cupola furnace.

Full Description

Extremely rare remains of an air furnace: a kind of reverberatory furnace for re-melting cast iron. These were commonly used in foundries in the industrial revolution, but were gradually superceded by the cupola furnace. No other remains of an air-furnace are known in Wales, and the 2 examples currently known in England have only fragmentary remains. The British Ironworks operated from 1827 to 1881. The foundry quadrangle of which this furnace was part was probably built in the early 1830s. The furnace is partially collapsed but appears to retain all its main elements. It consists of a long fire brick hearth held together with iron ties. The furnace is in a courtyard of derelict foundry buildings and is itself in an unstable condition.

comment

0

Associated study area

EA112.01

GGAT 80 year 6 notes

This PRN lies just outside of the GGAT 80 year 6 part 2 area EA112.01 and is within the core area of the British Iron Works, which was covered during GGAT 80 year 1. It is protected as SAM MM221.

prn	name	period	broadclass	ngr	type
04699g	BRITISH COLLIERY	Post Medieval	Industrial	SO25840364	Engine house

PUMPING ENGINE

form	condition
Building	Damaged

summary

A Cornish beam pumping engine-house built by the British Iron Company to drain its mines. The engine-house stood within the complex of buildings of the British Ironworks, most of which were dismantled in the 1880s.

Full Description

A Cornish beam pumping engine-house built by the British Iron Company to drain its mines. The engine-house stood within the complex of buildings of the British Ironworks, most of which were dismantled in the 1880s. The engine-house is built of sandstone with round-arched openings and a slate roof, and is of considerable architectural quality. No surface remains of the shaft are visible.

The engine-house is unusually complete for one of its period, and is of particular importance in retaining several fixtures, including interior timber beams and stairs, and cast-iron brackets and plates.

comment

0

Associated study area

EA112.01

GGAT 80 year 6 notes

This PRN lies outside of GGAT 80 year 6 part 2 study area EA112.01 and within the core area of the British Iron Works, which was covered by GGAT 80 year 1. It is protected as a Listed Building 18595 and is a SAM MM216.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05409g	CWM-SERCHAN COLLIERY	Post Medieval	Industrial	SO24950214	Colliery

form	condition
0	Not known

summary

GGAT Blaenserchan Assessment a081 - Cwm-serchan Colliery The Greenwood map of 1830 shows the Cwm-nant-ddu tramroad extending westwards along the valley floor as far as c SO 2495 0214, a point identifiable from the later OS maps as the Cwmserchan colliery junction.

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-serchan Colliery The Greenwood map of 1830 shows the Cwm-nant-ddu tramroad extending westwards along the valley floor as far as c SO 2495 0214, a point identifiable from the later OS maps as the Cwmserchan colliery junction. West of this terminus in the 1830 map are two structures which are likely to have been associated with the colliery. One of the structures (on the south side of the river) may have been the main Cwm-serchan winding engine house, which is marked on the OS 2511 1st ed map at SO 2499 0213. It is likely, therefore, that the essential features of the colliery (at least one level with a possible engine house and other structures and the tramroad) had been established by the late 1820s. This accords with the evidence for mining in the Tillery (Brithdir) seam, which outcrops at Cwm-serchan, in about 1825-6 (Halcrow 1991, 45). The colliery as shown in the OS 1st ed 2511 map of 1880 consists of three level mouths at: (a) SO 2497 0210 (b) SO 2486 0212 (c) SO 2487 0215 Level (a) appears to have been the principal heading at the time, and was provided with the engine/boiler house (referred to above) on the east side of the level mouth at SO 2499 0213; a (water) tank is shown on the west side of the level mouth at SO 2497 0212 and other structures are also indicated in the vicinity. Each of the three levels was provided with tramroad access, and a complex set of sidings linked the access tramroads with the main valley floor tramroad. Tipping was clearly made more difficult by the narrow width of the valley floor; a length of some 120m of the river had been culverted to provide space for the tramroad sidings, and this area was also being encroached upon by tips (tip 540) on the south side of the river. The Halcrow report has identified a number of additional workings on the Tillery seam in this part of the valley (Halcrow 1991, 45; Fig 2.1), including the Glyn-nant-ddu colliery, and a level in the vicinity of Cwm-nant-ddu/ Llanerch colliery.

comment

0

Associated study area

EA112.08

GGAT 80 year 6 notes

This PRN covers the polygon identified as GGAT 80 year 6 part 2 study area EA112.08.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05410g	CWM-SERCHAN COLLIERY	Post Medieval	Transport	SO24990213	Winding engine
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-serchan Colliery winding engine The Greenwood map of 1830 shows the Cwm-nant-ddu tramroad extending westwards along the valley floor as far as c SO 2495 0214, a point identifiable from the later OS maps as the Cwmserchan colliery junction.

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-serchan Colliery winding engine The Greenwood map of 1830 shows the Cwm-nant-ddu tramroad extending westwards along the valley floor as far as c SO 2495 0214, a point identifiable from the later OS maps as the Cwmserchan colliery junction. West of this terminus in the 1830 map are two structures which are likely to have been associated with the colliery. One of the structures (on the south side of the river) may have been the main Cwm-serchan winding engine house, which is marked on the OS 2511 1st ed map at SO 2499 0213. It is likely, therefore, that the essential features of the colliery (at least one level with a possible engine house and other structures and the tramroad) had been established by the late 1820s.

This accords with the evidence for mining in the Tillery (Brithdir) seam, which outcrops at Cwm-serchan, in about 1825-6 (Halcrow 1991, 45). The colliery as shown in the OS 1st ed 2511 map of 1880 consists of three level mouths at: (a) SO 2497 0210 (b) SO 2486 0212 (c) SO 2487 0215 Level (a) appears to have been the principal heading at the time, and was provided with the engine/boiler house (referred to above) on the east side of the level mouth at SO 2499 0213; a (water) tank is shown on the west side of the level mouth at SO 2497 0212 and other structures are also indicated in the vicinity. Each of the three levels was provided with tramroad access, and a complex set of sidings linked the access tramroads with the main valley floor tramroad. Tipping was clearly made more difficult by the narrow width of the valley floor; a length of some 120m of the river had been culverted to provide space for the tramroad sidings, and this area was also being encroached upon by tips (tip 540) on the south side of the river. The Halcrow report has identified a number of additional workings on the Tillery seam in this part of the valley (Halcrow 1991, 45; Fig 2.1), including the Glyn-nant-ddu colliery, and a level in the vicinity of Cwm-nant-ddu/Llanerch colliery.

comment

0

Associated study area

EA112.08

GGAT 80 year 6 notes

This PRN appears to refer to the building covered under the GGAT 80 year 6 part 2 number EA112.78.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05411g	GLYN-NANT-DDU COLLIERY	Post Medieval	Industrial	SO24690231	Colliery
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45)...

Full Description

GGAT Blaenserchan Assessment A069 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45) and is potentially an early feature, judging by the general pattern of exploitation in the area. The 1830 Greenwood map shows a pair of structures on the Glyn-nant-ddu site, and it is reasonable to 'Suppose that the pit was already in operation at this stage. The 1880 1st ed OS 2511 sheet, surveyed a few years before the closure of Glyn-nant-ddu (Halcrow 1991, 7), reveals a rather interesting surface arrangement of the pithead. The shaft t was located at SO 2469 0231, with a group of small structures to the west of this. Downslope of the shaft at SO 2466 0229 was a large structure which may have included a winding engine, though its alignment in relation to the shaft makes this unlikely. An alternative source of haulage power is suggested by a feeder pond, some 50m in length, lying upslope of the colliery at SO 2470 0235; a second pond is shown downslope of the large building referred to, at SO 2466 0227. Although the evidence is uncertain, it is possible that the pit was powered by a water wheel, especially given the likely early origins of the pit. The survival of water-powered haulage at an active colliery as late as c 1880 is unusual in this area, though Glyn-nant-ddu may not have been expected to continue in use by that stage. Waste from Glyn-nant-ddu (tip 541) was simply poured down the side of the valley, as happened at Cwm-nant-ddu/ Llanerch to the east. The tips are the main extant survival, though they have been partly removed by coal reclamation undertaken between 1971 and 1975 (Halcrow 1991, 8). The washery for this operation was established at the top of tip 541, partly overlying the area of the pithead. It is uncertain how severely this will have disturbed the underlying archaeology.

comment

0

Associated study area

EA112.07

GGAT 80 year 6 notes

This PRN appears to refer to the area identified as polygon EA112.07 in GGAT 80 year 6 part 2.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05412g	GLYN-NANT-DDU COLLIERY	Post Medieval	Transport	SO24660229	Winding engine

form	condition
0	Not known

summary

GGAT Blaenserchan Assessment a081 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45)

Full Description

GGAT Blaenserchan Assessment A069 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45) and is potentially an early feature, judging by the general pattern of exploitation in the area. The 1830 Greenwood map shows a pair of structures on the Glyn-nant-ddu site, and it is reasonable to 'Suppose that the pit was already in operation at this stage. The 1880 1st ed OS 2511 sheet, surveyed a few years before the closure of Glyn-nant-ddu (Halcrow 1991, 7), reveals a rather interesting surface arrangement of the pithead. The shaft was located at SO 2469 0231, with a group of small structures to the west of this. Downslope of the shaft at SO 2466 0229 was a large structure which may have included a winding engine, though its alignment in relation to the shaft makes this unlikely. An alternative source of haulage power is suggested by a feeder pond, some 50m in length, lying upslope of the colliery at SO 2470 0235; a second pond is shown downslope of the large building referred to, at SO 2466 0227. Although the evidence is uncertain, it is possible that the pit was powered by a water wheel, especially given the likely early origins of the pit. The survival of water-powered haulage at an active colliery as late as c 1880 is unusual in this area, though Glyn-nant-ddu may not have been expected to continue in use by that stage. Waste from Glyn-nant-ddu (tip 541) was simply poured down the side of the valley, as happened at Cwm-nant-ddu/ Llanerch to the east. The tips are the main extant survival, though they have been partly removed by coal reclamation undertaken between 1971 and 1975 (Halcrow 1991, 8). The washery for this operation was established at the top of tip 541, partly overlying the area of the pithead. It is uncertain how severely this will have disturbed the underlying archaeology.

comment

0

Associated study area

EA112.07

GGAT 80 year 6 notes

This PRN appears to refer to the building identified under EA112.68 in GGAT 80 year 6 part 2.

Southeast Wales Industrial Ironworks Landscapes

prn 05413g	name GLYN-NANT-DDU COLLIERY	period Post Medieval	broadclass Water Supply and Drainage	ngr SO24700235	type Pond
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45).

Full Description

GGAT Blaenserchan Assessment A069 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45) and is potentially an early feature, judging by the general pattern of exploitation in the area. The 1830 Greenwood map shows a pair of structures on the Glyn-nant-ddu site, and it is reasonable to 'Suppose that the pit was already in operation at this stage. The 1880 1st ed OS 2511 sheet, surveyed a few years before the closure of Glyn-nant-ddu (Halcrow 1991, 7), reveals a rather interesting surface arrangement of the pithead. The shaft was located at SO 2469 0231, with a group of small structures to the west of this. Downslope of the shaft at SO 2466 0229 was a large structure which may have included a winding engine, though its alignment in relation to the shaft makes this unlikely. An alternative source of haulage power is suggested by a feeder pond, some 50m in length, lying upslope of the colliery at SO 2470 0235; a second pond is shown downslope of the large building referred to, at SO 2466 0227. Although the evidence is uncertain, it is possible that the pit was powered by a water wheel, especially given the likely early origins of the pit. The survival of water-powered haulage at an active colliery as late as c 1880 is unusual in this area, though Glyn-nant-ddu may not have been expected to continue in use by that stage. Waste from Glyn-nant-ddu (tip 541) was simply poured down the side of the valley, as happened at Cwm-nant-ddu/ Llanerch to the east. The tips are the main extant survival, though they have been partly removed by coal reclamation undertaken between 1971 and 1975 (Halcrow 1991, 8). The washery for this operation was established at the top of tip 541, partly overlying the area of the pithead. It is uncertain how severely this will have disturbed the underlying archaeology.

comment

0

Associated study area

EA112.07

GGAT 80 year 6 notes

This PRN appears to refer to the pond identified under GGAT 80 year 6 part 2 as EA112.65.

Southeast Wales Industrial Ironworks Landscapes

prn 05414g	name GLYN-NANT-DDU COLLIERY	period Post Medieval	broadclass Water Supply and Drainage	ngr SO24660227	type Pond
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45).

Full Description

GGAT Blaenserchan Assessment A069 - Glyn-nant-ddu Colliery Glyn-nant-ddu was a shaft mine located on the northern slopes of the valley, opposite Blaenserchan. The pit was sunk to work the Tillery (Brithdir) seam (Halcrow 1991, 45) and is potentially an early feature, judging by the general pattern of exploitation in the area. The 1830 Greenwood map shows a pair of structures on the Glyn-nant-ddu site, and it is reasonable to 'Suppose that the pit was already in operation at this stage. The 1880 1st ed OS 2511 sheet, surveyed a few years before the closure of Glyn-nant-ddu (Halcrow 1991, 7), reveals a rather interesting surface arrangement of the pithead. The shaft was located at SO 2469 0231, with a group of small structures to the west of this. Downslope of the shaft at SO 2466 0229 was a large structure which may have included a winding engine, though its alignment in relation to the shaft makes this unlikely. An alternative source of haulage power is suggested by a feeder pond, some 50m in length, lying upslope of the colliery at SO 2470 0235; a second pond is shown downslope of the large building referred to, at SO 2466 0227. Although the evidence is uncertain, it is possible that the pit was powered by a water wheel, especially given the likely early origins of the pit. The survival of water-powered haulage at an active colliery as late as c 1880 is unusual in this area, though Glyn-nant-ddu may not have been expected to continue in use by that stage. Waste from Glyn-nant-ddu (tip 541) was simply poured down the side of the valley, as happened at Cwm-nant-ddu/ Llanerch to the east. The tips are the main extant survival, though they have been partly removed by coal reclamation undertaken between 1971 and 1975 (Halcrow 1991, 8). The washery for this operation was established at the top of tip 541, partly overlying the area of the pithead. It is uncertain how severely this will have disturbed the underlying archaeology.

comment

0

Associated study area

EA112.07

GGAT 80 year 6 notes

This PRN appears to refer to the pond identified in GGAT 80 year 6 part 2 as EA112.67.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05415g	CWM-NANT-DDU/ LLANERCH	Post Medieval	Industrial	SO25230235	Mine shaft
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7).

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7). Like Blaenserchan (2) on the south side of the valley, Cwm-nant-ddu colliery occupied a narrow platform quarried into the hillslope. The surface lay-out of the pithead forms an interesting contrast to Glyn-nant-ddu to the west; unlike the latter colliery, Cwm-nant-ddu was provided with what appears to have a conventional winding engine house on the upslope side of the pithead. The haulage shaft was located at SO 2523 0235 and an air shaft to the north-east of this at SO 2524 0236 is marked on the 1880 1st ed 2511 sheet. On the upslope side of the pithead, separated from the shafts by the mineral railway tracks, were the main colliery buildings, including what appears to have been the winding engine house at SO 2522 0238. Another shaft, apparently disused by 1880, is shown further to the west at SO 2502 0236 and a disused level is shown on the hillslope at SO 2536 0243 Cwm-nant-ddu, by then known as Llanerch colliery, was the site of an underground explosion on the 6th of February 1890, which resulted in the deaths of 176 men and boys. The mine closed in 1947. No surface buildings remain on the site.

comment

0

Associated study area

EA112.06

GGAT 80 year 6 notes

This PRN appears to refer to the shaft identified in GGAT 80 year 6 part 2 as EA112.63.

Southeast Wales Industrial Ironworks Landscapes

prn 05416g	name CWM-NANT-DDU/ LLANERCH	period Post Medieval	broadclass Industrial	ngr SO25240236	type Ventilation shaft
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1, 7).

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7). Like Blaenserchan (2) on the south side of the valley, Cwm-nant-ddu colliery occupied a narrow platform quarried into the hillslope. The surface lay-out of the pithead forms an interesting contrast to Glyn-nant-ddu to the west; unlike the latter colliery, Cwm-nant-ddu was provided with what appears to have a conventional winding engine house on the upslope side of the pithead. The haulage shaft was located at SO 2523 0235 and an air shaft to the north-east of this at SO 2524 0236 is marked on the 1880 1st ed 2511 sheet. On the upslope side of the pithead, separated from the shafts by the mineral railway tracks, were the main colliery buildings, including what appears to have been the winding engine house at SO 2522 0238. Another shaft, apparently disused by 1880, is shown further to the west at SO 2502 0236 and a disused level is shown on the hillslope at SO 2536 0243 Cwm-nant-ddu, by then known as Llanerch colliery, was the site of an underground explosion on the 6th of February 1890, which resulted in the deaths of 176 men and boys. The mine closed in 1947. No surface buildings remain on the site.

comment

0

Associated study area

EA112.06

GGAT 80 year 6 notes

This PRN appears to refer to the Air Shaft depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.62.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05417g	CWM-NANT-DDU / LLANERCH	Post Medieval	Transport	SO25220238	Winding engine
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1, 7).

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7). Like Blaenserchan (2) on the south side of the valley, Cwm-nant-ddu colliery occupied a narrow platform quarried into the hillslope. The surface lay-out of the pithead forms an interesting contrast to Glyn-nant-ddu to the west; unlike the latter colliery, Cwm-nant-ddu was provided with what appears to have a conventional winding engine house on the upslope side of the pithead. The haulage shaft was located at SO 2523 0235 and an air shaft to the north-east of this at SO 2524 0236 is marked on the 1880 1st ed 2511 sheet. On the upslope side of the pithead, separated from the shafts by the mineral railway tracks, were the main colliery buildings, including what appears to have been the winding engine house at SO 2522 0238. Another shaft, apparently disused by 1880, is shown further to the west at SO 2502 0236 and a disused level is shown on the hillslope at SO 2536 0243 Cwm-nant-ddu, by then known as Llanerch colliery, was the site of an underground explosion on the 6th of February 1890, which resulted in the deaths of 176 men and boys. The mine closed in 1947. No surface buildings remain on the site.

comment

0

Associated study area

EA112.06

GGAT 80 year 6 notes

This PRN appears to refer to the building depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.61.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05418g	CWM-NANT-DDU/ LLANERCH	Post Medieval	Industrial	SO25020236	Mine shaft
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1, 7).

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7). Like Blaenserchan (2) on the south side of the valley, Cwm-nant-ddu colliery occupied a narrow platform quarried into the hillslope. The surface lay-out of the pithead forms an interesting contrast to Glyn-nant-ddu to the west; unlike the latter colliery, Cwm-nant-ddu was provided with what appears to have a conventional winding engine house on the upslope side of the pithead. The haulage shaft was located at SO 2523 0235 and an air shaft to the north-east of this at SO 2524 0236 is marked on the 1880 1st ed 2511 sheet. On the upslope side of the pithead, separated from the shafts by the mineral railway tracks, were the main colliery buildings, including what appears to have been the winding engine house at SO 2522 0238. Another shaft, apparently disused by 1880, is shown further to the west at SO 2502 0236 and a disused level is shown on the hillslope at SO 2536 0243 Cwm-nant-ddu, by then known as Llanerch colliery, was the site of an underground explosion on the 6th of February 1890, which resulted in the deaths of 176 men and boys. The mine closed in 1947. No surface buildings remain on the site.

comment

0

Associated study area

EA112.06

GGAT 80 year 6 notes

This PRN appears to refer to the shaft depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 8 part 2 as EA112.64.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05419g	CWM-NANT-DDU/ LLANERCH	Post Medieval	Industrial	SO25360243	Colliery
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1, 7).

Full Description

GGAT Blaenserchan Assessment A069 - Cwm-nant-ddu/ Llanerch This was the second of the deep shaft mines in the assessment area. The Halcrow report indicates that it was sunk in about 1860, initially to work ironstone and, subsequently, coal (Halcrow 1991, 7). Like Blaenserchan (2) on the south side of the valley, Cwm-nant-ddu colliery occupied a narrow platform quarried into the hillslope. The surface lay-out of the pithead forms an interesting contrast to Glyn-nant-ddu to the west; unlike the latter colliery, Cwm-nant-ddu was provided with what appears to have a conventional winding engine house on the upslope side of the pithead. The haulage shaft was located at SO 2523 0235 and an air shaft to the north-east of this at SO 2524 0236 is marked on the 1880 1st ed 2511 sheet. On the upslope side of the pithead, separated from the shafts by the mineral railway tracks, were the main colliery buildings, including what appears to have been the winding engine house at SO 2522 0238. Another shaft, apparently disused by 1880, is shown further to the west at SO 2502 0236 and a disused level is shown on the hillslope at SO 2536 0243 Cwm-nant-ddu, by then known as Llanerch colliery, was the site of an underground explosion on the 6th of February 1890, which resulted in the deaths of 176 men and boys. The mine closed in 1947. No surface buildings remain on the site.

comment

0

Associated study area

EA112.06

GGAT 80 year 6 notes

This PRN appears to refer to the Colliery complex depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as a polygon covering the area of extractive workings EA112.06.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05424g	BLAENSERCHAN (2)	Post Medieval	Industrial	SO24650216	Coal cleaning
plant	WASHERY				
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Blaenserchan (2), which occupied a narrow platform cut into the hillside to the north-east of the earlier colliery, is the more familiar site, whose surface buildings were removed as recently as the 1980s.

Full Description

GGAT Blaenserchan Assessment A069 - Blaenserchan (2), which occupied a narrow platform cut into the hillside to the north-east of the earlier colliery, is the more familiar site, whose surface buildings were removed as recently as the 1980s. Unlike Blaenserchan (1) this was a deep shaft mine, working the Old Coal seam from two shafts: No 1 shaft, sunk in the late 1890s at c SO 2442 0207 and No 2 shaft, sunk in about 1916 at c SO 2436 0211. Considerable waste tips (tips 539 and 540) had accumulated on the lower slopes below the colliery, linked to the pits by tramroad. A washery was established in the 1920s on the valley floor at SO 2465 0216; spoil from the washery was conveyed by aerial ropeway to tips on the upper slopes (Halcrow 1991, 7). All of the earlier surface buildings at Blaenserchan (2) have been removed, though its distinctive quarried platform and the beds of the associated mineral railways remain. A surviving brick shed (a weighbridge ?) at SO 2424 0218 may have been erected within the lifetime of the colliery, but it is clearly a recent feature. The concrete washery cone on the valley floor is fairly typical of the period, though few of these have survived reclamation.

comment

0

Associated study area

EA112.07

GGAT 80 year 6 notes

This PRN covers Blaenserchan Colliery, depicted on the 1st edition OS map (1880) and much expanded on the 2nd (1901) and 3rd (1920) edition maps. This area lies outside of GGAT 80 year 6 part 2 area EA112.07, to the southwest.

prn	name	period	broadclass	ngr	type
05426g	SITE NAME NOT KNOWN	Post Medieval	Industrial	SO25000230	Colliery
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Unnamed level A disused level located on the northern slope of the valley, mid-way between Glyn-nant-ddu and Cwm-nant-ddu collieries is shown on the 1880 OS 2511 1st ed Sheet XVIII.13.

Full Description

GGAT Blaenserchan Assessment A069 - Unnamed level A disused level located on the northern slope of the valley, mid-way between Glyn-nant-ddu and Cwm-nant-ddu collieries is shown on the 1880 OS 2511 1st ed Sheet XVIII.13. The level mouth was sited at SO 2500 0230, with a waste tip downslope of this, centred at SO 2501 0220. This may have been an early level working the Tillery (Brithdir) seam. Both the level and tip have been encroached upon by subsequent massive tipping from Llanerch colliery to the east, and no remains are now visible.

comment

0

Associated study area

EA112.08

GGAT 80 year 6 notes

This level is not depicted as an active feature on the 1st edition OS map (1880), though earthworks are visible here, but the 2nd edition map (1901) shows both an active coal level, and an associated infrastructure of tramroads and small buildings, apparently part of the Glyn-nant-ddu Colliery. This feature lies outside of the GGAT 80 year 6 part 2 surviving extractive area polygons and outside of area EA112.08, just to the north, between this and area EA112.06. It has been excluded due to the lack of survival of the original features and the later overtopping.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05427g	MORRISON'S PITS	Post Medieval	Industrial	SO25700208	Colliery
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area.

Full Description

GGAT Blaenserchan Assessment A069 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area. The 1880 OS 2511 Its ed, sheet XVIII.14, shows the pit in a disused state, with a small cluster of buildings lying to north and south of the Cwm-nant-ddu tramroad, which was crossed at this point by a bridge. There appear to be two shafts. One, described as 'Old Shaft' on the 1880 map, was located in the tramroad cutting at SO 2570 0208, with what may have been a small engine winding house to the north of this at SO 2570 0209. A second shaft was located to the south of the tramroad at SO 2566 0207 and a structure to the south-east of this at SO 2567 0206 may also have been an engine winding house. A further structure of unknown function was located at SO 2568 0207, close to the bridge. No surface structures remain, though considerable brick and rubble debris is scattered across the site.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN refers to the extractive area Morrison's Pits, depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as a polygon EA112.09 comprising this and Graig-ddu Brick Works, and may be a duplicate of PRN 05429g

prn	name	period	broadclass	ngr	type
05428g	MORRISON'S PITS	Post Medieval	Transport	SO25700209	Winding engine
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area.

Full Description

GGAT Blaenserchan Assessment A069 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area. The 1880 OS 2511 Its ed, sheet XVIII.14, shows the pit in a disused state, with a small cluster of buildings lying to north and south of the Cwm-nant-ddu tramroad, which was crossed at this point by a bridge. There appear to be two shafts. One, described as 'Old Shaft' on the 1880 map, was located in the tramroad cutting at SO 2570 0208, with what may have been a small engine winding house to the north of this at SO 2570 0209. A second shaft was located to the south of the tramroad at SO 2566 0207 and a structure to the south-east of this at SO 2567 0206 may also have been an engine winding house. A further structure of unknown function was located at SO 2568 0207, close to the bridge. No surface structures remain, though considerable brick and rubble debris is scattered across the site.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the building depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.89.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05429g	MORRISON'S PITS	Post Medieval	Industrial	SO25660207	Colliery
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area.

Full Description

GGAT Blaenserchan Assessment A069 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area. The 1880 OS 2511 1st ed, sheet XVIII.14, shows the pit in a disused state, with a small cluster of buildings lying to north and south of the Cwm-nant-ddu tramroad, which was crossed at this point by a bridge. There appear to be two shafts. One, described as 'Old Shaft' on the 1880 map, was located in the tramroad cutting at SO 2570 0208, with what may have been a small engine winding house to the north of this at SO 2570 0209. A second shaft was located to the south of the tramroad at SO 2566 0207 and a structure to the south-east of this at SO 2567 0206 may also have been an engine winding house. A further structure of unknown function was located at SO 2568 0207, close to the bridge. No surface structures remain, though considerable brick and rubble debris is scattered across the site.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN refers to the extractive area Morrison's Pits, depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as a polygon EA112.09 comprising this and Graig-ddu Brick Works, and may be a duplicate of PRN 05427g.

prn	name	period	broadclass	ngr	type
05430g	MORRISON'S PITS	Post Medieval	Transport	SO25670206	Winding engine
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area.

Full Description

GGAT Blaenserchan Assessment A069 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area. The 1880 OS 2511 1st ed, sheet XVIII.14, shows the pit in a disused state, with a small cluster of buildings lying to north and south of the Cwm-nant-ddu tramroad, which was crossed at this point by a bridge. There appear to be two shafts. One, described as 'Old Shaft' on the 1880 map, was located in the tramroad cutting at SO 2570 0208, with what may have been a small engine winding house to the north of this at SO 2570 0209. A second shaft was located to the south of the tramroad at SO 2566 0207 and a structure to the south-east of this at SO 2567 0206 may also have been an engine winding house. A further structure of unknown function was located at SO 2568 0207, close to the bridge. No surface structures remain, though considerable brick and rubble debris is scattered across the site.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the building depicted on the 1st edition OS map (1880) at Morrison's Pits and identified in GGAT 80 year 6 part 2 as EA112.86.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
05431g	MORRISON'S PITS	Post Medieval	Industrial	SO25680207	Engine house
form	condition				
0	Not known				

summary

GGAT Blaenserchan Assessment a081 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area.

Full Description

GGAT Blaenserchan Assessment A069 - Morrison's Pits This colliery site lies outside the proposed reclamation and landfill area, but it will be affected by the proposed washery plant and reception area. The 1880 OS 2511 1st ed, sheet XVIII.14, shows the pit in a disused state, with a small cluster of buildings lying to north and south of the Cwm-nant-ddu tramroad, which was crossed at this point by a bridge. There appear to be two shafts. One, described as 'Old Shaft' on the 1880 map, was located in the tramroad cutting at SO 2570 0208, with what may have been a small engine winding house to the north of this at SO 2570 0209. A second shaft was located to the south of the tramroad at SO 2566 0207 and a structure to the south-east of this at SO 2567 0206 may also have been an engine winding house. A further structure of unknown function was located at SO 2568 0207, close to the bridge. No surface structures remain, though considerable brick and rubble debris is scattered across the site.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the building depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.87.

Southeast Wales Industrial Ironworks Landscapes

prn 05435g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Industrial	ngr SO25450207	type Brickworks
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century.

Full Description

GGAT Blaenserchan Assessment A069 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century. Most mining districts had at least one brickworks, which tended to be operated by the colliery proprietors themselves (Baber 1980, 220-1). In some mining areas .brickmaking had a significant social role for women, particularly after the 1840s, when women and children had been excluded from work underground. Craig-ddu Brickworks was established in about 1840 and continued in production until 1958. The brickworks site lies on the valley floor at SO 2545 0207, at the eastern edge of the proposed reclamation area. Little now remains of the works, apart from two ruined buildings on the hillslopes; the earliest structures on the banks of the river have been demolished and largely sealed over. The river itself has also been diverted from its former bed and is actively undermining parts of the buried foundations of the works. The present remains The development of the site can be divided into two main phases: - The 19th century works, which was a compact unit of processing sheds and external kilns sited on the valley floor. - 20th century rebuilding of the site as a more extensive group of buildings extending up the south side of the valley, while tipping from Llanerch Colliery partly intruded on the valley floor from the north. The site has undergone considerable changes from its 19th century landform: the tramroad on the northern side has been entirely engulfed in waste tips, the main course of the river past the site has been pushed southwards and is now eroding the buried foundations of the brickworks, and the watercourse which powered the 19th century works has been infilled and sealed. The standing buildings on the southern slopes are a part of the 20th century rebuilding. The Victorian brickworks Although its standing buildings on the valley floor site have been demolished, there are likely to be substantial buried remains of the Victorian works. The map evidence, compared with what is known of contemporary brickworks elsewhere, suggests that this consisted of the following: - The clay-mines and tramroad Clay was mined from at least two successive levels on the valley floor, located close to the site. The older level was south of the original course of the river (which has since been diverted), close to the masonry abutments of the later tramroad bridge at SO 2537 0206. The main heading was driven to the southwest and its workings were connected to an air shaft located 100m to the east of the level mouth at SO 2547 0203. At some point before 1870 a second level was driven into the northern bank of the river at SO 2527 0212, working the measures to north of a cross valley fault and connecting with the Cwm-nant-ddu pit shafts. The clay was taken by tramroad directly to a yard area on the west side of the brickworks. This entire section of the works (both levels mouths, most of the tramroad, the original tramroad bridge and about 70m of the river itself) now lies sealed beneath the tail of tip 542. - A watercourse From a point along that part of the river covered by tip 542 at SO 2537 0207, an open feeder course extended for some 75m to the brickworks site, eventually issuing back into the river downstream of the works at SO 2548 0208. The feeder course seems to have been entirely filled in and there is no visible trace of it. It is likely, however, that the open feeder course was lined throughout most of its length (as the tramroad ran alongside it) and a section of the course beneath the works would have been culverted. The brickworks The Victorian brickworks seems to have consisted of four elements arranged in a compact group. From west to east these were: (a) A clay dump on the west side at SO 2542 0206. (b) The clay puddling and brick-moulding buildings at SO 2545 0207. (c) The kilns at SO 2546 0206. (d) A brickyard and tramway sidings (Monk's Sidings) on the east at SO 2547 0207. The principal structural remains are likely to be (b) and (c). It is thought that the feeder course, which entered the south end of the processing buildings, supplied both the power to the clay pug mill (probably from a wheelpit at the south end) and also the water for the mixture. There will probably be substantial structural remains of this process. The brick moulding stage itself probably will not have left any traces. It is possible, however, that the exposed brick vaulting at the north end of the block may be part of a drying kiln of some sort - these remains appears to be fairly late. The potential remains of the kilns are certainly of interest. The 1880 OS 25" shows two circular plan beehive kilns of a type that were still in use at Blaenafon in the 1920s. A third beehive kiln seems to have been added later, according to an undated site plan. It is likely that wasters from abortive firings will also litter the area around the kilns. Finally, there may be in-situ lengths of tramline and revetment walls and other structures. There are also likely to be quantities of buried fittings and objects, including conventional domestic artefacts such as pottery and clay pipes etc. A find of three wooden needles and a bone comb (PRN 3988g) was recorded on the site at SO 254 021 in 1973. All of this material is a part of the archaeological site. The post-19th century works While there are insufficient data at present to identify the more recent developments on the site, there are several extant features which obviously belong to this phase, including the two standing buildings on the southern slopes at SO 2542 0202 and SO 2545 0203. An inclined plane, whose foot was located adjacent to these buildings, is also a late 19th or early 20th century feature (see comment on inclined planes above). The landform itself has also been greatly modified during the last sixty years or so of the lifetime of the works.

comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the large building at Graig-ddu Brick Works which is depicted on the 1st edition OS map (1880) and is identified in GGAT 80 year 6 part 2 as EA112.82.

Southeast Wales Industrial Ironworks Landscapes

prn 05436g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Transport	ngr SO25370200	type Tramway bridge
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century...

Full Description

GGAT Blaenserchan Assessment A069 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century. Most mining districts had at least one brickworks, which tended to be operated by the colliery proprietors themselves (Baber 1980, 220-1). In some mining areas brickmaking had a significant social role for women, particularly after the 1840s, when women and children had been excluded from work underground. Craig-ddu Brickworks was established in about 1840 and continued in production until 1958. The brickworks site lies on the valley floor at SO 2545 0207, at the eastern edge of the proposed reclamation area. Little now remains of the works, apart from two ruined buildings on the hillslopes; the earliest structures on the banks of the river have been demolished and largely sealed over. 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comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to lie outside of the polygon for Graig-ddu Brick Works EA112.09, just to the south.

Southeast Wales Industrial Ironworks Landscapes

prn 05437g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Industrial	ngr SO25470203	type Clay pit
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century...

Full Description

GGAT Blaenserchan Assessment A069 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century. Most mining districts had at least one brickworks, which tended to be operated by the colliery proprietors themselves (Baber 1980, 220-1). In some mining areas .brickmaking had a significant social role for women, particularly after the 1840s, when women and children had been excluded from work underground. Craig-ddu Brickworks was established in about 1840 and continued in production until 1958. The brickworks site lies on the valley floor at SO 2545 0207, at the eastern edge of the proposed reclamation area. Little now remains of the works, apart from two ruined buildings on the hillslopes; the earliest structures on the banks of the river have been demolished and largely sealed over. 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At some point before 1870 a second level was driven into the northern bank of the river at SO 2527 0212, working the measures to north of a cross valley fault and connecting with the Cwm-nant-ddu pit shafts. The clay was taken by tramroad directly to a yard area on the west side of the brickworks. This entire section of the works (both levels mouths, most of the tramroad, the original tramroad bridge and about 70m of the river itself) now lies sealed beneath the tail of tip 542. - A watercourse From a point along that part of the river covered by tip 542 at SO 2537 0207, an open feeder course extended for some 75m to the brickworks site, eventually issuing back into the river downstream of the works at SO 2548 0208. The feeder course seems to have been entirely filled in and there is no visible trace of it. 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comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to an area of extraction, labelled as an Old Coal Shaft on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.84, though in the HER record it is described as a clay pit.

Southeast Wales Industrial Ironworks Landscapes

prn 05438g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Industrial	ngr SO25270212	type Clay pit
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century...

Full Description

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comment

0

Associated study area

EA112.08

GGAT 80 year 6 notes

This PRN is placed on the site of an Old Coal Level depicted on the 1st edition OS map (1880), though the HER records it as a clay pit, this may not be accurate. It more likely refers to the level, which is identified in GGAT 80 year 6 part 2 as EA112.80.

Southeast Wales Industrial Ironworks Landscapes

prn 05440g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Industrial	ngr SO25420202	type Brickworks
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century...

Full Description

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comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the entire area of the Brick Works depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.09, though the NGR puts the point just to the south of the polygon. This appears to be a duplicate of PRN 05441g.

Southeast Wales Industrial Ironworks Landscapes

prn 05441g	name CRAIG-DDU BRICKWORKS	period Post Medieval	broadclass Industrial	ngr SO25450203	type Brickworks
form 0	condition Not known				

summary

GGAT Blaenserchan Assessment a081 - CRAIG-DDU BRICKWORKS Brick-making, using clay found in association with the coal seams, became an important ancillary industry on the South Wales coalfield in the 19th century...

Full Description

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comment

0

Associated study area

EA112.09

GGAT 80 year 6 notes

This PRN appears to refer to the entire area of the Brick Works depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA112.09, though the NGR puts the point just to the south of the polygon. This appears to be a duplicate of PRN 05440g.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
07224g	SITE NAME NOT KNOWN	Modern	Industrial	SO2822704669	Quarry

form	condition
-	-

summary

Large limestone quarry, recorded as disused on 1901 map. Site planted 1973, but few trees thriving.

Full Description

Large limestone quarry, recorded as disused on 1901 map. Site planted 1973, but few trees thriving.

comment

-

Associated study area

EA099.01

GGAT 80 year 6 notes

This PRN appears to refer to the entire area of the quarry, which is depicted on the 1st edition OS map (1882) and is identified in GGAT 80 year 6 part 2 as EA099.01.

prn	name	period	broadclass	ngr	type
07225g	SITE NAME NOT KNOWN	Modern	Unassigned	SO2810404521	Building

form	condition
-	-

summary

Single building located N side of quarry tramway, which may have been a weighbridge house.

Full Description

Single building located N side of quarry tramway, which may have been a weighbridge house.

comment

-

Associated study area

EA099.01

GGAT 80 year 6 notes

This PRN appears to refer to the building depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as polygon EA099.03. This feature is located within the Scheduled area of SAM GM597.

Southeast Wales Industrial Ironworks Landscapes

prn	name	period	broadclass	ngr	type
07227g	SITE NAME NOT KNOWN	Modern	Industrial	SO274670383 8	Quarry
form	condition				
-	-				

summary

Disused & overgrown quarry on edge of larch. Cut in E, on edge of FE track, which was in use as a tramway for the quarries.

Full Description

Disused & overgrown quarry on edge of larch. Cut in E, on edge of FE track, which was in use as a tramway for the quarries.

comment

-

Associated study area

EA110.01

GGAT 80 year 6 notes

This PRN refers to the a Old Quarry depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA110.01. The NGR places it on the edge of SAM GM597.

prn	name	period	broadclass	ngr	type
09108g	Mount Pleasant	Post Medieval	Domestic	SO256480571 6	House
form	condition				
Documents	Not known				

summary

House visible on 1st (1882), 2nd (1901) & 3rd (1920) & 4th (1953) edition OS maps.

Full Description

House visible on 1st (1882), 2nd (1901) & 3rd (1920) & 4th (1953) edition OS maps.

comment

Formerly ID036 in BWV010 application.

Associated study area

GGAT 80 year 6 notes

This PRN appears to refer to the house depicted on the 1st edition OS maps (1882) and identified in GGAT 80year 6 part 2 as EA093.74.

NMR Sites: Eastern Area

Nprn

20505

Name

OLD CASTLE, THE BRITISH

Ngr

SO25840421

Broadclass

Domestic

Period

Post Medieval?

Form

Not recorded

Type

DWELLING

Description

Small 16th - 17th century 2-storey, rubble. Interior, p. & p. partitions. Stone spiral fireplace stairs.

Associated study area

EA093C

GGAT 80 year 6 notes

This NPRN appears to refer to a small unnamed domestic dwelling depicted on the 1st edition OS map (1880) just outside GGAT 80 year 6 part 2 area EA093C.

Nprn

33567

Name

GOLYNOS COAL SHAFT

Ngr

SO25600455

Broadclass

Industrial

Period

Post Medieval

Form

Documents

Type

COAL MINE

Description

-

Associated study area

EA093C

GGAT 80 year 6 notes

This NPRN appears to refer to an Old Coal and Ironstone Shaft depicted on the 1st edition OS map (1880) in an extractive area just to the north of GGAT 80 year 6 part 2 area EA093C, though the area of the shaft now appears to be part of a golf course.

Southeast Wales Industrial Ironworks Landscapes

Nprn

33584

Name

VARTEG HILL COLLIERY

Ngr

SO244062

Broadclass

Industrial

Period

Post Medieval

Form

Documents

Type

COAL MINE

Description

Varteg Hill Colliery (West) was opened in 1860; it lies some 1.7km to the west of Varteg Hill Colliery (East) (nprn 260007).

Associated study area

EA082.01

GGAT 80 year 6 notes

This NPRN appears to refer to the area of Varteg-hill Colliery, depicted on the 1st edition OS map (1880) and identified in GGAT 80 year 6 part 2 as EA082.01.

Nprn

34968

Name

BIG ARCH RAILWAY TUNNEL, TALYWAIN, ABERSYCHAN

Ngr

SO260035

Broadclass

Transport

Period

Post Medieval

Form

Other Structure

Type

RAILWAY TUNNEL

Description

1. Road and rail tunnel to ironworks, cut obliquely through embankment of railway above. Semi circular arch springing from ground. Yellow brick voussoirs and lining, massive squared rubble abutments, retaining walls at both ends.
 2. The tunnel gave access by rail and road to British Ironworks (nprn 85082) through the embankment carrying the GWR branch from Pontypool to Cwmffrwyd.
- B.A.Malaws, 01 May 2003.

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN appears to refer to the same feature as PRNs 03191g and 04597g and LB 14871. It lies just outside of GGAT 80 year 6 part 2 area EA112.01, to the north.

Southeast Wales Industrial Ironworks Landscapes

Nprn

36832

Name

ELIZABETH ROW, BRITISH IRONWORKS, ABERSYCHAN

Ngr

SO25420345

Broadclass

Domestic

Period

Post Medieval

Form

Building

Type

TERRACED HOUSING

Description

1. Circa 1825. One 3 terrace. Other ruinous. Some have original cast iron window.
Additional information in Jeremy Lowe database of workers housing, ref 391

Associated study area

EA112.01

GGAT 80 year 6 notes

Workers' housing depicted on the 1st edition OS map (1880) just outside of GGAT 80 year 6 part 2 area EA112.01, to the west.

Nprn

67674

Name

VARTEG RESERVOIR

Ngr

SO26300682

Broadclass

Water Supply and Drainage

Period

Post Medieval

Form

Earthwork

Type

RESERVOIR

Description

Late C19 reservoir built by Pontypool Gas & Water Co and shown on 2nd ed OS.
Covered reservoir 60m x 40m behind 3m high earthen banks. Concrete surface is probably an addition.

R Hayman, Hayman & Horton, 8/1/2003

Associated study area

EA093B

GGAT 80 year 6 notes

This NPRN lies in GGAT 80 year 6 part 2 study area EA093B, though this feature does not appear to be associated with ironworks-related extractive activity, as it is not depicted on the 1st edition OS map (1882) and first appears on the 2nd edition (1901).

Southeast Wales Industrial Ironworks Landscapes

Nprn

67675

Name

VARTEG RESERVOIR, IRON POST

Ngr

SO26260686

Broadclass

Water Supply and Drainage

Period

Post Medieval

Form

Other Structure

Type

BOUNDARY POST

Description

Varteg reservoir was built late C19 by Pontypool Gas & Water Co. It, and the iron post, are shown on 2nd ed OS.

A cast iron, V-shaped post 0.3m high, with ramped top. The two faces have, in raised letters, 'PG&W Co' (Pontypool Gas & Water Company).

R Hayman, Hayman & Horton, 8/1/2003

Associated study area

EA093B

GGAT 80 year 6 notes

This NPRN lies in GGAT 80 year 6 part 2 study area EA093B, though this feature does not appear to be associated with ironworks-related extractive activity, as it is not depicted on the 1st edition OS map (1882) and first appears on the 2nd edition (1901).

Nprn

67676

Name

MYNYDD VARTEG FACH, SPOIL TIP

Ngr

SO26220690

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

On the lower slopes of Mynydd Varteg Fach, N of Varteg Reservoir. An undulating spoil tip from small C19 quarrying, encroached on W side by large area of late C20 regrading. Mainly rubble covered with grass and heather, covering an area 60m N-S by 30m.

R Hayman, Hayman & Horton, 8/1/2003

Associated study area

EA093.01

GGAT 80 year 6 notes

This NPRN appears to cover the area of spoil tips depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.01.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67677

Name

MYNYDD VARTEG FACH, QUARRY

Ngr

SO26270718

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

QUARRY

Description

On the lower slopes of Mynydd Varteg Fach, W of the B4246. Late C19 quarry shown on the 1st ed OS. Shallow quarry covering a wide area approximately 220m NW-SE by 50m. A bedrock face 2-3m high can be followed, but not continuously, across the W face, at right angles to which are several later exposed faces at lower level. Spoil mounds are well grassed over.

R Hayman, Hayman & Horton, 8/1/2003

Associated study area

EA093.03

GGAT 80 year 6 notes

This NPRN appears to cover the Quarry depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.03.

Nprn

67679

Name

SHOP ROAD BRIDGE, VARTEG

Ngr

SO26240624

Broadclass

Transport

Period

Post Medieval

Form

Other Structure

Type

BRIDGE

Description

Road bridge over LNWR Abersychan Extension (nprn 67678), 1877. Skewed plate girder bridge on a steep site. On the E (downhill) side is coped rock-faced stone high-level approach, while on the W (uphill) side is a retaining wall of similar material, incorporating 4 shallow arched recesses. The deck is supported on a pair of freestanding steel piers, and another pair incorporated into the W abutment. The deck retains its original corrugated iron parapet. On the NW side the abutment is continuous with a coped rock-faced retaining wall that links with the incline bridge (nprn 67683) crossing the railway.

R Hayman, Hayman & Horton, 8/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This NPRN is close to Varteg-hill Colliery, just to the east of the main area EA093.05.

Southest Wales Industrial Ironworks Landscapes

Nprn

67694

Name

LNWR, VARTEG HILL COLLIERY BRANCH

Ngr

SO26290666

Broadclass

Transport

Period

Post Medieval

Form

Earthwork

Type

RAILWAY

Description

Varteg Hill Colliery was opened in 1860. The railway was built to link with the LNWR Abersychan Extension, built in 1877, near Blaenavon High Level Station. The line is shown on the 1882 OS, where it continued 2km further W to another colliery. Within the survey area the railway survives as a vehicle track approximately 4m wide. From a sharp bend at the S end of the present survey area (site of Bracey's Pit) the track descends evenly for approximately 1.1km. At the N end of this descent it has been laid with concrete and a junction has been created with the B4248, which crosses the line. No bridge across the road survives. Beyond the road the line continues across fields in a NW direction for 1.35km, embanked on the downhill side to a height of up to 5m. It is used as a footpath and is grassed over. Near the NW end, E of Varteg Road Cemetery, the embankment is only 1.5m high on the downhill side and a rubble-stone revetment is on the uphill side. The former junction with the main line is not well preserved and was probably lost when land was regraded for the extension of Varteg Road Cemetery.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.04

GGAT 80 year 6 notes

This NPRN appears to refer to the tramroad depicted on the 1st edition OS map (1882) also depicted and labelled the Varteg Hill Colliery Branch on the 2nd edition OS map (1901) and identified in GGAT 80 year 6 part 2 as the linear feature EA093.37.

Nprn

67696

Name

VARTEG HILL, SPOIL TIP I

Ngr

SO26100600

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The spoil heap is shown on the 2nd ed OS.

Large spoil tip 20m high with a flattened top, 250m N-S by 100m.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.21

GGAT 80 year 6 notes

This NPRN appears to refer to the large tip depicted on the 2nd edition OS map (1901) and identified in GGAT 80 year 6 part 2 as EA093.21.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67697

Name

VARTEG HILL COLLIERY, CALCINING KILNS

Ngr

SO26040606

Broadclass

Industrial

Period

Post Medieval

Form

Other Structure

Type

CALCINING KILN

Description

Varteg Hill Colliery was opened in 1860 by John Vipond and is shown as an iron mine on the 1st ed OS. The map also shows a pair of 'mine kilns', which could have been built earlier by the Varteg Iron Co. Remains of a calcining kiln in a steep bank on the E side of the LNWR branch railway (nprn 67694). Part of a coursed rubble wall survives 3m high, with 3 associated holding down bolts.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.22

GGAT 80 year 6 notes

This NPRN appears to refer to the "Minekilns" depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.58.

Nprn

67699

Name

VARTEG HILL, SPOIL TIP II

Ngr

SO26160617

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The spoil heap is shown on the 1st ed OS in the process of formation. Large spoil tip of coal dust and shale, up to 20m high, although lower and only 4m high at the S end, approximately 150m N-S by 120m.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN appear to refer to the substantial tip depicted on the 1st edition OS map (1882) which is part of the GGAT 80 year 6 part 2 area EA093.05.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67700

Name

VARTEG HILL, SPOIL TIP III

Ngr

SO26250605

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The spoil tip is probably late C19.

A small tip approximately 25m N-S by 20m, 1.5m high. The tip is eroded, with exposed black soil and coal fragments, but is otherwise covered with heathland vegetation.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.08

GGAT 80 year 6 notes

This NPRN appears to refer to the small tip depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.08.

Nprn

67701

Name

VARTEG HILL, SPOIL TIP IV

Ngr

SO26300613

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The spoil tip is probably redeposited material and is composed of a conglomeration of separate tipping episodes, forming mounds up to 4m high. Behind and to the W of Pembroke Terrace, 180m N-S by 40m maximum.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.07

GGAT 80 year 6 notes

This NPRN appears to refer to the tip depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.07.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67702

Name

VARTEG HILL, SPOIL TIP V

Ngr

SO26330593

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The spoil tip is probably redeposited material and is composed of a conglomeration of separate tipping episodes, forming mounds up to 3m high, over an area 180m N-S by a maximum of 240m.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.12

GGAT 80 year 6 notes

This NPRN appears to refer to the tip depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.12.

Nprn

67703

Name

STABLE HOUSES, VARTEG

Ngr

SO26360585

Broadclass

Domestic

Period

Post Medieval

Form

Ruin

Type

TERRACED HOUSING

Description

Row of 4 houses shown on 1st ed OS, probably built for workmen at Varteg Ironworks. Demolished by 1964. It survives as a mound of rubble stone up to 1.5m high, 20m N-S, by 7m.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This PRN refers to the row of terraced houses depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.70.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67706

Name

VARTEG HILL COLLIERY RAILWAY INCLINE

Ngr

SO26400642

Broadclass

Transport

Period

Post Medieval

Form

Earthwork

Type

INCLINED PLANE

Description

Varteg Hill Colliery was opened in 1860. The incline was built in 1861 to take coal from the colliery down to Cwmavon on the Monmouthshire Railway & Canal Company line and ran due east down the valley side for some 760m. It was superseded when the London & North Western Railway's Varteg Hill Colliery Branch was opened.

The upper end of the incline, where an engine house was situated, has been lost beneath later tipping. The surviving upper end is 210m long west of the B4246 road and this section is embanked up to 6m high and the track bed is 5m wide. To the east of the B4246 it continues in a cutting for 80m to the bridge (nprn 67683) over the London & North Western Railway's Abersychan Extension.

Further downhill it is embanked for 40m then lies in a cutting for some 70m. At the foot the tracks branched north and south to join the Monmouthshire Railway and in the triangle so formed, a large stone structure with a vaulted brick roof was constructed in line with the incline tracks as a covered catch pit. It lies at grid reference SO 26920 06410. The structure is not shown on the first edition Ordnance Survey 25in map of 1882 but appears on subsequent editions.

RCAHMW, 27 April 2009.

Associated study area

EA093A

GGAT 80 year 6 notes

This NPRN appears to refer to the incline part of the tramroad system depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.124.

Nprn

67707

Name

VARTEG HILL, SPOIL TIP VI

Ngr

SO26330636

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Former spoil tip in a field, mostly removed to leave small mounds up to 1.5m high over an area of disturbed ground 60m diameter.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.125

GGAT 80 year 6 notes

This NPRN appears to refer to the small crescent-shaped area of earthworks depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.125

Southeast Wales Industrial Ironworks Landscapes

Nprn

67708

Name

VARTEG HILL, SPOIL TIP VII

Ngr

SO26200633

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

SPOIL HEAP

Description

Probably C20, and comprising a large area of spoil up to 15m deep on the downhill (E) side, covering an area approximately 130m N-S by 90m, and built up around a late C20 drift mine (nprn 67709).

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN refers to a tip which is depicted on the 2nd edition OS map (1901) but not on the 1st edition (1882). It therefore does not have an individual identity for GGAT 80 year 6 part 2, but is immediately to the east of the main Varteg-hill Colliery area EA093.05.

Nprn

67709

Name

CWM GLO DRIFT MINE, VARTEG

Ngr

SO2618706345

Broadclass

Industrial

Period

Post Medieval

Form

Other Structure

Type

DRIFT MINE

Description

Small drift mine opened in the 1990s and worked for 3-5 years. At the top is a small blockwork winding house, inside which is a winding drum with steel rope. A tunnel of corrugated iron incorporates 2 tramways and leads to the entrance, which is blocked with spoil.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

Due to its late date, this feature has not been assigned a number for GGAT 80 year 6 part 2, but lies just to the west of area EA093.05.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67710

Name

VARTEG HILL COLLIERY, UNIDENTIFIED BUILDING I

Ngr

SO26080621

Broadclass

Industrial

Period

Post Medieval

Form

Ruin

Type

COLLIERY

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The structure is C20, purpose unknown. Two walls of a former building 7x3m and up to 4m high. Of coarse-aggregate concrete, bearing shuttering marks.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN appears to record a building at Varteg-hill Colliery which may be the one depicted on the 1st edition OS maps (1882) and identified in GGAT 80 year 6 part 2 as EA093.127.

Nprn

67711

Name

VARTEG HILL COLLIERY, UNIDENTIFIED BUILDING II

Ngr

SO26090623

Broadclass

Industrial

Period

Post Medieval

Form

Ruin

Type

COLLIERY

Description

Varteg Hill Colliery was opened in 1860 by John Vipond. The structure is probably C19, but purpose unknown. Rubble-stone footings of 2 walls of a former building at least 4x3m but probably larger.

R Hayman, Hayman & Horton, 9/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN appears to refer to a building, which may be the one depicted on the 1st (1882), 2nd (1901), and 3rd (1920) edition OS maps, at Varteg-hill Colliery, although this appears to be a different part of the same building which is recorded as NPRN 67710, and is identified in GGAT 80 year 6 part 2 as EA093.127.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67714

Name

STABLE HOUSES, GARDENS

Ngr

SO26380586

Broadclass

Agriculture and Subsistence

Period

Post Medieval

Form

Other Structure

Type

GARDEN

Description

Garden of Stable Houses (nprn 67703), shown on the 1st ed OS. No internal divisions are visible. On the N and E sides it is formed by a bank up to 1.5m high, and on the S side by a line of hawthorns. Stables Houses are on the W side. Approximately 30m E-W by 25m.

Associated study area

EA093A

GGAT 80 year 6 notes

The gardens of Stable Houses depicted on the 1st edition OS map (1882).

Nprn

67717

Name

VARTEG HILL, MINE SLOPE BRANCH RAILWAY

Ngr

SO26050621

Broadclass

Transport

Period

Post Medieval

Form

Earthwork

Type

RAILWAY

Description

A short railway linking a drift mine known as Mine Slope with the Varteg Hill Colliery Branch of the LNWR (nprn 67694). Evidence of Mine Slope has been lost under later tipping. The junction with the LNWR, which must have been down a steep gradient, is also no longer visible.

The railway survives as a short section of track 150m N-S, curving round the W side of Varteg Hill Colliery, partially in a cutting, and with a short branch on its W side 50m long in a cutting.

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN records a linear tramroad feature depicted on the 1st edition OS map (1882) at Varteg-hill Colliery, which is identified in GGAT 80 year 6 part 2 as EA093.37. It continues north out of the area of survival to the Mine Slope depicted on the 1st edition map, but this area has now been reclaimed and beyond the boundary of the GGAT 80 polygon EA093.05 little appears to survive. Both the tramroad and the Mine Slope and its associated features have been destroyed/buried by opencast.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67718

Name

VARTEG HILL, RAILWAY

Ngr

SO26220600

Broadclass

Agriculture and Subsistence

Period

Post Medieval

Form

Earthwork

Type

TRACKWAY

Description

Pre industrial farm track but shown as a railway on the 3rd ed OS. It survives for a length of 600m N-S. At the S end it is lost in an area of poor drainage (caused by tipping to the W), then follows along the W side of a field (nprn 67713) at the rear of Pembroke Terrace. Extends as far as the Varteg Hill Colliery Incline (nprn 67706).

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This feature has not been assigned an individual identity in GGAT 80 year 6 part 2 as it is not depicted on the 1st edition OS map (1882) and is not shown until the 3rd edition OS (1920) and is therefore too late to be directly ironworks related. It does lie within the current study area EA093A, however.

Nprn

67719

Name

VARTEG, ENCLOSURE III

Ngr

SO26230589

Broadclass

Agriculture and Subsistence

Period

Post Medieval

Form

Other Structure

Type

FIELD

Description

Small enclosure, probably pre industrial, approximately 40m N-S by 30m. Drystone walls survive up to 1m high, although some sections now survive as banks, with lines of hawthorns.

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This feature is depicted on the 1st edition OS map (1882) and although it is probably not directly ironworks-related, it may be associated with early transitional/agri-industrial settlement, and is located within GGAT 80 year 6 part 2 study area EA093A.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67721

Name

VARTEG, UNIDENTIFIED BUILDING II

Ngr

SO26300600

Broadclass

Unassigned

Period

Post Medieval

Form

Ruin

Type

BUILDING

Description

Site of a building in a field (nprn 67713), mostly buried by redeposited spoil (nprn 67701). A stone and brick construction, surviving as a wall 6m E-W with a 2m return wall. Bricks are stamped 'Star Brick Co, Caerleon'.

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This feature is not depicted on the 1st (1882), 2nd (1901) or 3rd (1920) edition OS maps and may therefore be too late to be ironworks-related.

Nprn

67722

Name

VARTEG HILL COLLIERY, RAILWAY SIDING

Ngr

SO26070616

Broadclass

Transport

Period

Post Medieval

Form

Earthwork

Type

RAILWAY

Description

Short railway siding on W side of Varteg Hill Colliery LNWR branch (nprn 67694), but not shown on OS. No junction with branch railway is visible but a section of track bed on an embankment 10m wide and approximately 30m long.

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This feature appears to be part of the linear tramroad system depicted on the 1st edition OS map (1882) and identified in GGAT 80 year 6 part 2 as EA093.37.

Southeast Wales Industrial Ironworks Landscapes

Nprn

67723

Name

CWM GLO DRIFT MINE ACCESS ROAD

Ngr

SO26130645

Broadclass

Transport

Period

Post Medieval

Form

Earthwork

Type

ROAD

Description

Cwm Glo Drift Mine (nprn 67709) was worked for a short period in the 1990s. The access road leads N from the mine in a 4m wide track on an embankment 3m high, for approximately 150m, where it meets the former LNWR Varteg Hill Colliery Branch (nprn 67694), which was used as a track giving access to the B4248.

R Hayman, Hayman & Horton, 20/1/2003

Associated study area

EA093.05

GGAT 80 year 6 notes

This feature appears to be related to a late-20th century mine which is not related to the ironworks. The NGR given this NPRN places the point in an area which has been reclaimed, destroying any features in this area.

Nprn

67749

Name

BRYNAVALON, VARTEG

Ngr

SO26180604

Broadclass

Domestic

Period

Post Medieval

Form

Building

Type

HOUSE

Description

Late C19 2-storey 2-window house of snecked rock-faced stone, lintelled openings with brick jambs, slate roof and brick stack to the R. Windows and door are replaced. Additions to L gable end and rear.

R Hayman, Hayman & Horton, 21/1/2003

Associated study area

EA093A

GGAT 80 year 6 notes

This NPRN appears to be located in an area where there are no houses depicted on the 1st (1882), 2nd (1901) or 3rd (1920) edition OS maps, or on modern maps. There is a house, now known as Bryn Avelon, close by, but it is called Pen-y-bryn House on the 2nd edition OS map on which it first appears, and is located c550 to the southeast of this NGR.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85063

Name

BRITISH IRONWORKS: BLAST FURNACES

Ngr

SO25710372

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

BLAST FURNACE

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Nprn

85064

Name

BRITISH IRONWORKS: COKE OVENS

Ngr

SO25710372

Broadclass

Industrial

Period

Post Medieval

Form

Other Structure

Type

OVEN

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85067

Name

BRITISH IRONWORKS: OFFICES AND WORKSHOPS

Ngr

SO25720361

Broadclass

Industrial

Period

Post Medieval

Form

Building

Type

WORKSHOP

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Nprn

85068

Name

BRITISH IRONWORKS: AIR FURNACE

Ngr

SO25710360

Broadclass

Industrial

Period

Post Medieval

Form

Other Structure

Type

FURNACE

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85069

Name

BRITISH IRONWORKS: ELECTRICAL HOUSE

Ngr

SO25750358

Broadclass

Industrial

Period

Post Medieval

Form

Building

Type

ELECTRICITY GENERATING SITE

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Nprn

85070

Name

BRITISH IRONWORKS: WAGON REPAIR SHED

Ngr

SO25830364

Broadclass

Industrial

Period

Post Medieval

Form

Building

Type

WORKSHOP

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85071

Name

LOWER NAVIGATION COLLIERY: ENGINE HOUSE

Ngr

SO25370397

Broadclass

Industrial

Period

Post Medieval

Form

Building

Type

ENGINE HOUSE

Description

-

Associated study area

EA093C

GGAT 80 year 6 notes

There is nothing in this exact location depicted on the 1st (1880), 2nd (1901) or 3rd (1920) edition OS maps, although there are several buildings c.30m to the southeast to which this NPRN may refer. This site also appears to be recorded under HER PRN 04595g and is protected as a Listed Building 14869.

Nprn

85072

Name

CWMBYRGWM COLLIERY, ABERSYCHAN;CWM-BYRGWM COLLIERY

Ngr

SO25130332

Broadclass

Industrial

Period

Post Medieval

Form

Complex

Type

COAL MINE

Description

Colliery, depicted in-use on OS County series 1st ed. (Monmouth. XVIII.9 1880), & as disused on 2nd ed. (1901). Includes: Chimney (Nprn85073); Shafts (Nprn85074-5).

Associated study area

EA112.02

GGAT 80 year 6 notes

This NPRN appears to record the area of Cwm-byrgwm Colliery, which is identified in GGAT 80 year 6 part 2 as part of EA112.02, and which is also protected as a SAM MM163.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85073

Name

CWMBYRGWM COLLIERY: CHIMNEY

Ngr**Form**

SO24970336
Other Structure

Type

CHIMNEY

Broadclass

Industrial

Period

Post Medieval

Description

Old nprn = 40475

Part of: Colliery (Nprn85072).

Associated study area

EA112.02

GGAT 80 year 6 notes

This NPRN records a feature which is depicted on the 2nd edition OS map (1901) and which is also recorded in the HER as PRN 03187g. It is also a Listed Building 18591 and lies within the Scheduled area of SAM MM163.

Nprn

85074

Name

CWMBYRGWM COLLIERY: SHAFT

Ngr

SO25050339

Form

Other Structure

Type

MINE SHAFT

Broadclass

Industrial

Period

Post Medieval

Description

Part of: Colliery (Nprn85072).

Associated study area

EA112.02

GGAT 80 year 6 notes

This NPRN appears to refer to a shaft depicted on the 1st edition OS map (1880) and recorded in GGAT 80 year 6 part 2 as EA112.29, EA112.30, EA112.31 and/or EA112.32. It lies within the Scheduled area of SAM MM163.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85075

Name

CWMBYRGWM COLLIERY: WATER BALANCE

Ngr

SO25210326

Broadclass

Industrial

Period

Post Medieval

Form

Mechanical

Type

MINE SHAFT

Description

Part of: Colliery (Nprn85072).

Associated study area

EA112.02

GGAT 80 year 6 notes

This NPRN appears to refer to a shaft depicted on the 1st edition OS map (1880) at Cwm-byrgwn Colliery. It lies within the Scheduled area of SAM MM163.

Nprn

85077

Name

BRITISH ROAD: BRIDGE

Ngr

SO25530390

Broadclass

Transport

Period

Post Medieval

Form

Other Structure

Type

BRIDGE

Description

-

Associated study area

EA093.27

GGAT 80 year 6 notes

This NPRN appears to record a bridge which first appears on the 3rd edition OS map (1920).

Southeast Wales Industrial Ironworks Landscapes

Nprn

85078

Name

LOWER NAVIGATION COLLIERY: RAILWAY BRIDGE

Ngr

SO25420403

Broadclass

Transport

Period

Post Medieval

Form

Other Structure

Type

BRIDGE

Description

-

Associated study area

EA093.27

GGAT 80 year 6 notes

This NPRN appears to record a bridge which first appears on the 3rd edition OS map (1920).

Nprn

85079

Name

ABERSYCHAN HOUSE: ROAD BRIDGE

Ngr

SO25500395

Broadclass

Transport

Period

Post Medieval

Form

Other Structure

Type

BRIDGE

Description

-

Associated study area

EA093.27

GGAT 80 year 6 notes

This NPRN appears to record a bridge depicted on the 1st edition OS map (1880) carrying a road over a linear feature, either an incline or tramroad, which is identified in GGAT 80 year 6 part 2 as EA093.42.

Southeast Wales Industrial Ironworks Landscapes

Nprn

85080

Name

CWMSYCHAN RED ASH COLLIERY, ABERSYCHAN

Ngr

SO24920436

Broadclass

Industrial

Period

Post Medieval

Form

Complex

Type

COAL MINE

Description

Colliery depicted on early editions of OS County series (Monmouth. XVIII.5 1880, 1901, 1920), as 'Cwm-sychan Coliery', 'Abertillery & Tal-y-waun Collieries' & Cwmsychan Red Ash Colliery', respectively.

Associated study area

EA093.25

GGAT 80 year 6 notes

This NPRN appears to record the complex at Cwm-sychan Colliery which is depicted on the 1st edition OS map (1880) and is identified in GGAT 80 year 6 part 2 as EA093.25.

Nprn

85082

Name

BRITISH IRONWORKS, ABERSYCHAN

Ngr

SO25750365

Broadclass

Industrial

Period

Post Medieval

Form

Complex

Type

IRON WORKS

Description

-

Associated study area

EA112.01

GGAT 80 year 6 notes

This NPRN lies outside of the GGAT 80 year 6 part 2 study area EA112.01, to the north in the core area of the British Ironworks, which was covered by year 1 work.

Southeast Wales Industrial Ironworks Landscapes

Nprn

260007

Name

VARTEG HILL MINEWORKINGS

Ngr

SO261063

Broadclass

Industrial

Period

Post Medieval

Form

Earthwork

Type

COAL WORKINGS

Description

Varteg Hill Colliery (East) was opened in 1860; it lies some 1.7km to the east of Varteg Hill Colliery (West) (nprn 33584).

Associated study area

EA093.05

GGAT 80 year 6 notes

This NPRN appears to cover the complex at Varteg-hill Colliery, which is depicted on the 1st edition OS map (1882) and which is identified in GGAT 80 year 6 part 2 as EA093.05.

Nprn

400398

Name

VARTEG WASTE, RELICT INDUSTRIAL FEATURES

Ngr

SO25880557

Broadclass

Industrial

Period

Post Medieval

Form

Documents

Type

EARTHWORK

Description

An extensive area of relict industrial features, notably tips & tramways, seemingly associated with coal & iron extraction & processing; many features portrayed on OS County series (Monmouth. XVIII.6 1880).

RCAHMW AP94-CS 0617

RCAHMW AP945081/53-4

Associated study area

EA093.22

GGAT 80 year 6 notes

This NPRN appears to cover an extensive area, possibly roughly equivalent to the area identified in GGAT 80 year 6 part 2 as the polygon EA093.22.

Southeast Wales Industrial Ironworks Landscapes

Nprn

407507

Name

ABERSYCHAN LIMESTONE RAILWAY

Ngr

SO2811504520

Broadclass

Industrial

Period

Post Medieval

Form

Documents

Type

RAILWAY

Description

The Abersychan Limestone Railway was constructed circa 1826, to transport the raw stone from Cwm Lascarn quarries, to the east of Abersychan, to the British Ironworks (NPRN 85082). The railway ran south from the quarry on the east side of the valley for more than 1.7km before dropping to the valley floor by means of an incline, crossing the river and continuing (partly via the Blaenavon railway) to reach the Ironworks. The railway was in use for over 20 years and used an unusual form of rail (wrought iron fish-belly rail) which was unique in South Wales.

Source: Cadw scheduling description of December 2007

RCAHMW 29.02.2008

Associated study area

EA099.01

GGAT 80 year 6 notes

This NPRN is also protected as a SAM GM597, and part of the line of the railway is identified in GGAT 80 year 6 part 2 as EA099.02.

Scheduled Ancient Monuments: Eastern Area

SAM_NO

GM597

SAM_NAME

Abersychan Railway

NGR_X BROADCLASS	NGR_Y	GENERAL_PE	SITE_TYPE	
327450	204264	Post Medieval/Modern	Railway	Transport
COMMENTS				

Associated PRN

07226g

Description

The Abersychan Limestone Railway was constructed c.1826. The railway was very unusual for a region more used to tramroads - its wrought-iron fish-belly rail was unique in South Wales. The use of the rail was apparently due to speculative ironmasters from outside the region, who had opened the British Ironworks in a side valley to the west of Abersychan. Limestone quarries were opened in Cwm Lascarn to the east of Abersychan and the Limestone Railway constructed to transport the stone. The Railway ran south from the quarry on the east side of the valley for more than 1.7km before dropping to the valley floor by means of an incline, crossing the river and continuing (partly via the Blaenavon Railway) to reach the British Ironworks. The Abersychan Limestone Railway was in use for over two decades, before the Blaenavon Railway was converted to standard gauge and a new standard gauge incline was constructed linking it to the Ironworks. Operations at the Cwm Lascarn quarries ceased.

The majority of the Abersychan Limestone Railway on the east side of the valley survives as a revetted terrace with several embankments and a cutting, the whole falling at an average grade of 1:25. Many stretches of the railway boast complete rows of stone blocks. Investigation by John van Laun (2001, 40-5) has revealed that the track consisted on wrought-iron fish-belly rails (rather than the more usual plate rails or cast-iron bars).

The monument is of national importance for its potential to enhance our knowledge of the development of industrial transportation in the nineteenth century. This rare surviving section of railway is a vivid illustration of the scale of the industrial ironworking landscape, the unusual construction technique and brief period of use representing a well-preserved single phase in the development of early limestone transportation methods. The track bed, embankments and revetments may be expected to contain archaeological information in regard to construction techniques and functional detail.

The scheduled area comprises the remains described above and an area around them within which related evidence may be expected to survive. It is linear, following the route of the original railway over the course of up to 1.4km.

Van Laun, J, 2001, Early Limestone Railways, London: The Newcomen Society

Southeast Wales Industrial Ironworks Landscapes

SAM_NO

MM163

SAM_NAME

Cwmbyrgwm Colliery

NGR_X BROADCLASS	NGR_Y	GENERAL_PE	SITE_TYPE
325096	203324	Post-Medieval/Modern	Coal Mine Industrial

COMMENTS

Associated PRN

02156g

Description

22/03/1968:

Last Water Balance pit headgear (1820) remaining on its original site in South Wales. Cast Iron structure with wooden beams in head. Stands in isolation on moorland. Other relics of Cwmbyrgwm pits include a stack and culvert of 1881 and the oval masonry top of a filled-in shaft in the general area.

05/03/1987:

The colliery remains stand on an east-facing slope of moorland above Abersychan. They stand on a terrace of level ground, with spoil tips above and below it. The remains consist of dismantled pit-head gear lying scattered about on the terrace. The major pieces are as follows: a cast iron A-frame c4m long, a cast iron bar of similar length with rotten wood attached, a similar bar pronged at one end, with wood attached, a cast iron pivoted device with an iron "strap", a large cast iron wheel c2.2m in diameter, with 6 spokes, a cast iron E-shaped pipe, and a large drum on end with pipes to X-shaped piece with a chain attached. This is cast iron with some rotten wood attached. It has a diameter of c2m, it is 1.5m high and c0.7m deep. There are rust-holes in the sides. To the SE of these pieces is the oval brick-lined filled-in shaft.

20/11/1991:

The description of this site remains the same as when last visited in 1987.

17/06/1993:

Site visit requested after a report that some of the structural members had been removed.

An exceptionally well-preserved group of remains of small-scale coal and iron ore mining of the early 19th to early 20th centuries. Mining began before 1820, and expanded to feed the adjacent British Ironworks after 1827. Further developments took place until around World War I.

The waterbalance gear, the last of this important type remaining in situ, was scheduled in 1968 and taken down for repair by Torfaen Museum Trust in 1979. The other most prominent feature is a brick chimney of c1881, probably for a ventilation furnace. The surrounding area is extremely rich in earthworks with potential for detailed interpretation. A series of waste tips relate to shafts and levels operated at different times. There are several watercourses constructed for drainage and to feed water balance headgears. Two reservoir dams survive. Several collapsed levels are visible, together with at least three oval shafts, two of which have well-preserved linings. A tramroad incline up the hill from the British Ironworks site and culminating at the chimney is joined by several other tramroads which connect to levels and tips.

The area proposed is irregularly shaped and includes the whole tract between the chimney and the water-balance, plus additional sections of tips, levels and tramroads.

23/08/2001

The description of this site remains the same.

Southeast Wales Industrial Ironworks Landscapes

SAM_NO

MM216

SAM_NAME

British Colliery Pumping Engine House

NGR_X**NGR_Y****GENERAL_PE****SITE_TYPE****BROADCLASS**

325842

203645

Post-Medieval/Modern

Engine house

Industrial

COMMENTS**Associated PRN**

04699g

Description

A Cornish beam pumping engine-house built by the British Iron Company to drain its mines. The engine-house stood within the complex of buildings of the British Ironworks, most of which were dismantled in the 1880s. The engine-house is built of sandstone with round-arched openings and a slate roof, and is of considerable architectural quality. No surface remains of the shaft are visible. The engine-house is unusually complete for one of its period, and is of particular importance in retaining several fixtures, including interior timber-beams and stairs, and cast-iron brackets and plates.

Southeast Wales Industrial Ironworks Landscapes

SAM_NO

MM221

SAM_NAME

Air Furnace at British Ironworks

NGR_X BROADCLASS	NGR_Y	GENERAL_PE	SITE_TYPE	
325713	203603	Post-Medieval/Modern	Ironworks	Industrial
COMMENTS				

Associated PRN

04698g

Description

Extremely rare remains of an air furnace: a kind of reverberatory furnace for re-melting cast iron. These were commonly used in foundries in the industrial revolution, but were gradually superceded by the cupola furnace. No other remains of an air furnace are known in Wales, and the 2 examples currently known in England have only fragmentary remains.

The British Ironworks operated from 1827 to 1881. The foundry quadrangle of which this furnace was part was probably built in the early 1830s.

The furnace is partially collapsed but appears to retain all its main elements. It consists of a long fire brick hearth held together with iron ties. To the south side is a cast iron door for opening the furnace and allowing molten iron to run through a window into the adjacent foundry building. A fire would have been stoked at the east end of the furnace. There is a surviving chimney at the west end which drew the fire over the hearth.

The proposed area includes the whole of the structure and the adjacent wall of the foundry through which it was operated. The furnace is in a courtyard of derelict foundry buildings and is itself in an unstable condition. (A scheme of controlled clearance and reconsolidation is being considered by Torfaen Borough Council in association with the landowners.) The buildings around the courtyard in which this structure stands are very unstable and the courtyard itself overgrown with brambles.

Listed Buildings: Eastern Area

NUMBER

14869

NAME

Former colliery engine house at ETM Steel Fabrication

LOCALITY

The British

EASTINGS

325374

NORTHINGS

203966

LOCATION

On the south-east side of the Varteg to Llanhilleth mountain road at The British. The engine house backs onto the road and faces the yard behind.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Farm Road

SIDE**Description****History**

Former colliery engine house, built c1900 for Lower Navigation Colliery. It contained a fan engine driving a waddle fan on the south west end of the building, a winding engine for a shaft to the south east, and compressors and generators. It is an unusually early example of a combined engine house in which two or more functions were performed; an economical design embraced more fully in the following decades, especially by the Powell Duffryn Company. Waddle fans were among the most important mechanical fans in use in the late nineteenth century, and the only major fan to be invented and made in Wales.

Exterior

Two storeys high, of red brick with pilasters, corbelled string courses, and a deeply corbelled eaves cornice. The building has a hipped slate roof topped by red ridge tiles and finials. There are four tall, segmental arched windows to each of the long elevations on the first floor, all with small paned metal windows 7 x 4, and two windows to the north east elevation together with a central doorway reached by an external staircase. The windows have corbelled brick heads and surrounds. The ground floor has a series of smaller arched windows and circular holes for supply pipes and the fan drive. A further opening, probably for winding cables, has been blocked on the south east side. The brick supports for a waddle fan survive adjoining the south west end of the building, linked to the engine house interior by a doorway and drive-shaft hole (now blocked).

Interior

The interior is open to the roof at first floor level. All the machinery has been removed, and the hall is divided into office and workshop space. The ground floor is divided by massive brick walls and concrete columns which support the floor above and provided a base for the winding engine. The interior was not inspected at resurvey (January 1997).

Listed

Listed as an early example of a colliery common engine hall, with a possibly unique surviving waddle fan base.

Reference

RCAHWW, Collieries of Wales, 1994, p.163.

GRADE

II

PARK

True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

14870

NAME

Former British Ironworks office and foundry quadrangle

LOCALITY

The British

EASTINGS

325722

NORTHINGS

203624

LOCATION

The most prominent building in the area of the former British Ironworks, about 1000m south west of St Thomas's Church, Talywain.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Lodge Road (off)

SIDE

W

Description**History**

The British Ironworks operated from 1827 to 1883 and was constructed during the period in which South Wales was the leading iron producing region in the world. After initial difficulties of investment and construction, the ironworks became one of the larger ironworks in South Wales, with six blast furnaces. However, the works continued to have a troubled financial history until its closure in 1883 and the demolition of most of its buildings shortly afterwards. Unusually, the main ironworks buildings were designed with high architectural pretensions and on a monumental scale. The architect was Decimus Burton (1800-81), near the beginning of his career, who went on to become one of the leading architects of his generation. Construction began in 1826.

A map of the ironworks site surveyed in 1826 (i.e at the time of construction) does not show any of the surviving quadrangle, but the front (north-west) range appears to be shown on the Tithe Map, surveyed before 1841, and an early engraving of the main facade of the works shows a small building. It is probable that its front range was built at around the time that the works opened, possibly to Burton's designs, and was used as offices. The rest of the quadrangle was constructed as a foundry and workshops between c1841 and 1879 and is most likely to date from major new investments in the works by the Ebbw Vale Company in the 1850's. The north east corner pavilion was reconstructed with a first floor on the existing single-storey structure around the turn of the 20th century and was used as a colliery office for the adjacent British Colliery, whose pumping engine house survives nearby (MM216).

Exterior

The buildings form a closed quadrangle and are constructed of coursed sandstone with Welsh slate roofs (partially missing or replaced with corrugated iron). The whole quadrangle is single storey apart from the north-east pavilion which has two storeys and is rendered.

The front range of the quadrangle, facing northwest, formerly consisted of two square pavilions with pyramidal roofs and a lower connecting range. The right hand pavilion appears to be unaltered and is consistent with a design of the 1820's or 1830's. It has ashlar quoins, eaves band and window and door surrounds, with evenly coursed sandstone between. The windows were sixteen pane wooden sashes, of which two survive following some fire damage. The main elevation has two windows with a central doorway with a flat hood, and there are three openings to the north-west elevation, one partly blocked. The left hand pavilion has identical detailing to the ground floor, but with a fanlight above the doorway and alterations to the window frames made at the turn of the century. The former eaves band now forms a string course and the walls have been rendered. There is a hipped slate roof with chimney gablets. Tall casement windows have been placed in the upper storey, of four bays with one narrow central window to each outer side. The linking block is of rubble sand stone with dressed quoins and window surrounds. The windows are evenly spaced with shallow segmental arches and stone cills, containing metal small pane frames or timber cross frames with leaded light panels.

The south west elevation behind the pavilion has seven windows to the outside and four to the inside. The south eastern is built into the slope on the outside but has seven openings to the inside.

The whole complex has suffered extensive damage since listing in 1994; this is especially the case in the north west corner, which is now (January 1997) in a very damaged state.

Interior

Inside, the two-storey office building has a central hallway and staircase with four main rooms on each floor. The rooms to the south-west have corner fireplaces. The fire-damaged pavilion opposite has part of a magnificent pyramidal roof structure of massive timbers giving a large clear space interrupted only by later inserted walls. The trusses are of king post design with linked trusses at right angles. The remainder of the workshops also have king post roof trusses creating large open spaces. Cast iron floor plates typical of foundry buildings can be seen in some places and there are large areas of its south west side opened through the wall to cast molten metal. The air furnace is scheduled as an Ancient Monument (MM 221). Significant remains of casting pits and a waterwheel or small steam engine to power workshop machinery may exist below floor level.

Listed

Southeast Wales Industrial Ironworks Landscapes

Surviving workshop and foundry complexes at C19 ironworks are now extremely rare, and this is believed to be the most complete surviving in Wales. Listed at Grade II* for its rarity, for the possible involvement of Decimus Burton in designing the front of pavilions, and for group value with the nearby pumping engine house and the air furnace within the quadrangle, both of which are scheduled as Ancient Monuments.

Reference

Kim Colebrook, 'A History of the British Ironworks, Abersychan' in Gwent Local History 54, 1983, pp.6-29.

Philip Riden, 'Historical, Topographical and Archaeological Assessment of the Implications of the British Reclamation Scheme, Abersychan, Gwent', 1994.

Ironbridge Institute and Royal Commission on Ancient and Historical Monuments in Wales, 'British Ironworks, Abersychan, Gwent : An Archaeological Report', 1992.

GRADE	PARK
II*	True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

14871

NAME

The Big Arch

LOCALITY

The British

EASTINGS

325999

NORTHINGS

203495

LOCATION

Located next to the B4246 and carries a disused railway embankment across a disused railway line now a track. The arch forms the visual and actual gateway to the former British Ironworks area.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Lodge Road

SIDE

W

Description**History**

The 'Big Arch' was constructed in 1879 to carry the Monmouthshire Railway to a junction with the London and North-Western Railway Blaenavon branch. The junction was immediately north of this bridge and led to a jointly owned stretch of line running through Abersychan and Talywain station to Garndiffaith junction. A low level branch of the Monmouthshire Railway left the line south east of the junction to serve the main level of the British Ironworks, which operated from 1827 -1883. This branch crossed back under the Monmouthshire Railway's embankment which made the construction of this tunnel necessary. The height of the embankment, which was the result of the already existing London and North-Western line, meant the construction of this unusually long arch and tall revetment walls. The Talywain branch was opened from Pontnewynydd on 18/9/1879. It was built by the Monmouthshire Railway and Canal Company but was worked from the start by the Great Western Railway and the companies were formally amalgamated 1/8/1880. It was closed to traffic on 3/5/1980.

Exterior

Constructed of sandstone and brick. The bridge has a semi-circular arch 11m wide of five rings of engineering brick. The arch is 36m long and was constructed as a cut-and-cover tunnel. The revetment walls forming the portals are of bull-nosed sandstone on an unusual L-plan to support the embankment, which is on a skew to the arch. The corners of the L's are rounded and the walls are slightly battered. They slope steeply to the ground from apexes near the track bed level.

Listed

Included for its historical interest, as a good example of railway engineering, and for its group value with the former British Ironworks offices and workshops, and the pumping Engine house of British Colliery.

Reference

Kim Colebrook, A History of the British Ironworks, Abersychan, in Gwent Local History 54, 1983, pp.6-29.

Philip Riden, Historical, topographical and archaeological assessment of the implications of the British Reclamation Scheme, Abersychan, 1994.

Christopher Awdry, Encyclopaedia of British Railway Companies, 1990, p.36.

D.S.M.Barrie, A Regional History of the Railways of Great Britain, Vol. 12, South Wales, pp.57-58, 78-79.

Aubrey Byles, The History of the Monmouthshire Railway and Canal Company, 1982.

Ordnance Survey 25" Map, edition of 1879. This records the very short period during which Abersychan and Talywain station existed, but not the southward extension over the 'Big Arch'.

GRADE

II

PARK

True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18583

NAME

1 The Bungalows

LOCALITY

Varteg

EASTINGS

325436

NORTHINGS

205175

LOCATION

In Varteg Waste about 1000m west of Varteg and approached by a road off New Road.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Balance Road (off)

SIDE**Description**

Belongs to a group of

Nos 1-4 (consec), The Bungalows.

Painted rubble stone with concrete tile roofs replicating stone tiles. Single storey row of four double fronted double depth cottages, which have paired bathroom extensions added in the C20. Eight over eight sashes in elliptical heads flank a doorway with partially glazed C20 door with small elliptically headed light over. Paired rendered stacks. No 4 has an additional C20 stove stack on the front slope. Each house at the rear has two more eight over eight sashes and a paired gabled bathroom extension.

History

A row of cottages converted from a mine building perhaps the carpenter's shop of Lower Varteg Colliery. The building probably dates from the mid C19 and was converted when the mine was closed in the C20. They are a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic

Interior

Interiors not inspected at the time of resurvey (January 1997).

Listed

Included as a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic character through a conversion to housing.

Reference

Ordnance Survey 25" Map, edition of 1879.

Information from Mrs Fernleigh-Penny of Blaen-melyn Farm.

GRADE PARK

II

True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18591

NAME

Chimney

LOCALITY

The British

EASTINGS

324972

NORTHINGS

203356

LOCATION

About 500m to the west of The British on the south side of the mountain road to Abertillery.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Farm Road (off)

SIDE

S

Description**History**

Probably dating from 1870-1879 and built as a ventilation shaft for the adjacent Cwm-Byrgwm colliery. The Ordnance Survey map of 1879 shows it in position. Mining began here before 1820.

Exterior

Tall square section chimney over a ventilation shaft. It is built of yellow, possibly Ebbw Vale or Blaendare bricks. Plain tapering shaft except for slightly larger section cap and coping.

Listed

Included as a rare surviving colliery ventilation shaft in an area of deep mining, relics of which have now almost disappeared.

Reference

Ordnance Survey 25" Map, edition of 1879.

RCAHMW, Collieries of Wales, 1994, p.166.

GRADE

II

PARK

True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18592

NAME

2 The Bungalows

LOCALITY

Varteg

EASTINGS

325428

NORTHINGS

205175

LOCATION

In Varteg Waste about 1000m west of Varteg and approached by a road off New Road.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Balance Road (off)

SIDE**Description**

Belongs to a group of
Nos 1-4 (consec), The Bungalows.

Painted rubble stone with concrete tile roofs replicating stone tiles. Single storey row of four double fronted double depth cottages, which have paired bathroom extensions added in the C20. Eight over eight sashes in elliptical heads flank a doorway with partially glazed C20 door with small elliptically headed light over. Paired rendered stacks. No 4 has an additional C20 stove stack on the front slope. Each house at the rear has two more eight over eight sashes and a paired gabled bathroom extension.

History

A row of cottages converted from a mine building perhaps the carpenter's shop of Lower Varteg Colliery. The building probably dates from the mid C19 and was converted when the mine was closed in the C20. They are a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic

Interior

Interiors not inspected at the time of resurvey (January 1997).

Listed

Included as a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic character through a conversion to housing.

Reference

Ordnance Survey 25" Map, edition of 1879.
Information from Mrs Fernleigh-Penny of Blaen-melyn Farm.

GRADE PARK

II True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18593

NAME

3 The Bungalows

LOCALITY

Varteg

EASTINGS

325420

NORTHINGS

205175

LOCATION

In Varteg Waste about 1000m west of Varteg and approached by a road off New Road.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Balance Road (off)

SIDE**Description**

Nos 1-4 (consec), The Bungalows.

Painted rubble stone with concrete tile roofs replicating stone tiles. Single storey row of four double fronted double depth cottages, which have paired bathroom extensions added in the C20. Eight over eight sashes in elliptical heads flank a doorway with partially glazed C20 door with small elliptically headed light over. Paired rendered stacks. No 4 has an additional C20 stove stack on the front slope. Each house at the rear has two more eight over eight sashes and a paired gabled bathroom extension.

History

A row of cottages converted from a mine building perhaps the carpenter's shop of Lower Varteg Colliery. The building probably dates from the mid C19 and was converted when the mine was closed in the C20. They are a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic

Interior

Interiors not inspected at the time of resurvey (January 1997).

Listed

Included as a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic character through a conversion to housing.

Reference

Ordnance Survey 25" Map, edition of 1879.

Information from Mrs Fernleigh-Penny of Blaen-melyn Farm.

GRADE PARK

II True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18594

NAME

4 The Bungalows

LOCALITY

Varteg

EASTINGS

325412

NORTHINGS

205175

LOCATION

In Varteg Waste about 1000m west of Varteg and approached by a road off New Road.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Balance Road (off)

SIDE**Description**

Belongs to a group of

Nos 1-4 (consec), The Bungalows.

Painted rubble stone with concrete tile roofs replicating stone tiles. Single storey row of four double fronted double depth cottages, which have paired bathroom extensions added in the C20. Eight over eight sashes in elliptical heads flank a doorway with partially glazed C20 door with small elliptically headed light over. Paired rendered stacks. No 4 has an additional C20 stove stack on the front slope. Each house at the rear has two more eight over eight sashes and a paired gabled bathroom extension.

History

A row of cottages converted from a mine building perhaps the carpenter's shop of Lower Varteg Colliery. The building probably dates from the mid C19 and was converted when the mine was closed in the C20. They are a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic

Interior

Interiors not inspected at the time of resurvey (January 1997).

Listed

Included as a very unusual example of the re-use of an existing mine building in such a way as to preserve its historic character through a conversion to housing.

Reference

Ordnance Survey 25" Map, edition of 1879.

Information from Mrs Fernleigh-Penny of Blaen-melyn Farm.

GRADE PARK

II

True

Southeast Wales Industrial Ironworks Landscapes

NUMBER

18595

NAME

British Colliery Pumping Engine House

LOCALITY

The British

EASTINGS

325827

NORTHINGS

203634

LOCATION

On the site of the British Ironworks about 100m north east of the former British Ironworks office and foundry quadrangle.

COMMUNITY

Abersychan

STREET NUMBER, NAME

Lodge Road (off)

SIDE**Description****History**

A Cornish beam pumping engine-house built by the British Iron Company to drain its mines. The engine-house stood within the complex of buildings of the British Ironworks, most of which were dismantled in the 1880's following closure of the ironworks in 1883.

The British Ironworks began production in 1827 and operated several coal mines in the vicinity. The pumping engine was installed in 1845 to assist drainage from the deep levels.

Exterior

A sandstone engine house of standard 'Cornish' type, but better finished than many. It has the remains of a Welsh slate roof of low pitch. A rectangular three storeyed tower of coursed squared stone. The long walls have an arched opening on each floor with cill and voussoir head; these have all been blocked with brick. The north gable wall likewise, but with three different sized openings, of which only the ground floor one is blocked. The south gable 'bob' wall has a partly blocked doorway on the ground floor and the large arched 'bob' opening in the gable with two projecting iron brackets for a gallery below. Cornish examples almost always have attached chimneys but no evidence for this or for a boiler house remains. No surface remains of the shaft are

Interior

The interior is very unusual in retaining some of the timber beams and stairs on the upper floors. There are also cast and wrought iron brackets, bolts and plates. All traces of the Cornish beam pumping engine are long

Listed

Listed as an unusually complete example of a Cornish engine house, itself a rarity in Wales. It also has important group value with the nearby former British Ironworks office and foundry quadrangle.

Scheduled Ancient Monument MM216.

Reference

Kim Colebrook, 'A History of the British Ironworks, Abersychan' in Gwent Local History 54, 1983, pp.6-29.

Philip Riden, 'Historical, Topographical and Archaeological Assessment of the Implications of the British Reclamation Scheme, Abersychan, Gwent', 1994.

Ironbridge Institute and Royal Commission on Ancient and Historical Monuments in Wales, 'British Ironworks, Abersychan, Gwent : An Archaeological Report', 1992.

GRADE PARK

II

True

Water Management Features:

Water Management Features: Western Area

ID Number IWW001	Name Hirwaun Pond	Associated PRN	
NGR SN9477606056	NGR2		
Type Reservoir	Associated Ironworks Hirwaun	Direction of flow N/A	
Condition Partial survival, the area has been largely landscaped and tip-flattened.			
Description Large embanked pond/reservoir depicted on 1st Ed OS map. Has later been tipped on although the main embankment may survive the reservoir has been reduced to a number of smaller ponds around a central tip.			
Comments Has later been tipped on although the main embankment may survive the reservoir has been reduced to a number of smaller ponds around a central tip.			
Condition value B	Year 6 condition B	Significance B/U	Recommended for scheduling

ID Number IWW002	Name Feeder leat Hiwaun Pond	Associated PRN	
NGR SN9413706068	NGR2 SN94496 06171		
Type Leat	Associated Ironworks Hirwaun	Direction of flow southeast	
Condition Destroyed			
Description Feeder leat depicted on 1st edition OS map which connected Hiwaun Pond (IWW001) with Nant Ochain (IWW003). Area now that of Hirwaun Industrial estate.			
Comments Area now that of Hirwaun Industrial estate.			
Condition value D	Year 6 condition D/U	Significance D/U	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW004	Name New Pond Hirwaun	Associated PRN	
NGR SN9489205799	NGR2		
Type Reservoir	Associated Ironworks Hirwaun	Direction of flow N/A	
Condition Partial survival, the area has been largely landscaped and tip flattened.			
Description Reservoir depicted on 1st Ed OS as New Pond. Directly south of Hirwaun Pond (IWW001). Large earthwork/embankment survives to north and east of feature. Reservoir now much reduced to a few small ponds adjacent to this embankment.			
Comments Large earthwork/embankment survives to north and east of feature. Reservoir now much reduced to a few small ponds adjacent to this embankment.			
Condition value B	Year 6 condition B	Significance B/U	Recommended for scheduling

ID Number IWW005	Name Leat for Hirwaun Pond	Associated PRN	
NGR SN9393705647	NGR2 SN94543 05942		
Type Leat	Associated Ironworks Hirwaun	Direction of flow north	
Condition Destroyed			
Description Leat depicted on 1st edition OS map which ran from marshland to the southwest. Joined to natural issue.			
Comments Joins to natural issue, not fully digitised.			
Condition value D	Year 6 condition D/U	Significance D/U	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW006	Name Nant y Cnapiau	Associated PRN	
NGR SN9410404608	NGR2 SN95145 05656		
Type Stream	Associated Ironworks Hirwaun	Direction of flow north/northeast	
Condition N/A			
Description Small stream, partially embanked, depicted on 1st edition OS map which ran from near Tower Colliery to leat (IWW008) connected to New Pond (IWW004).			
Comments			
Condition value N/A	Year 6 condition D/U	Significance D/U	Recommended for scheduling
ID Number IWW007	Name Leat and Sluice for New Pond	Associated PRN	
NGR SN9470405425	NGR2 SN94834 05699		
Type Sluice	Associated Ironworks Hirwaun	Direction of flow unknown	
Condition Partial survival there are indications that part of this leat may survive from APs.			
Description Sluice with small leat depicted on 1st edition OS map, which connected New Pond (IWW004) with Nant y Cnapiau.			
Comments			
Condition value U	Year 6 condition D/U	Significance D	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW008	New Pond Leat	

NGR	NGR2
SN9491405630	SN 95607 05789

Type	Associated Ironworks	Direction of flow
Leat	Hirwaun	east

Condition
Survives largely intact along the same route, but partially diverted underground.

Description
Leat depicted on 1st edition OS map which ran from New Pond (IWW004) to join the River Cynon via a small section of Nant y Bwlch (IWW009). This section of the River Cynon was used as a water supply for Hirwaun Ironworks.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	D/U	D/U	

ID Number	Name	Associated PRN
IWW011	Feeder leat for New Pond	

NGR	NGR2
SN 9419905737	SN 94783 05855

Type	Associated Ironworks	Direction of flow
Leat	Hirwaun	east

Condition
Destroyed

Description
Feeder leat for New Pond (IWW004) depicted on 1st edition OS map, connected to leat IWW005 sourced by natural issue in marshy ground to southwest.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
D	D	D	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW016	Feeder Channel, North of Hirwaun Ironworks	

NGR	NGR2
SN9540106120	SN9579406548

Type	Associated Ironworks	Direction of flow
Leat	Hirwaun	south

Condition

Not detailed on modern maps but may survive as dry leat, there is some hint of this on APs though the area is heavily wooded.

Description

Leat depicted on 1st edition OS map directed from weir on River Cynon which ran to reservoir (IWW017) north of Hirwaun Ironworks. The channel survives but is now silted up by c0.3m, with an overall depth of c0.7m, and a width of 2.75m. There are two courses of revetting exposed on the north side standing 0.25m high. A flat-topped stone and earth embankment lies on the downhill (south) side of the channel, between 1.5m and 2m wide. The bank appears to have been generally well constructed of loose rounded boulders (field clearance material); occasional pieces of slag were also noted.

There is a short break in the channel and bank at SN 95697 06215 (8m accuracy), at this point, the embankment, a substantial earthwork, is c1m high. There is a further break to the west with a large tree growing in the centre of the breach. A row of 8+ evenly spaced upright Fe rails (a late type of rail) protrude from the top of the bank; these may represent the remains of fence posts or a repair to the bank to improve its stability at a weak point. The embankment varies in height between 0.5-2m externally and is up to c2m high at this point. Its height internally is difficult to gauge due to the silting up of the channel.

Comments

Well vegetated with mature beech, hazel, hawthorn/blackthorn, field maple and sycamore and willow trees in the embankment

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	A/B	A?/B	

ID Number	Name	Associated PRN
IWW018	Canalised stream, North of Hirwaun Ironworks	

NGR	NGR2
SN9561206153	SN95785 06221

Type	Associated Ironworks	Direction of flow
Stream/Leat	Hirwaun	southwest

Condition

Survives on modern map.

Description

Water overflow channel, depicted on 1st edition OS map, part of natural stream channel which allowed overflow from feeder channel (IWW016), just northwest of Reservoir (IWW017), eventually joining the River Cynon.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	A/B	B	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW031	Weir and sluice, Upper Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9724505164	

Type	Associated Ironworks	Direction of flow
Weir	Llwydcoed	N/A

Condition
Unknown

Description

Weir depicted on 1st edition OS map allowing the flow of water to feeder channel leading to Llwydcoed Ironworks from the River Cynon. At the head of the leat IWW046, where it is fed by the River Cynon, the site of the weir IWW031 was partially obscured on the date of the site visit by the fast-flowing, high water levels of the river, though there did appear to be a change in levels, but the sluice system was visible. Just upstream of the probable site of the weir, on the north bank, is the inlet channel for the feeder, which then branches, one branch continuing as the feeder, the other turning back on itself to rejoin the river below the site of the weir, presumably as an overflow channel. The small island formed by the inlet and overflow channels is revetted on the north side, with four courses of drystone water worn boulders, standing to c0.5m high. The probable site of the sluice is just downstream of the outlet channel, controlling the flow of water into the feeder.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	B	A?/B	

ID Number	Name	Associated PRN
IWW032	Aqueduct, Upper Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9805905069	

Type	Associated Ironworks	Direction of flow
Aqueduct	Llwydcoed	N/A

Condition
Unknown, Possible footbridge.

Description

Aqueduct depicted on 1st edition OS map carrying feeder channel IWW046 across Nant Hir to Llwydcoed Ironworks. The aqueduct abutments remain but the span itself has now been replaced by a modern steel footbridge. The massive masonry abutments survive, though the upper courses (7 on the west side and 11 on the east side) appear to be concrete block replacements, with the original stone blocks below. That on the east side has a flat profile to the river and a curved return on the downstream side, while the abutment to the west is curved on the upstream side, with an angled flat surface downstream. On the west side, there are approximately 21 courses, though the lime mortar partly obscures the faces at the lower levels. The abutments stand to 3.55m, from the top of the concrete bank at the base of the masonry.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW034	Name Weir, Hirwaun Ironworks Feeder	Associated PRN	
NGR SN9538406548	NGR2		
Type Weir	Associated Ironworks Hirwaun	Direction of flow N/A	
Condition Unknown			
Description Weir depicted on 1st edition OS map on River Cynon near Hirwaun Ironworks. Leat IWW016 diverted at this point. The weir is adjacent to a fording point, but at the time of the site visit, the river waters were very high and no detail was visible, although there were a series of falls upriver.			
Comments			
Condition value U	Year 6 condition U	Significance U	Recommended for scheduling
ID Number IWW035	Name Sluice at New Pond, Hirwaun	Associated PRN	
NGR SN9491405692	NGR2		
Type Sluice	Associated Ironworks Hirwaun	Direction of flow N/A	
Condition Unknown			
Description Sluice gate south side of New Pond (IWW004) Hirwaun, depicted on 1st edition OS map.			
Comments			
Condition value U	Year 6 condition U	Significance U	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW036	Sluice, Hirwaun Ironworks Feeder	

NGR	NGR2
SN9539906544	

Type	Associated Ironworks	Direction of flow
Sluice	Hirwaun	N/A

Condition
Unknown

Description
Sluice for leat IWW016 depicted on 1st edition OS map, water directed from the River Cynon and controlled at this point. At the time of the site visit, the river waters were very high and fast-flowing, making detail difficult to see and the location of the sluice difficult to ascertain. The area of the sluice and the adjacent ford appears to have been damaged by water pipes.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	U	U	

ID Number	Name	Associated PRN
IWW046	Upper Feeder Channel, Llwydcoed Ironworks	

NGR	NGR2
SN9723904490	SN99323 05178

Type	Associated Ironworks	Direction of flow
Water Channel	Llwydcoed	east

Condition
Partially survives on modern OS map as a drain, the rest may survive as a dry channel, based on APs.

Description
Channel, named on the 1st edition OS map as 'the feeder' which directed water from the River Cynon to Llwydcoed Ironworks, Aberdare. This survives as a largely dry channel slightly cut into the slope c3.5m wide maximum, though this varies. There is a substantial bank on the downslope (south) side c2m wide at the top and spread to c3m. There are the remnants of tumbled revetting on the exterior side of this bank, consisting of three courses of rough boulder stone, standing to c0.75m high. The top of this bank may have been a tramroad or packhorse road, it has a flat top, with a metallised surface. At the site of a crossing carrying the leat over a small natural stream, the original crossing has now collapsed, but was probably a small, single-arched span, which has now been replaced with a modern wooden footbridge, which sits below the level of the original arch. No obvious stonework or other signs of the original structure remain. The embankment continues in the same formation on the other side of this crossing, but just to the west of this, the leat is embanked on both sides. For the length of the feeder channel, the embankment on the downslope side is substantial, the surface is cobbled and well-metalled, with occasional large blocks along the side of the main path. Both the leat and bank become more heavily vegetated towards the western end, in particular with very mature trees, suggesting an early (18th century?) date for the construction of this feature. The southeast extension of this leat, to the southeast of sluice IWW048 survives for at least half of its entire length, up to the crossing with the modern road at Lle Hyfryd. The channel and the embankment are in a reasonable state of repair, though they are now partly fenced into gardens and used for dumping garden rubbish.

Comments
Has suffered from cattle/stock erosion in places, though this is minor

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	A/B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW048	Sluice, Upper Feeder, Llwydcoed	

NGR	NGR2
SN9895704872	

Type	Associated Ironworks	Direction of flow
Sluice	Llwydcoed	N/A

Condition
Unknown

Description

Sluice depicted on 1st edition OS map on feeder channel (IWW046) for Llwydcoed Ironworks. The sluice survives as part of a complex of water management features at this point, including a stone-built arched culvert, and part of the length of the channel IWW046 (which is dry at this point). The complex has been partially dumped over, but is exposed c10m from the road. The sluice chamber narrows at the entrance, and is on the northeast side of the channel, while on the opposite side is another breach which may be the entry point of a 2nd channel, although this is obscured. The whole complex is c5m by 1.75m. The culvert is constructed of squared stone blocks and has a length of rusted metal pipe on the southwest side of the interior, it measures c1.5m wide, and the arch stands to minimum 1m in height, though this is partly obscured by debris. The complex, the culvert in particular, is in generally good condition, though some stone blocks are missing. The area is vegetated with very mature beech and sycamore trees.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	A/B	A?/B	

ID Number	Name	Associated PRN
IWW049	Lower Feeder Channel, Llwydcoed Ironworks	

NGR	NGR2
SN9838404507	SN99227 04924

Type	Associated Ironworks	Direction of flow
Water Channel	Llwydcoed	southeast

Condition
Survives on modern OS map, but may be partially diverted underground.

Description

Feeder channel depicted on 1st edition OS map which led to Llwydcoed Ironworks from the River Cynon. South of IWW048. The feeder survives as short lengths of a linear depression, though sections may have been disturbed and culverted. Revetting is visible in parts, and the feature is well-overgrown, with trees in the bank. Parts lie within private land, so it was not accessed, but seen from the adjacent track. It appears to have been altered on the east side to an extent.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	B	B	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW057	Feeder Channel for Gadlys Ironworks	

NGR	NGR2
SN9973403105	SO00003 03614

Type	Associated Ironworks	Direction of flow
Water Channel	Gadlys	southeast

Condition
May survive as a dry channel following the course of a modern footpath (formerly a tramroad).

Description
Feeder channel for Gadlys Ironworks, described on 1st edition OS map as 'Gadly's Feeder'.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	B/D	C	

ID Number	Name	Associated PRN
IWW058	Leat, Llwydcoed Ironworks	

NGR	NGR2
SN9840104855	SN98583 04904

Type	Associated Ironworks	Direction of flow
Leat	Llwydcoed	west

Condition
Survives but partially diverted.

Description
Leat depicted on 1st edition OS map, which connected Llwydcoed feeder (IWW046) with feeder IWW049.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	A/B	B	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW059	Outlet Leat, Gadlys Ironworks	

NGR	NGR2
SO0020402790	SO00395 02917

Type	Associated Ironworks	Direction of flow
Leat	Gadlys	southeast

Condition
Marked on modern maps as far as meeting with road.

Description
Outlet leat for Gadlys ironworks which ran into the River Cynon, depicted on 1st edition OS map.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
B	D/U	D/U	

ID Number	Name	Associated PRN
IWW084	Sluice, Lower Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9838604923	

Type	Associated Ironworks	Direction of flow
Sluice	Llwydcoed	N/A

Condition
Unknown

Description
Sluice depicted on 1st edition OS map on lower feeder leat for Llwydcoed Ironworks (IWW049).

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	U	U	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW085	Weir, Lower Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9837904918	

Type	Associated Ironworks	Direction of flow
Weir	Llwydcoed	N/A

Condition
Unknown

Description
Weir depicted on 1st edition OS map on the River Cynon directing water for feeder (IWW049) for Llwydcoed Ironworks.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	B/U	B/U	

ID Number	Name	Associated PRN
IWW086	Aqueduct, site of, Lower Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9883804736	

Type	Associated Ironworks	Direction of flow
Aqueduct	Llwydcoed	N/A

Condition
Unknown

Description
Aqueduct depicted on 1st edition OS map to carry feeder leat IWW049 to Llwydcoed Ironworks across Nant y Gwyddel.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	U	U	

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW090	Weir, Gadlys Feeder, Gadlys Ironworks	

NGR	NGR2
SN9973503620	

Type	Associated Ironworks	Direction of flow
Weir	Gadlys	N/A

Condition
Unknown

Description
Weir on River Cynon depicted on 1st edition OS map, used to direct water to the Gadlys feeder channel and on to Gadlys

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
U	D	D	

ID Number	Name	Associated PRN
IWW925	Sluice, Upper Feeder, Llwydcoed Ironworks	

NGR	NGR2
SN9857804883	

Type	Associated Ironworks	Direction of flow
Sluice	Llwydcoed	N/A

Condition

Description

A sluice the depicted on the 1st edition OS map (1886/1890) on the south side of the feeder leat IWW046. It cuts the bank of leat IWW046, and appears to feed water from the main channel out to the south, downslope, below the bank to a channel running parallel with the main leat, possibly an overflow? It is between 1.75 and 2m wide maximum, and the top of what appears to be an arched culvert is visible, the upper stones of a segmental headed arch can be seen in the surface of the bank. Large flat stones are visible to either side of this.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
	B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW926	Name Leat draining workings, Hirwaun Common	Associated PRN	
NGR SN9438004478		NGR2 SN94509 04622	
Type Leat	Associated Ironworks Hirwaun	Direction of flow north	
Condition			
Description A leat draining from an area of workings at Hirwaun Common, depicted on the 1st edition OS map (1877)			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling

ID Number IWW927	Name Leat draining Gorllwyn Level	Associated PRN	
NGR SN9434504547		NGR2 SN94403 04641	
Type Leat	Associated Ironworks Hirwaun	Direction of flow north	
Condition			
Description A leat draining from Gorllwyn Level depicted on the 1st edition OS map (1877)			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW928	Name Stream/leat draining hillside of Hirwaun Common	Associated PRN	
NGR SN9391204652	NGR2 SN94052 04890		
Type Leat	Associated Ironworks Hirwaun	Direction of flow north	
Condition			
Description A leat or natural stream which is depicted on the 1st edition OS map (1877) appears to be draining a boggy area, which appears to have been subject to extractive working.			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling
ID Number IWW929	Name Leat, Tower Craig Level	Associated PRN	
NGR SN9358004687	NGR2 SN93625 04698		
Type Leat	Associated Ironworks Hirwaun	Direction of flow northeast	
Condition			
Description A short length of leat apparently draining the workings at Tower Grain Level, appears to contour the hillslope, and parallels a length of track, possibly crossing it at one point.			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW930	Name Stream, Tower Craig Level	Associated PRN	
NGR SN9359304556	NGR2 SN93628 04678		
Type Stream	Associated Ironworks Hirwaun	Direction of flow north	
Condition			
Description A natural stream, depicted on the 1st edition OS map (1881) feeding into leat IWW931, fed by springs at its south end.			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling

ID Number IWW931	Name Leat, Tower Craig Level	Associated PRN	
NGR SN9352304473	NGR2 SN93713 05034		
Type Leat	Associated Ironworks Hirwaun	Direction of flow north	
Condition			
Description A leat depicted on the 1st edition OS map which drains the slopes of Hirwaun Common, flowing from a boggy area, and fed by both IWW929 and IWW930			
Comments			
Condition value	Year 6 condition B	Significance C	Recommended for scheduling

Southeast Wales Industrial Ironworks Landscapes

ID Number	Name	Associated PRN
IWW932	Leat draining workings, Hirwaun Common	

NGR	NGR2
SN9345904693	SN93651 05036

Type	Associated Ironworks	Direction of flow
Leat	Hirwaun	north

Condition

Description

A leat depicted on the 1st edition OS map (1877) draining an area of workings

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
	B	B/C	

ID Number	Name	Associated PRN
IWW933	Revetted overflow/spillway, Hirwaun Ironworks Feeder	

NGR	NGR2
SN9577606226	

Type	Associated Ironworks	Direction of flow
Leat	Hirwaun	N/A

Condition

Intact

Description

A stone-built outlet/spillway, 3.15m wide and c0.5m deep, surviving as a sub-rectangular feature of random rubble construction with lime mortar bonding, located on the southeast side of feeder channel IWW016 near its junction with the now infilled reservoir IWW017. Depicted on 1st edition OS maps of 1877/1885. Large mature trees are now growing from the side walls of the structure, indicating the feature could be 18th century in date, and likely contemporary with the feeder.

Approximately 8m to the west are 3 upright Fe rails between the riverbank and the course of the former feeder. These may have been supports for a former footbridge? A fourth rail lies between these and the overflow/spillway.

Comments

Condition value	Year 6 condition	Significance	Recommended for scheduling
	A/B	A?/B	

Southeast Wales Industrial Ironworks Landscapes

ID Number IWW934	Name Leat, Craig Colliery	Associated PRN
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NGR SN9942801918	NGR2 SN 99445 02019
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Type Leat	Associated Ironworks Gadlys (Craig Colliery)	Direction of flow north
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Condition
survives

Description
A leat which survives as an active water feature, a linear depression on the east side of the footpath which now provides access to the area of Craig Colliery, which follows part of the original course of the incline which served Craig Rhiw Ddu quarry, on its east side. It is c1m wide at the top, and is heavily eroded as a continuously active water course. This may be the course of the original feeder, but it is too overgrown, with brambles and Japanese knotweed to be accessible.

Comments

Condition value	Year 6 condition B	Significance C	Recommended for scheduling
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ID Number IWW935	Name Outflow leat of reservoir IWW001	Associated PRN
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NGR SN9503705916	NGR2 SN95273 05982
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Type Leat	Associated Ironworks Hirwaun	Direction of flow east
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Condition
Unknown

Description
A short leat depicted on the 1st edition OS map, which appears to be flowing downslope to the east from reservoir IWW001 towards Hirwaun Ironworks

Comments

Condition value	Year 6 condition U	Significance U	Recommended for scheduling
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Water Management Features: Eastern Area

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW550	Reservoir, Varteg Hill		SO26476 06374	
Type	Associated_Ironworks	Direction_of_flow		
Reservoir	? Varteg	N/A		
Condition				
Possibly tipped over, shown on APs				

Description
Small reservoir near Varteg Hill Colliery.

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW551	Leat, Varteg Hill		SO26299 06348	SO26478 06476
Type	Associated_Ironworks	Direction_of_flow		
Leat	? Varteg	unknown		
Condition				
destroyed				

Description
Leat connecting to reservoir IWW550.

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW552	Reservoir, Varteg Hill		SO26424 06029	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		? Varteg		N/A
Condition				
Partial survival				

Description

Reservoir possibly associated with Varteg Hill Colliery.

Comments

Condition_value

B

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW553	Leat, Varteg Hill		SO26317 06031	SO26414 06098
Type		Associated_Ironworks		Direction_of_flow
Leat		? Varteg		unknown
Condition				
unknown				

Description

Leat associated with reservoir IWW552.

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW554	Leat, Varteg Hill		SO26402 05903	SO26420 05984
Type		Associated_Ironworks		Direction_of_flow
Leat		? Varteg		unknown
Condition				
unknown				

Description

Leat connecting reservoir IWW552 with small pond IWW555.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW555	Pond, Varteg Hill		SO26411 05897	
Type		Associated_Ironworks		Direction_of_flow
Pond		? Varteg		N/A
Condition				
Not visible on modern maps or APs, may be buried				

Description

Possible overflow pond for reservoir IWW552.

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW556	Leat, Varteg Hill		SO26178 05946	SO26419 06155
Type		Associated_Ironworks		Direction_of_flow
Leat		? Varteg		unknown
Condition				
destroyed?				

Description

Leat connecting to reservoir IWW552 and pond IWW555 via leat IWW554. Possibly supplying Varteg Hill Colliery with

Comments

Condition_value

D

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW557	Pond, Varteg Hill		SO26248 06053	
Type		Associated_Ironworks		Direction_of_flow
Pond		? Varteg		N/A
Condition				
destroyed				

Description

Possible collection pond caused by quarrying or other activity.

Comments

Condition_value

D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW558	Pond, Varteg Hill		SO26262 06012	
Type		Associated_Ironworks		Direction_of_flow
Pond		? Varteg		N/A
Condition				
destroyed				

Description

Possible small collection pond caused by quarrying or other activity.

Comments

Condition_value

D

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW559	Pond, Varteg Hill		SO26213 05965	
Type		Associated_Ironworks		Direction_of_flow
Pond		? Varteg		N/A
Condition				
Destroyed through opencasting.				

Description

Possible small collection pond caused by quarrying or other activity.

Comments

Condition_value

D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW560	Reservoir, Varteg Old Furnace		SO26461 05682	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		Varteg?		N/A
Condition				
Survival of earthworks noted on APs but reservoir is otherwise dry and filled in.				

Description

Reservoir possibly served the former Varteg ironworks recorded as 'Old Furnaces' on 1st Ed OS map.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW561	Reservoir, Varteg Old Furnace		SO26401 05672	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		Varteg?		N/A
Condition				
Not visible on modern maps or APs				

Description

Reservoir possibly served the former Varteg ironworks recorded as 'Old Furnaces' on 1st Ed OS map.

Comments

Condition_value

D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW562	Leat, Varteg Old Furnaces		SO26368 05706	SO26423 05875
Type		Associated_Ironworks	Direction_of_flow	
Leat		Varteg	south	
Condition				
Possibly diverted.				

Description
Leat possibly feeding reservoirs IWW560 and IWW561.

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW563	Reservoir, Lower Varteg Colliery, Golynos		SO25797 05181	
Type		Associated_Ironworks	Direction_of_flow	
Reservoir		? Golynos	N/A	
Condition				
destroyed?				

Description
Reservoir near coke ovens and limekilns near Lower Varteg Colliery possibly related to Golynos Ironworks

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW564	Leat, Lower Varteg Colliery, Golynos		SO25630 04877	SO25997 05282
Type		Associated_Ironworks	Direction_of_flow	
Leat		? Golynos	south?	
Condition				
Route of leat partly survives although much altered.				

Description
Leat flowing to holding reservoir near Golynos Foundry.

Comments

Condition_value
B

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW565	Holding Reservoir, Golynos Foundry		SO25863 04881	
Type		Associated_Ironworks	Direction_of_flow	
Reservoir		Golynos	N/A	
Condition				
destroyed				

Description
Holding reservoir supplied by leat IWW564 and stream Nant Ffrwd.

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW566	Nant Ffrwd		SO25108 04893	SO25743 05087
Type		Associated_Ironworks		Direction_of_flow
Stream		? Golynos		southeast
Condition				
N/A				

Description

Nant Ffrwd used to supply holding reservoir IWW565 near Golynos Foundry with water.

Comments

Condition_value

N/A

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW567	Reservoir, Golynos Foundry		SO25886 04662	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		Golynos		N/A
Condition				
Not present on modern maps or APs, may be buried				

Description

Reservoir probably used to supply water to Golynos Foundry (disused on 1st Ed OS).

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW568	Leat, Golynos Foundry		SO25803 04646	SO25846 04737
Type		Associated_Ironworks		Direction_of_flow
Leat		Golynos		unknown
Condition				
Not present on modern maps or APs				

Description
Leat associated with reservoir IWW567.

Comments

Condition_value
D

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW569	Leat, Golynos Foundry		SO25837 04573	SO25850 04614
Type		Associated_Ironworks		Direction_of_flow
Leat		Golynos		unknown
Condition				
destroyed				

Description
Leat associated with reservoir IWW567.

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW570	Reservoir, Cwmsychan		SO24242 04117	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		British		N/A
Condition				
survives as a number of issues and collects.				

Description
reservoir serving the British Ironworks however, located some distance away.

Comments

Condition_value
B

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW571	Cwmsychan Brook		SO23972 04088	SO24241 04203
Type		Associated_Ironworks		Direction_of_flow
Stream		British		east
Condition				
N/A				

Description
Stream used to supply reservoir IWW570.

Comments

Condition_value
N/A

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW572	Leat, Cwmsychan		SO24437 04081	SO25373 04177
Type		Associated_Ironworks		Direction_of_flow
Leat		British		east
Condition				
Brook survives but leat part may be destroyed.				

Description

Leat rejoining Cwmsychan Brook used to supply water to reservoir IWW570 and also in this case to carry water towards the British ironworks where it feeds into leat IWW573.

Comments

Condition_value

D

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW573	Leat, Cwmsychan		SO25347 04019	SO25756 04228
Type		Associated_Ironworks		Direction_of_flow
Leat		British		southeast
Condition				
survives				

Description

Leat carrying water to the British Ironworks, possibly feeding reservoir IWW574.

Comments

Parts of this leat run underground.

Condition_value

B

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW574	Reservoir, British Ironworks		SO25856 04087	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		British		N/A
Condition	possibly buried, area has been infilled and flattened.			

Description
Large reservoir at the British Ironworks used for water supply for the ironworks.

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW575	Reservoir, British Ironworks		SO25890 03963	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		British		N/A
Condition	Possibly buried			

Description
Large reservoir at the British Ironworks used for water supply for the ironworks.

Comments

Condition_value
U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW576	Leat, British Ironworks		SO25911 04013	SO25938 04065
Type		Associated_Ironworks		Direction_of_flow
Leat		British		unknown
Condition				
Possibly buried				

Description

Leat connecting reservoirs IWW574 and IWW575.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW577	Reservoir, British Ironworks		SO25649 03985	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		British		N/A
Condition				
Possibly buried				

Description

Reservoir possibly associated with others in the area serving the British Ironworks

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW578	Reservoir British Ironworks		SO25748 03500	
Type		Associated_Ironworks		Direction_of_flow
reservoir		British		N/A
Condition				
tipped over				

Description
Small reservoir at the British Ironworks.

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW579	Leat, British Ironworks		SO25595 03484	SO25708 03542
Type		Associated_Ironworks		Direction_of_flow
Leat		British		unknown
Condition				
destroyed?				

Description
Leat associated with small reservoir IWW578

Comments

Condition_value
U/D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW580	Leat, Pentwyn Foundry		SO26097 03426	SO26189 03467
Type		Associated_Ironworks		Direction_of_flow
Leat		Pentwyn		unknown
Condition				
unknown				

Description

Possible leat serving Pentwyn Foundry branching off Cwmsychan Brook.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW581	Reservoir, Varteg Hill colliery		SO25068 05981	
Type		Associated_Ironworks		Direction_of_flow
reservoir		Varteg?		N/A
Condition				
Destroyed through open casting				

Description

reservoir probably supplied water to Varteg Hill Colliery

Comments

Condition_value

D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW581a	Reservoir, near Pentwyn Foundry		SO26107 03291	
Type		Associated_Ironworks		Direction_of_flow
Reservoir		Pentwyn		N/A
Condition				
Possibly buried				

Description
Reservoir near Pentwyn Foundry.

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW582	Leat, Varteg Hill Colliery		SO24866 05708	SO25091 05964
Type		Associated_Ironworks		Direction_of_flow
Leat		?Varteg		unknown
Condition				
Destroyed through open casting				

Description
Leat associated with reservoir IWW581.

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW583	Pond, Varteg Hill		SO26591 05900	
Type		Associated_Ironworks		Direction_of_flow
Pond		? Varteg		N/A
Condition				
possibly buried				

Description
Small pond on Varteg Hill

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW584	Leat, Varteg Hill		SO26595 05918	SO26620 05931
Type		Associated_Ironworks		Direction_of_flow
Leat		? Varteg		unknown
Condition				
destroyed				

Description
Leat associated with pond IWW583.

Comments

Condition_value
D

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW585	Weir, Golynos		SO25900 04879	
Type		Associated_Ironworks		Direction_of_flow
Weir		? Golynos		N/A
Condition				
unknown				

Description

Weir on Nant Ffrwd in holding pond IWW565.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW586	Sluice, Golynos		SO25887 04867	
Type		Associated_Ironworks		Direction_of_flow
Sluice		? Golynos		N/A
Condition				
unknown				

Description

Sluice on holding pond IWW565.

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW587	Sluice, Golynos		SO25917 04848	
Type		Associated_Ironworks		Direction_of_flow
Sluice		Golynos		N/A
Condition				
unknown				

Description

Sluice on holding pond IWW565.

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW588	Sluice, reservoir British Ironworks		SO25896 04063	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description

Sluice for reservoir IWW574 at the British Ironworks

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW589	Sluice, reservoir British Ironworks		SO25904 03937	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description

Sluice for reservoir IWW575 at the British Ironworks

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW590	Sluice for reservoir at the British Ironworks		SO25896 04063	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description

Sluice for reservoir IWW575 at the British Ironworks

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW591	Sluice, reservoir British Ironworks		SO25849 03911	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description

Sluice for reservoir IWW575 at the British Ironworks

Comments

Condition_value

U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW592	Sluice, reservoir British Ironworks		SO26115 03304	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description

Sluice for reservoir IWW281.

Comments

Condition_value

U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW593	Boat House, Cwmsychan		SO24295 04114	
Type		Associated_Ironworks		Direction_of_flow
Boat House		?		N/A
Condition				
unknown				

Description
Boat house at reservoir IWW570

Comments

Condition_value
U

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW594	Sluice, reservoir Cwmsychan		SO24433 04171	
Type		Associated_Ironworks		Direction_of_flow
Sluice		British		N/A
Condition				
unknown				

Description
Sluice for reservoir IWW570.

Comments

Condition_value
U

Southeast Wales Industrial Ironworks Landscapes

ID_Number	Name	Associated_PRN	NGR	NGR2
IWW601	Group of small reservoirs, Cwmsychan		SO24894 04468	
Type	Associated_Ironworks	Direction_of_flow		
Reservoirs	? British	N/A		
Condition				
Partly destroyed				

Description

Group of 3 small reservoirs immediately to the north of Cwmsychan Colliery. Depicted on 1st ed OS map. Possibly part of a wider British Ironworks water supply system.

Comments

Condition_value

U