

APPENDIX 3

Mawddach Crescent : Key events/dates

- February 1902 Construction of “Cob” embankment completed
- September 1902 Construction of Mawddach Crescent completed
- Summer 1903 Tramcar service from Mawddach Crescent to Barmouth Bridge (via the “Cob”) opened to the public. Service terminated at the end of that summer.
- 1905 Tramlines removed
- 1906 Reference in the Llangelynin Parish Council (LIPC) minutes that the Cob embankment is a major resource to the area (10/11/1906).
- 1907 Reference in the LIPC minutes to formalising the newly created paths in the vicinity of Mawddach Crescent subject to the agreement of Solomon Andrews (12/01/1907). Mr Higgon, the agent acting on behalf of Solomon Andrews, believed that Mr Andrews would rather open the old path running on the beach in front of the houses than dedicate the new paths. Mr Higgon indicated that they did not, in any case, prevent anyone using the route behind or in front of the houses.
- 1915/6 Reference to a gate on the Mawddach Crescent path having been replaced with a stile/step, the apparent motive being (according to the minutes) to restrict motorcycle use. There is no clear indication as to whether this “obstruction” existed in front or behind the houses.
- 1932 List of public paths prepared. Path described as follows included on list : **“Llwybr yn arwain o’r briffordd gyferbyn a’r castell, groesi y Rheilffordd ar draws y Fawnog heibio Mawddach Crescent croesi y rheilffordd hyd ben y clawdd llanw i ben y Penrhyn”**.
- 1935 Another list of public paths prepared including a path with the following description **“Llwybr oddiwrth eglwys Arthog hyd ben y cei i lawr heibio gorsaf y rheilffordd Arthog drwy dir Fegla Fach heibio Mawddach Crescent croesi y rheilffordd wrth Barmouth Junction hyd ben y clawdd llanw i ben y Penrhyn, hefyd croesai y llwybr hwn wrth Mawddach Crescent hyd y traeth ond yn awr hyd y clawdd llanw i bont y rheilffordd”** and also **“Llwybr yn arwain o’r briffordd gyferbyn a castell croesi y rheilffordd ar draws y Fawnog heibio Mawddach Crescent”**.
- 11/10/1938 LIPC minutes state that the Cob embankment has been maintained by Andrews Estate ever since it was built.
- 08/09/1942 Cob embankment stated to be in a poor state of repair. LIPC resolved to communicate with Hugh J.Owen, Secretary of the County Council stating that there was a public footpath across the beach to the headland to cross the ferry to Barmouth. Once the railway was built, the path was used from the Gefnffos to the bridge. It is stated that the Cob embankment was built on the line of the footpath and that members of the public have used the Cob without hindrance since it was built.
- 08/10/1942 LIPC minutes state that Solomon Andrews obtained permission to construct the Cob embankment on the understanding that there was a public footpath along it.
- March 1943 Correspondence from the executor of the Solomon Andrews Estate to Dolgellau R.D.C. stating that the trustees were prepared to hand over Mawddach Crescent and road and causeway connecting it with Barmouth bridge. The Estate stated that it was also prepared to convey to the Council the private water supply system on the understanding that the Council would continue to supply water to the houses

- and accept all related liability. The Council, however, were not prepared to take over the road in front of Mawddach Crescent and the embankment due to the substantial costs arising from tidal erosion. The Council agreed, however, to pay the Estate £500 for the water supply system
- April 1943 Discussions took place regarding the closure of public footpaths and public roads in the area in order to allow the military forces to undertake their work. This included the Mawddach Crescent path and also the Cob embankment. No alternative route was to be provided in lieu of the closure although members of the public could apply to the Admiralty for a special right of access.
- 11/02/1944 Request for the path adjacent to the railway to be cleared of sand as this was the only available route following the closure by the War Department of the path passing the Crescent.
- 15/12/1944 Revised list of public paths within Arthog Ward including a path with the following description : **“Llwybr oddiwrth eglwys Arthog hyd ben y cei i lawr heibio gorsaf y rheilffordd Arthog drwy dir Fegla Fach heibio Mawddach Crescent croesi y rheilffordd wrth Barmouth Junction hyd ben y clawdd llanw i ben y Penrhyn. Hefyd croesai y llwybr hwn wrth Mawddach Crescent hyd y traeth, ond, yn awr hyd y clawdd llanw i bont y rheilffordd”** and also **“Llwybr y gefnffos yn arwain o’r briffordd gyferbyn a’r Castell croesi y rheilffordd ar draws y Fawng heibio Mawddach Crescent”**.
- 16/11/1945 Reported in LIPC minutes that the Mawddach Crescent path was once again open. Path from Crescent to Barmouth Bridge reported to be in a poor state of repair – matter to be placed before the County Council.
- 10/10/1946 LIPC minutes report that following the departure of the Royal Marines, a tank constructed by the Marines was reported to be full of stagnant water and therefore a health hazard. Also, concrete foundations reported to be still in situ and causing an obstruction.
- 1949 The National Parks and Access to the Countryside Act 1949 required that public rights of way be shown on the Definitive Map and Statement. Routes to be defined were public footpaths, public bridleways, or ‘Roads Used as Public Paths (RUPP’s).
- April 1950 Concerns raised by LIPC regarding the condition of the Cob embankment. Appeal made to Meirionethshire County Council to take over maintenance responsibility for the embankment.
- 1952 Draft Definitive Map was prepared showing an alleged public right of way to the rear of the Crescent passing over Fegla Fawr. It is described as Public Footpath No.25 in the Parish of Llangelynin. Draft Map was placed on deposit and made available for public inspection for a period of 5 months. Public notices to this effect (dated 18/12/1952) were advertised in the Cambrian News, Y Cymro and County Times. No representations were received during this stage regarding the possible existence of public rights to the front of the Crescent and/or over the Cob embankment.
- 11/05/1953 Letter from William Roberts, Fegla Fawr objecting to the inclusion of Footpath no.25 on the Draft Map.
- 10/09/1953 Confirmation that LIPC is claiming a public right of way over Bank y Fegla (Fegla Fawr) and not along the foot of the bank as indicated in Mr Roberts’ objection letter of 11/05/1953. The latter path was deemed to be private by LIPC.
- 1955 A local hearing was held on the 19th December 1955 which resolved to reject the objection received from Mr Roberts of Fegla Fawr and that the path as delineated on the map be allowed to stand.

- 1957 Sign erected near the entrance to Mawddach Crescent stating "No parking allowed" "Private Road to houses only". LIPC resolved to ask the County Council to erect a sign nearby indicating a public footpath.
- 1957 Concerns raised regarding the condition of the bridge on the path between Mawddach Crescent and Barmouth Bridge. Path not acknowledged to be a public footpath by LIPC. Letter from Miss D.J.Roberts of Fegla Fawr published in "Y Dydd" announcing the immediate closure of the embankment due to its dangerous condition.
- 1958 LIPC allege that the signs erected by the County Council had been placed at the incorrect location. County Council respond by stating that the signs had been placed in accordance with the "Map".
- 1959 In November 1959, the residents of Mawddach Crescent wrote to the County Council objecting to the inclusion on the Map of a public footpath to the rear of the Crescent.
- 03/08/1960 At the resultant hearing held in Dolgellau on the 3rd August 1960, it was decided to uphold the determination made at the previous hearing that the path be retained on the Map showing the route running behind Mawddach Crescent, then over Fegla Fawr Bank to Barmouth Junction.
- 1967 LIPC receive a letter from a member of public regarding the path along the Cob embankment which is described in the minutes as being a huge loss to visitors. However, the path is stated to be "private" by LIPC.
- 1977 A letter from the legal representatives of Miss Roberts of Fegla Fawr sent to Gwynedd County Council with regard to diverting Footpath no.25. Two proposals were put forward – (i) directing the route across the Cob embankment to link up with the railway path to Morfa Mawddach (ii) directing the route along the road to the east of Fegla Fawr (part of which was admitted to be a public road) to link up with the recorded footpath at the rear of the Crescent. It is possible that a site meeting took place but it is clear that the matter did not progress any further.
- 1981/2 A periodic review of the Definitive Map was conducted in the early 1980s which allowed for certain alterations to be made to the Definitive Map. As part of the statutory process, a Public Notice appeared in the local press on the 20/11/1981 allowing members of the public an opportunity to provide representations. An objection was made by Miss Dorothy Jones Roberts on the 11/03/1982 to the inclusion of part of Footpath no.25 which was stated to be delineated in error. No claim received in respect of an alleged right of way in front of Mawddach Crescent over the Cob embankment.
- 1985 Miss Roberts was informed by Gwynedd County Council (29/10/1985) that the objection made during the Review was not considered to be valid and was thus rejected. Miss Roberts was invited by the Council to submit an application to divert or extinguish the path in question. An application was subsequently made by Miss Roberts to extinguish the path which was considered by the Council's Footpath Committee on the 17/07/1986. At the Committee, a decision was passed to reject the application and to authorise proceedings against the landowner if the route of Footpath No.25 was not made available for the public.
- October 2001 Gwynedd Council received a letter from a member of public indicating that access from the causeway onto Barmouth Bridge had been obstructed by a wire fence extending from the causeway to Morfa Mawddach Station. It appears that the fence in question was erected by the Council in April 2001 (with the landowner's permission) to remove livestock from the railway path so that it could be re-opened during the Foot and Mouth Disease restrictions. Following the lifting of

- restrictions, it is understood that the landowner requested the fence be left in situ. A small stile was subsequently erected in the fence line to allow access onto the Cob embankment. This work was undertaken in order to maintain the integrity of the fence which was being damaged by walkers attempting to negotiate the fence.
- January 2006 Letter from a resident of Mawddach Crescent asking that “public footpath” signs be placed on the road running to the rear of the Crescent alongside the welsh signs in order to direct the public away from the front of the properties. Council agree to erect pictogram signs as had been the practice in Gwynedd since c.1977.
- October 2006 Letter received from a resident of Barmouth objecting to the obstructing of a gate on the western side of the Crescent and the erection of signs at either end stating “Stop, Private Property, Please use the footpath to the rear of the houses”. Complainant of the opinion that a right of way had been established. In response, Gwynedd Council state that the path had long been a contentious issue with regular complaints that the landowner was challenging walkers in the vicinity. Complainant was advised to make a claim if sufficient users could be found who could claim such rights without challenge. No application was made.
- 2010 Letter from a resident of Barmouth regarding the “disputed right of way” in front of the houses at Fegla Fawr which is alleged to have been used by the local population for many years. In response, the Council acknowledge that the public have used the old tramway route but also advise that the landowner(s) have also challenged walkers from time to time. It is suggested that if the public could prove that they used the path without challenge for at least 20 years, a claim for a public right of way could be made. No application was made.
- February 2013 An approach was made by Fegla Fawr Farm to the Council in February 2013 asking the Council to register a route along the (Cob) causeway to the south end of Barmouth Viaduct to replace the section of Footpath No.13 which runs over Fegla Bank. In a meeting with representatives of Fegla Fawr, the Council suggested that Footpath No.13 be diverted instead along the old tramway (which runs along the western foot of Fegla Bank) with a possible link to the Viaduct path over the new causeway (which is presumed to have been built by the Environment Agency). No agreement was reached between the landowner and Gwynedd Council and thus the matter did not progress.
- August 2013 Letter from a member of public enquiring whether the path at the front of the houses had been diverted around the back. Gwynedd Council respond by stating that no diversion has taken place at this location and that the designated route runs at the rear of Mawddach Crescent. Gwynedd Council suggest that a claim could be made to register the tramway if it could be proved that the route had been used by the public without hindrance for over 20 years.
- August 2014 Application to register a path is submitted by Mr Huw Roberts