
Historic landscape characterisation - Creuddyn & Arllechwedd

Historic landscape character areas



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At last one turns around and looks westward. Everything is changed. Over the mouth of the Conway and its sands is the eternal softness and mild light of the west; the low line of mystic Anglesey, the precipitous Penmaenmawr, and the group of Carnedd Llewelyn and Carnedd David, and their brethen fading away, hill behind hill, in an aerial haze, make the horizon; between the fort of Penmaenmawr and the bending coast of Anglesey, the sea, a silver stream, disappears one knows not whither. On this side, Wales – Wales, where the past still lives, where every place has its tradition, every name its poetry, and where the people, the genuine people, still knows this past, this tradition, this poetry and lives with it and clings to it; while, alas, the prosperous Saxon on the other side, the invader from Liverpool and Birkenhead, has long ago forgotten his.

Matthew Arnold

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Map showing extent of study area and character areas

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APPENDIX I

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1 Preface

- 1.1 Natural forces and human activity acting together over the last six thousand years have contrived to produce a landscape of great beauty and variety in Wales, a national asset that is essential both to our national identity and to our individual "sense of place" and well-being. The diversity and imprint of human activity on the landscape is everywhere to be seen, from the enigmatic stone monuments of the prehistoric period and the magnificent castles and the abbeys on the medieval period, to quite commonplace and typical features like field boundaries that can often be of great age. But the landscape is more than just attractive scenery or a record of the past; it also provides a place for us to live, work and sustain ourselves, through farming, forestry, tourism and so on, processes that all shape, and will continue to shape, the landscape.
- 1.2 Recognising and raising awareness of the importance and wealth of the historic fabric of the landscape has been the central theme and message of the non-statutory, Register of Landscapes of Historic Interest in Wales, the first part of which, covering thirty-six "outstanding" landscapes, was published in January 1998. This is being compiled as a joint initiative between Cadw: Welsh Historic Monuments, the Countryside Council for Wales (CCW) and the International Council on Monuments and Sites (ICOMOS), working in collaboration with the four Welsh Archaeological Trusts, the Royal Commission on the Ancient and Historical Monuments of Wales and the Welsh unitary authorities.
- 1.3 The Historic Landscapes Register provides a first step, national overview of the historic content of the Welsh landscape. The next step, so essential to the process of informing the way in which aspects of the historic landscape may be managed, is to make available more detailed information about the character of this landscape at a more local level. This is achieved through a process known as historic landscape characterisation which has been developed in Wales jointly by Cadw, the CCW and the Welsh Archaeological Trusts. This involves the identification of geographically definable and mappable areas of historic character, as determined by the range and distribution of surviving archaeological and historic features and the main types of historic land use patterns or historic "themes" that have shaped the area. The key historic characteristics of the area are then identified along with recommendations for their positive management.
- 1.4 This report is one in a series of landscape characterisation exercises being undertaken by the Welsh Archaeological Trusts with grant-aid from Cadw. These studies will initially concentrate on those areas identified on the Historic Landscapes Register, although it is accepted that the whole of the Welsh landscape can be said to be, in one way or another, historic. Information is being prepared in a form which is compatible to the CCW's landscape assessment and decision making methodology, known as LANDMAP. It will be made available to a wide range of organisations and will feed into various initiatives to protect and manage the Welsh countryside, most notably the Tir Gofal agri-environment scheme. It is also seen as making a particularly important contribution to raising awareness and heightening a feeling of local distinctiveness.
- 1.5 The Historic Landscapes Register and these characterisation exercises fully acknowledge the dynamic and evolving nature of the landscape. They promote the view that protecting the legacy of the past in the landscape is not to be achieved by preventing change or fossilising the landscape but rather by informing the process of change, creating tomorrow's landscapes without necessarily sacrificing the best of yesterday's.
- 1.6 This report has been written and compiled by Dr D Gwyn and D Thompson.

2 Abbreviations

The following abbreviations are used in this report and in report 319.

| | |
|-------------|---|
| CRO | Caernarfon Record Office |
| GAT | Gwynedd Archaeological Trust |
| HLC | historic landscape characterisation |
| LNWR | London & North Western Railway |
| NLW | National Library of Wales |
| <i>TCHS</i> | <i>Transactions of the Caernarvonshire Historical Society</i> |
| <i>THSC</i> | <i>Transactions of the Honourable Society of Cymmrodorion</i> |
| UWB | University of Wales, Bangor |

3 Introduction - historical processes and background

3.1 Agriculture

- 3.1.1. A distinctive feature of the uplands parts of the study area is the contrast between the meandering walls of earlier enclosures, some of which may be prehistoric or medieval in origin (see area 2015), and the straight lines of the walls laid out during the period of estate improvement, for example under the Caerhun Enclosure act of 1858 (see area 2008). One of the major historic landscape features of this area is the extensive relict remains of prehistoric fields and settlements, especially in the areas around Pen-y-Gaer hillfort and Maen-y-Bardd. Whilst these have long been known about, detailed survey has not yet taken place and we do not fully understand the ways in which the fields related to the settlements which lie dotted amongst them, the funerary and ritual sites which survive within the fabric of the stone walls and fields, and the routes which cross them (see below, section 3.2).
- 3.1.2 The process by which the uplands have come to be enclosed has been traced by R. Elwyn Hughes (1939) and, more recently and specifically relating to the parishes of Llanbedr y Cennin and Caerhun, by Dr Della Hooke (1997), who describes successive stages of encroachment on open pasture beginning with seasonal settlement which is documented from the sixteenth century, but probably older in origin, for already by 1468 the upland settlement of Maeneira may have been in permanent occupation. There is documentary evidence for permanent occupation in the uplands and for these the encroachments being walled and fenced.
- 3.1.3 The tithe maps of a number of parishes (including Llandudno, Eglwys-Rhos, Llangwstenin, Dwygyfylchi and Gyffin) show a hitherto-unsuspected large number of areas of relict (presumably fossilised) strip fields, in lowland areas around farms or scattered settlements which have retained medieval townships in their names. Unfortunately, all of these have since been removed by either settlement development (most notably under Llandudno Junction) or agricultural improvements (Gyffin). Open fields were obviously part of the medieval landscape of the area.
- 3.1.4 Some smaller areas were enclosed much later; the hillside slopes of the Alltwyllt (area 2020) were settled by the 1770s, and by the nineteenth century these tiny houses and their associated plots of land were home to a population made up partly of sulphur miners, partly of paupers on parish relief, stocking-knitters, people who worked on the boats that plied up and down the Conwy river. The limestone ridge of Bryn Pydew (area 2021) similarly was common land which was enclosed in the nineteenth century. Both areas still retain the irregular, small field patterning which testifies to these events.
- 3.1.5 The mid-nineteenth century enclosure awaits its historian. The Newborough estate letters record the hostility that the apportionment aroused, with local farmers demolishing the walls at night, and policemen carrying guns.

3.2 Relict archaeology

- 3.2.1 The area has a rich variety of well-preserved and significant archaeological monuments demonstrating in its historical depth the development of the landscape from the earliest times to the present. Some landscape areas (e.g. Great Orme (2000); enclosed uplands (2008), enclosed intermediary hillslopes (2015)), have particularly extensive and important sequences of relict remains.
- 3.2.2 The Great Orme (2000) has a sequence beginning with Kendrick's Cave, with its Upper Palaeolithic deposits, the neolithic burial chamber of Llety'r Filiast, bronze age cairns and extensive underground copper mines which are among the earliest in Europe, as well as late prehistoric settlement, including a major hillfort (Pen y Dinas). The Little Orme (2002) also has significant Upper Palaeolithic sites, including Pant y Wennol cave.
- 3.2.3 In addition to the bronze age copper mining on the Orme, prehistoric industry has left its mark on the area in the form of a neolithic axe factory at Graiglwyd, remains of which are to be found around the margins of the present quarry (2023). The rough-outs from this 'factory' have been found as far afield as southern Britain, Scotland and Ireland. The location of this resource may, in part at least, account for the concentration of funerary and ritual monuments around Druid's Circle, where a complex of sites

(including cairns of various forms, stone circles, cists, standing stones and so on) has been described as one of the most important in western Britain.

- 3.2.4 Further south, the south-facing slopes from Bwlch y Ddeufaen to Craig Celynin (2008) contain several neolithic and bronze age funerary and ritual monuments, including the cairns and standing stones in Bwlch y Ddeufaen, Barclodiad y Gawres cairn, Cerrig Pryfaid stone circle and the Maen y Bardd burial chamber.
- 3.2.5 The area contains a significant concentration of major late prehistoric hillforts, including Pen y Dinas (the only hillfort with a *cheveau de frise* in north Wales) and Castell Caer Lleion (with its smaller citadel, possibly a Dark Age refortification). It also formerly contained the fort of Braich y Ddinas, now quarried away (2010). Perhaps more significant are the extensive remains of prehistoric fields systems and settlements, some of the most important such survivals in Britain: for example, around Maen y Bardd (2008) is an area over 100ha in extent containing relic, late prehistoric hut circles, hut groups, enclosures, field walls, cultivation banks and terraces and internal trackways. Medieval 'long huts' are also a feature of the archaeology of this area. It is possible that these might have their origins in the neolithic period, as the burial chamber at Maen y Bardd is so obviously incorporated into one of the field walls.
- 3.2.6 Evidence of prehistoric settlement, in the form of huts circles, burnt mounds, elliptical enclosures and curvilinear field walls, has survived in an almost unbroken pattern across the uplands (2023) from the Conwy valley to Anafon in the west (beyond the limits of the study area). However, another notable concentration is to be found in an area centred on Pen y Gaer hillfort where there are concentrations of hut circles and long huts, often associated with field systems. Like Maen y Bardd, these are overlain in parts by enclosures and settlements of the 16th and 17th centuries, and by Parliamentary enclosures of the 19th century, which all add to the considerable historical depth of these upland landscapes.
- 3.2.7 Many of the trackways in the area are presumed to have prehistoric origins, most notably the one which runs over Bwlch y Ddeufaen (2008), from Conwy valley to the coastal plain, which was used by the Romans and remained, until the 18th century, the only way of avoiding the treacherous coast around Penmaenmawr.
- 3.2.8 Known monuments from the Roman period in the area are restricted to the fort (and ancillary vicus settlement which covers several hectares around it) on the west bank of the river at Caerhun, and the road which leads over Bwlch y Ddeufaen. The fort lies below the hillfort of Pen y Gaer, and south of the motte at Tal y Cafn, and the shift of centres of power across the centuries is a possible fruitful area of future study (the location of the early *llys* at either Castell or Gronant is a further factor).
- 3.2.9 Arguably the most significant monument from the medieval period is the castle and bastide town of Conwy, built by Edward I between 1283-6) on the site of an earlier Cistercian monastery, as one of a series in his conquest of north Wales. However, much more of the medieval landscape remains preserved, especially in the upland and marginal areas on the west side of the Conwy valley (2008, 2015, 2023), as well as on the Great Orme (2000), where numbers of platform houses and long huts testify to the ebb and flow of human settlement over centuries. This aspect of the archaeology of the area is amplified below in the section on settlement.
- 3.2.10 Further north, Deganwy (2005) played an important role in Welsh history throughout the post-Roman period, controlling the mouth of the river before the arrival of Edward. Tradition makes it the *llys* of Maelgwn Gwynedd, and it is mentioned as *Arx Decantorum* in AD 822, with a castle being built around 1080 by Robert of Rhuddlan, before it was passed to Llywelyn Fawr in 1200. In the 13th century, Gogarth Grange, a palace of the bishops of Bangor, was built on the south side of the Orme (2000), and the area contains a number of medieval churches including St. Tudno's (2002) and Llangelynin (2015).

3.3 Settlement

- 3.3.1 The variety of landscapes within the study area is reflected in the different patterns of existing settlement. The basis of some of the present towns, villages, hamlets and isolated farms of Creuddyn and Arllechwedd were in some cases already in existence when limited written records begin in the twelfth century, but their growth, change, and in some cases abandonment, also reflect the change in agricultural practices in later periods, whereas others evolved or were created anew according to the demands of the Industrial economy of the nineteenth and twentieth centuries.

- 3.3.2 The Conwy river is the most significant element of the natural landscape. Flowing south to north, its mouth is guarded by the Edwardian castle and planted town of Conwy. This formed the only urban nuclei in the area before the nineteenth century, though many of the smaller settlements which still survive are already evident in medieval documentation, starting with the 1352 *Record of Caernarvon*.
- 3.3.3 The pattern of administration as it had evolved in Gwynedd by the thirteenth century involved territorial divisions into *cantrefi* (hundreds), subdivided into commotes, in Welsh *cymydau*. Deganwy came to be the commotal centre for Creuddyn, which lay within the *cantref* of Rhos; Abergwyngregyn, just beyond the western part of the study area, formed the commotal centre for Arllechwedd Uchaf, the north-eastern part of which lies within the study area, and Arllechwedd Isaf would also have had its own commotal centre, possibly at Castell on the eastern bank of the Conwy near the shallow crossing at Tal y Cafn.
- 3.3.4 As well as its *llys* and *maerdref*, each commote contained a number of townships, *treffi* in Welsh, *villae* in the Latin documents, which might be either bond or free, and tribal or extended family holdings might extend through several townships. Within Arllechwedd Uchaf, the townships of Bodsilin, Gorddinog, Llanfair and Dwygyfylchi fall into the study area, as well as the parish churches of Aber, Llanfair and Dwygyfylchi. The commote of Arllechwedd Isaf comprised four bond vills and one free vill, each with its own fixed boundaries. The bond vills were situated in the north of the commote, at Llechan, Eirianws, Tremorfa, and Glyn and Gronant. The free vill of Castell was the most extensive, being subdivided into the hamlets of Penfro, Merchlyn, and, separated from the others by the bond vills, Cymryd and Bodidda.
- 3.3.5 Arllechwedd Isaf also included three ecclesiastical vills or townships; Aberconwy was given to the Cistercian order by Llywelyn Fawr, and later made into the borough lands of Conwy by Edward I; the others were Gwrhydros, which lay next to Aberconwy, and the vill of Ardda and Dar Lâs, in the far south. Granted to the Cistercians by Llywelyn Fawr, it formed one substantial land-holding, effectively an estate in much the same sense as the gentry estates of the modern period, initially worked directly by the monks as a grange, later leased out to tenant-farmers.¹
- 3.3.6 The survival of a remarkable document, the Bolde rental of the period 1420 to 1453, has enabled a partial reconstruction of the way in which the Welsh land-tenure systems in this commote were replaced by holdings which were to form the basis of the great estates which dominated the region from the sixteenth century into the nineteenth.
- 3.3.7 Within the commote of Creuddyn, the manor of Gogarth was amongst the lands sequestered by the English crown in 1277 and presented to the see of Bangor, who only relinquished ownership in 1891; this comprised three townships, Gogarth, Cyngreawdr and yr Wyddfîd. Other townships were Penlasog, Bodafon, Rhiwledin, Penrhyn, Gloddaith, Bodysgallen, Trefwarth and Llanwyddan, and the area was divided between the parishes of Llandudno, Eglwys Rhos and Llangystennin.
- 3.3.8 As well as the secular land-divisions, by the later medieval period Arllechwedd Isaf was divided into the parishes of Gyffin, Llangelynin, Caerhun and Llanbedr y Cennin, the last of which also came to include the township of Ardda and Dar Lâs after the dissolution. Conwy became a parish when the monastery was removed to Maenan after the Conquest.
- 3.3.9 The topography of the study-area, which varies from both low-lying meadowland and pasture to bleak sheepwalks, has led historically to a varied agriculture characterised by farms which are often made up of both upland and lowland holdings, though within this pattern there are considerable variations from place to place and within time. The lowland *hendrefi* of the Conwy valley are apparent as well-built farmhouses, such as Farchwel, often reconstructed in the nineteenth century, as at Maes y Castell, Llwydfaen and Gorswen, and elsewhere names such as Hendy or Hendre Fawr indicate the former presence of medieval settlement. Isolated upland settlements have functioned variously as seasonal dwellings connected to these lowland holdings and as permanent farm-houses
- 3.3.10 A number of isolated farmhouses stand on the sites of what were once dispersed settlements; the farmhouse at Ardda in Dolgarrog is now abandoned, but the farm itself contains a number of ruined dwellings of possibly late seventeenth or early eighteenth century date, and the area itself formed one of the most prosperous granges of Aberconwy Abbey.²

¹ Rh.W. Hays, *op. cit.*, *passim*.

² Royal Commission on Ancient and Historic Monuments (Wales), *Inventory of Caernarvonshire vol. 1 East* (HMSO, 1956) pp. 75-6, UWB Bangor Ms 2383, Hays, *op. cit.*

- 3.3.11 Along the coastal strip between Dwygyfylchi and Llanfairfechan, houses of sixteenth and century date survive, though the topography of the area is different from the Conwy valley, being situated on a far narrower lowland strip, at the foot of precipitous hillsides leading up to sheepwalks. Sources such as Lewis Morris' map of 1748³ show these as the isolated dwellings of yeoman farmers, but their situation has been changed by the pace of development in the nineteenth and twentieth centuries.
- 3.3.12 Industrialisation brought about changes in the settlement pattern of the whole area. While in a number of places - Penmaenmawr, Llandudno Junction, Dolgarrog - significant nucleated settlements arose, the patchy nature of development elsewhere meant that some isolated dwellings housed incoming quarrymen and miners. A row of cottages at Tre Castell appear to have been built for miners.
- 3.3.13 The census from 1841 to 1871 reveal that many farms accommodated a miner or a quarryman, whether a lodger or one of the sons, and possibly the existence of a dual economy enabled some of these settlements to survive a little longer than otherwise they might. Certainly, by the end of the nineteenth century the farmhouses themselves were becoming deserted, and the lands reverting to upland holdings for farms in the valley itself. The development of water-catchment schemes in the twentieth century did something to arrest the depopulation of the uplands in Dolgarrog, Llanbedr and Caerhun, and by the 1970s some of these farms were being run on a part-time basis by families where the husband also worked in the aluminium works.
- 3.3.14 The social changes brought about by the coming of the railway substantially altered the nature of lowland settlement. Apart from the development of the area between Llanfairfechan and Dwygyfylchi as tourist settlements, the area's proximity to Manchester and Liverpool brought in a number of wealthy businessmen who set themselves up in the area.
- 3.3.15 A number of dispersed settlements, without any infrastructure, survive within the study area. One of these is on the Alltwyllt, above Dolgarrog, legendarily supposed to have been founded by surviving members of the Gwylliaid Cochion Mawddwy in the sixteenth century, whose descendants practised a garden type of agriculture, keeping cows on the common, mining and fishing.⁴
- 3.3.16 Nucleated village settlements dating from at least the Medieval period survive at a number of locations. The village of Bryn Pydew is situated on the central part of the limestone ridge that forms area 2021. A settlement here is visible on the tithe map of 1839, centred around across roads, and has since extended to include a linear development along the road to Llandudno Junction at Esgyryn. The present village includes a post office and a chapel. Glanwydden is a small village situated between the Pydew ridge and the Little Orme, and includes a chapel and a public house. The village of Llanbedr y Cennin is centred on St Peter's Church, and includes a pub, a chapel and a shop. Ro Wen is a linear development alongside a road which may be Prehistoric in origin, leading from Tal y Cafn to Bwlch y Ddeufaen and Aber. The village is dignified by a number of chapels, public houses, a school, post office and shops.
- 3.3.17 The town of Conwy represents the oldest nucleated urban settlement in the study area, and has been described as an outstanding example of the planted town, which typically embodies the most recent thinking on urban planning at the time of its construction, and thereafter fossilises. In 1292, Edward I chose it as the place to build his new borough town, designed to plant an English settlement in Gwynedd and thereby subdue a potentially lawless population.
- 3.3.18 Llanfairfechan contains a considerable number of dwellings by Herbert Luck North (1871-1941), an outstanding locally-based Arts-and-Crafts architect.⁵ Penmaenmawr is one of the classic industrial towns of North Wales, but was also developed as a tourist resort. The construction of Sylvester's road around the bluff of Penmaenmawr may have had the effect of causing one of the major landholdings in the area to change hands, and the community of Penmaenmawr is almost entirely a creation of the Victorian age, and reflects not only the development of the quarrying industry, but also the attempts to develop it as a tourist resort.
- 3.3.19 A sign of the impending change in the Creuddyn peninsula in the early nineteenth century was the draining of the land at the base of the Orme to create the modern resort of Llandudno (area 2001). The enclosure act of 1843, implemented in 1847, apportioned 832 acres out of 955 acres of parish common

³ Lewis Morris, *Plans of Harbours, Bars, Bays and Roads in St George's-Channel* (London, 1748) pl. 2.

⁴ R.E. Hughes, 'Environment and Human Settlement in the Commote of Arllechwedd Isaf' *TCHS* 2 (1940) p. 24.

⁵ See Ll. Hughes, *Llanfair Mewn Lluniau/Llanfairfechan: A Pictorial History* (Pen y Groes, 1989).

to Edward Mostyn of Gloddaeth, who resolved upon the creation of a seaside resort. Henceforth Llandudno's future lay not with mining or agriculture but with holidaymakers.

- 3.3.20 The terrain immediately to the east of the Conwy lent itself to the creation of a junction station between the main Chester to Holyhead line and the important double-track branch to Llandudno, as well as the later branch line up the Conwy valley. The station here was opened in 1860, and was upgraded around 1883 and again in 1897.⁶ Housing is already evident in photographs taken pre-1897 (see front cover), but the expansion of Llandudno Junction as a settlement only came in the twentieth century.
- 3.3.21 Only one study has explicitly analysed place-name evidence within the study area, by Ifor E. Davies in 1984,⁷ though place-names are treated as evidence in a number of other studies.⁸

3.4 Industrial

- 3.4.1 From prehistoric times the area has been extensively worked for minerals and has been an important transport focus. Archaeological evidence exists for industrial activity as early as the third millennium BC, when Graiglwyd was worked for stone suitable for axe-making. It was the third most productive of the prehistoric axe-making sites in Britain, after the factories of Great Langdale and Scafell in the Lake District and around St Ives in Cornwall, whose products vied with each other in Neolithic markets throughout the island.⁹
- 3.4.2 Copper was extensively mined on Creuddyn in the Bronze Age, a fact first recognised in 1831 and 1849 with the discovery of stone and bone tools in the Great Orme copper mines (2000).¹⁰ The possible calibrated age-ranges for sample materials are 1410 BC to 1070.¹¹ The mines were exploited in horizontal galleries up to 50m in length and at vertical depths of approximately 30m in which fire-setting had been used to extend the workings.¹² The Great Orme mines were a major supplier of copper ore in prehistory, along with Mynydd Parys, Cwmystwyth and a number of other sites elsewhere in Britain and beyond.
- 3.4.3 The mines themselves were revived in 1692, and continued working until 1877, latterly on a very small scale, as Llandudno was already developed as a tourist resort. They were equipped with steam and hydraulic prime movers to operate the pumps, and the trace of the long flatrod system (jointed wooden rods) which connected a water-engine at Ffynnon Gogarth with pumps at the Old Mine, remain one of the most distinctive landscape features of the Orme.¹³
- 3.4.4 Lead was extensively worked at Trecastell Mine, near Henryd (2015). A Prehistoric origin has also been suggested for this site, but not until 1753 is there documentary evidence for mining in the area. Trecastell remained at work as late as 1955, but the site was landscaped after closure, and little landscape evidence remains.¹⁴ There are iron trial workings above Aber, Gorddionog mine and elsewhere.

⁶ V.R. Anderson and G.K. Fox, *An Historical Survey of the Chester to Holyhead Railway* (Poole, 1984), plates 153-168, figs 74-77.

⁷ Davies IE: "Enwau Lleoedd ym Mhlwyf Dwygyfylchi a'r Cyffiniau nad ydynt ar Fap yr Arolwg Ordians nac ar Ardrethiant y Degwm" *TCHS* 45 (1984) pp. 125-127.

⁸ Hughes RE: Environment and Human Settlement in the commote of Arllechwedd Isaf, *TCHS* 2 pp. 1-25; Hooke D: Understanding Settlement in the Conwy Valley, in *Landscape and Settlement in Medieval Wales* (Oxford, 1997) pp. 79-95; Jones Pierce T: The *gafael* in Bangor Manuscript 1939 *THonSC* 158-188; Withers CJ: Conceptions of Landscape Change in upland North Wales: a study of Llanbedr-y-cennin and Caerhun parishes, c. 1560-c. 1891, in *Landscape History* 17 pp. 35-47.

⁹ W.A. Cummins, T.H.M. Clough, *Stone Axe Studies* vol. 2, CBA Research Report 67, pp. 7-11.

¹⁰ W.O. Stanley, "Note on Great Orme and Parys Mountain Copper Mines", *Archaeological Journal* 7 (1850) pp. 68-9.

¹¹ Janet Ambers, "Radiocarbon, Calibration and Early Mining", *Early Mining in the British Isles* (Maentwrog, 1990) pp. 59-63.

¹² L.A. Dutton, "Prehistoric Copper Mining on the Great Orme", *Proceedings of the Prehistoric Society* 60 (1994) pp. 245-286.

¹³ C.J. Williams, *Great Orme Mines* (British Mining no. 52p), *passim*.

¹⁴ J. Bennett, *Mines of the Gwydir Forest Part 7* (Cuddington, 1997), pp. 59-111.

- 3.4.5 Smaller and shorter-lived ventures were the Ardda sulphide mine on the uplands (2008) above Dolgarrog, operational from 1853 to 1864, connected to the main road by a contour railway and two counter-balanced inclines, as well as other unsuccessful trials at a number of other locations.
- 3.4.6 Quarrying for stone and slate has taken place at a number of locations within the study area. The modern workings in the igneous rocks of Penmaenmawr (2010) are of considerable size. Modern exploitation was under way in the 1820s, when suitable material was worked from the unconsolidated scree slopes, flaked into setts, and transported by ship to Liverpool. Within a decade two independent quarries had been developed, one on the Eastern flank (Graiglwyd) and the other occupying the western extremity (Penmaen). Both quarries initially concentrated on sett production, though as loose stone for railway ballast became increasingly important from the 1890s, crushing mills were established. The two quarries were amalgamated under the same management in the early part of this century and the joint operations linked by a quarry railway. In the late 1930s the Graiglwyd quarry ceased producing setts and was abandoned.¹⁵ The present quarry at Penmaenmawr occupies the western part of the outcrop and concentrates on producing aggregate for road construction and railway ballast. A new crushing plant was installed in 1983 and the present output of the quarry is 600 000 tonnes per annum..
- 3.4.7 The extensive workings of both the old and the modern quarry contain abundant industrial relics that document past phases of development. The installation of a conveyor system from the Penmaen quarry to the coast during the 1950s also made redundant a whole system of major inclines and as a consequence of recent landscaping a number of installations, such as the large Penmaen crushing plant, were dismantled.¹⁶
- 3.4.8 Less commercially successful was the sett quarry on the northern slopes of Conwy Mountain (2008), operational by 1874 until the Second World War. In the quarry's early days the stone was shipped from a pier on the Morfa (2007), later replaced by exchange sidings with the London and North Western Railway.¹⁷ This site was equipped with inclines, whose traces are evident. The dyorite which makes up the mountain had earlier been quarried for millstones, at a time when the Revolutionary and Napoleonic wars had prevented imports from La Ferté sous Jouarre in France. A number of separate quarry faces have been identified, but the industry does not seem to have been developed locally on any great scale.¹⁸
- 3.4.9 On the Little Orme (2002), limestone was quarried from before 1862 until 1931, shipping directly from a pier below the quarry.¹⁹ Limestone has been worked on a number of sites on the Great Orme, such as at the Bishop's Quarry, as well as at around the Marine Drive, where the remains of a chute to load vessels survive, and below Pen y Ddinas, where the rock has been extracted from a pillar-and-stall underground working.
- 3.4.10 Slate and slate-tuffite have been worked commercially at six quarries within the area, though small-scale trials and quarries of convenience were opened at a considerable number of other locations. The tiny Tal y Fan quarry (2008) appears to have been worked intermittently from at least 1555 to 1913. Another early site is at Llechan, known to have been exploited in 1686, but probably of medieval origin, since the name (Llechan = 'fissile stone') is attested in the fourteenth century.²⁰ Operations certainly went on here until the late eighteenth century, attested in the characteristically small slates from Llechan quarry at Melin Gwenddar, on which there is a date-stone of 1783.
- 3.4.11 More conventional in their fortunes were the two quarries in the uplands to the west of Llyn Eigiau (2008), Cwm Eigiau and Cedryn. Both were opened in the 1820s, and worked on a small scale until the 1850s, when a mill driven by a water-wheel and a barracks were erected at Cwm Eigiau. In the boom years of the 1860s both quarries were equipped with state-of-the-art machinery and a seven-mile-long railway was constructed to give access to the Conwy. Neither one was worked after 1874.
- 3.4.12 In the valley to the north, a small slate quarry was opened in the 1860s, equipped with a water-driven mill in 1869-1870, and later went over to exploiting a hone-stone vein. This remained in use until 1908. A tiny quarry was also worked in Coed Dolgarrog (2018) from the 1820s to the 1880s. At Melynlllyn (2019) a vein of slate tuffite was quarried to make hone-stones from the 1860s to 1910.²¹

¹⁵ I.E. Davies, 'A History of the Penmaenmawr Quarries', *TCHS* 35 (1974), pp. 27-72.

¹⁶ J. Lee, 1994.

¹⁷ V.J. Bradley, *Industrial Locomotives of North Wales* (London, 1992), pp. 226-7.

¹⁸ *Melin?*

¹⁹ V.J. Bradley, *Industrial Locomotives of North Wales* (London, 1992), p. 299-300.

²⁰ H.E. Ellis, *Registrum vulgariter nuncupatum 'The Recorde of Caernarvon'* (London 185?) p. ?

²¹ I.E. Davies, 'The Manufacture of Honestones in Gwynedd', *TCHS* 37 (1976), pp. 84-6.

- 3.4.13 The area's rich arable land required, and its topography made possible, a number of water-powered corn mills. These are known to have been built on the Gyffin, the Ro, at Llanfairfechan and at Aber. A number of examples survive, converted to dwellings, including the seventeenth century Melin Bulkeley. Other water-driven mills have left less trace, though a pandy was in existence at Dolgarrog by the sixteenth century,²² and a paper mill was established on the Porth Llwyd in 1810.²³ Only foundations are visible of the two windmills known to have been constructed on the Creuddyn peninsula, one on the Orme itself (2000), the other above Deganwy (2005).
- 3.4.14 Water-power was also a vital component of the major modern industrial development of the area, the aluminium works at Dolgarrog. This was established in 1907 as a reduction works for the conversion of alumina and bauxite to aluminium, a process which consumes vast amounts of electricity, and which has therefore always been established where there is abundant water, rather than near the sources of the raw material. The works was subsequently developed to include a carbon factory and a rolling mill., and now functions as a specialist rolling plant. A purpose-built village was established at Dolgarrog between 1907 and 1926.²⁴
- 3.4.15 An early gas works at Madryn Farm supplied Llanfairfechan.

3.5 Communications

- 3.5.1 The archaeology of communications forms an important component of the historic landscape of the study area. A prehistoric route from east to west crossed the Conwy at the ford of Tal y Cafn and passed through Bwlch y Ddeufaen. The Roman road from *Canovium* (Caerhun) westwards to *Segontium* (Caernarfon) follows the same route as its purported bronze age predecessor from Ro Wen to Bwlch y Ddeufaen. Near the east end of Bwlch y Ddeufaen a Roman milestone was discovered in 1954 which is attributed to the reign of Constantine the Great (305-337 AD). It records a distance of five miles from *Canovium*.
- 3.5.2 From Bwlch y Ddeufaen it is uncertain whether the road continued west through the Anafon and Aber Valleys or descended directly to Llanfairfechan along the Gorddinog valley. The latter route is more likely, since three Roman milestones have been found near its likely course. Two were discovered on separate occasions in 1883, lying within a few metres of each other in a field on Rhiwgoch farm. One is dated to the reign of Hadrian (AD 117-138) and records a distance of eight miles from *Canovium*; the other dates from the reign of the Emperor Severus (193-211 AD) and does not record any set mileage since the inscription is incomplete. Finally, a third milestone was recovered from a field on Madryn Farm in 1959 on the coastal plain due west of Llanfairfechan. It carried post-Roman as well as an imperial inscription, the latter ascribing it to the reign of Postumus (258-268 AD).²⁵ A possible Roman dock has been identified on the banks of the Conwy immediately north of the fort at Caerhun (2014), whence a further Roman road ran south to Caer Llugwy and ultimately to South Wales.
- 3.5.3 The Conwy itself formed a communications artery, carrying timber, lead, iron sulphide and slate from the upper reaches of the valley, from at least the Conquest, although until the early nineteenth century loads had to be transhipped across a reef at Tal y Cafn.²⁶ The Caerhun tithe map shows a jetty at this point with road access. From the 1820s to 1864 slate was shipped from Cwm Eigiau at a wharf on the west bank of the Conwy slightly to the north, and for a while in the mid-century Cwm Machno quarry also exported slate from a wharf on the opposite bank. The wharf facilities at Conwy, medieval in origin, were extended by W.A. Provis in 1831,²⁷ and quays were also built by the London and North Western Railway at Llandudno Junction and at Deganwy.
- 3.5.4 The river also carried agricultural material; in the early nineteenth century one farmer near Tal y Cafn constructed canals across the alluvial plain to carry lime to his fields; no trace of these has been observed. As with other tidal rivers and estuaries in North-west Wales, mineral traffic declined from the 1860s, and ceased altogether in 1878, only to be revived after the establishment of the aluminium

²² NLW Wynnstay Mss.

²³ UWB Baron Hill Mss.

²⁴ E. Jones, D. Gwyn, *Dolgarrog: An Industrial History* (Caernarfon, 1989), *passim*.

²⁵ The milestones are fully discussed by Jones (1985).

²⁶ G.H. Williams, 'Estate Management in Dyffryn Conwy' *THSC*, etc.

²⁷ CRO XB2/16, A. Davidson, *Conwy Quay: Archaeological Assessment*, Gwynedd Archaeological Trust report 273 (1997), pp. 4-5.

works at Dolgarrog in 1907. A canal and a tramway connected the works to the river, and barges continued to ply the river until the 1930s. Steamer trips from Conwy to Trefriw were introduced on the river in 1847, and continued until 1940.

- 3.5.5 The river also formed a natural barrier to east-west travel, though ferries are recorded at Conwy from 1188 and Tal y Cafn from 1301.²⁸ The Bwlch y Ddeufaen route remained in common use until the eighteenth century, when in 1769 both the London and the Dublin parliaments made substantial investment in a road over the headland at Penmaenmawr, previously a notorious obstacle to travel – until well within living memory, people in the Conwy valley would refer to '*Penmaenmawr a'r gwledydd pell*' – 'Penmaenmawr and the distant lands beyond'. A road of sorts existed here in the time of Charles I, but it was not until the construction of Telford's road in the 1820s that it ceased to be a perilous undertaking to travel from Conwy west. Telford's road was itself replaced by a new road constructed by Boswell of Wolverhampton between 1930 and 1936, which was the first to tunnel through the rock. This road is carried on substantial arched embankments; additional lanes and a further tunnel were constructed in the 1980s.
- 3.5.6 The creation of the Telford post road in the 1820s led to the building of a suspension bridge over the mouth of the river, after various proposals for stone bridges proved abortive, Telford's Conwy bridge spans 327' between its two ashlar towers. Plans to demolish it in 1958 led to an outcry. It has recently been renovated to near-original condition, and is still in use as a footbridge.
- 3.5.7 The construction of these post road and the bridge formed part of a general improvement of the local road system. The Conwy to Pwllheli road was taken over by a turnpike trust, and the Conwy to Tal y Cafn length by the new Caernarvonshire Trust, and the new road was complete by 1772.²⁹
- 3.5.8 The second bridge to be built at Conwy was built for the Chester and Holyhead Railway in 1848, one of Robert Stephenson's two tubular bridges. Only at Conwy are the two tubes still intact and carrying trains. Its castellated arches were intended to blend in with the castle. The railway was designed to connect London with the main port for Ireland, and was opened all the way through in 1850; in 1857 the first water-troughs were installed at Mochdre, later moved to Aber, making non-stop locomotive running a possibility.³⁰ At Penmaenmawr, the railway is carried on an open viaduct 182 yards long.
- 3.5.9 A branch was constructed to Llandudno in 1858, and the line was doubled after 1875.³¹ Another branch opened to Llanrwst in 1863, subsequently extended to Betws y Coed (1866) and Blaenau Ffestiniog (1878). Rail-connected quays were built at Ynys (near the Stephenson bridge) and at Deganwy. These developments made the junction station into an important railway centre, around which a community began to grow in the late nineteenth century.
- 3.5.10 The river is bridged at two other locations within the study area, at Tal y Cafn, opened in 1897,³² a road bridge which replaced the ferry, and at Dolgarrog in 1916, when a roadway and a siding were constructed from the branch line to the aluminium works. This bridge is one of two in the United Kingdom, with the Forth bridge, to use a cantilever girder construction.

3.6 Culture, society and language.

- 3.6.1 Traditional evaluations of the Welsh landscape have tended to see a polarisation into industrial and rural types, each with its strong sense of identity, each distinctively Welsh in outlook, and frequently in language also. Though the landscape of the present study area is predominantly rural, traditional in outlook and Welsh in speech, much of the population nevertheless has no long-standing roots in the area, and the common language for most of the larger communities is English.
- 3.6.2 The town of Conwy, founded by Edward I, was traditionally an English-speaking enclave in a Welsh-speaking area, which has only recently started to lose this character. Industrial and tourist developments of the nineteenth and twentieth centuries have also altered the linguistic and cultural complexion of the area considerably.

²⁸ H.R. Davies, *The Conway and Menai Ferries* (Cardiff: University of Wales Press, 1966) p. 1, p. 11.

²⁹ H.R. Davies, *The Conway and Menai Ferries* (Cardiff: University of Wales Press, 1966) p. 203.

³⁰ R.Cragg, *Civil Engineering Heritage* (London, 1997) pp.13-17.

³¹ V.J. Bradley 1992, p. 90.

³² CRO X/RD/?, H.R. Davies, *op. cit.*, p. 229.

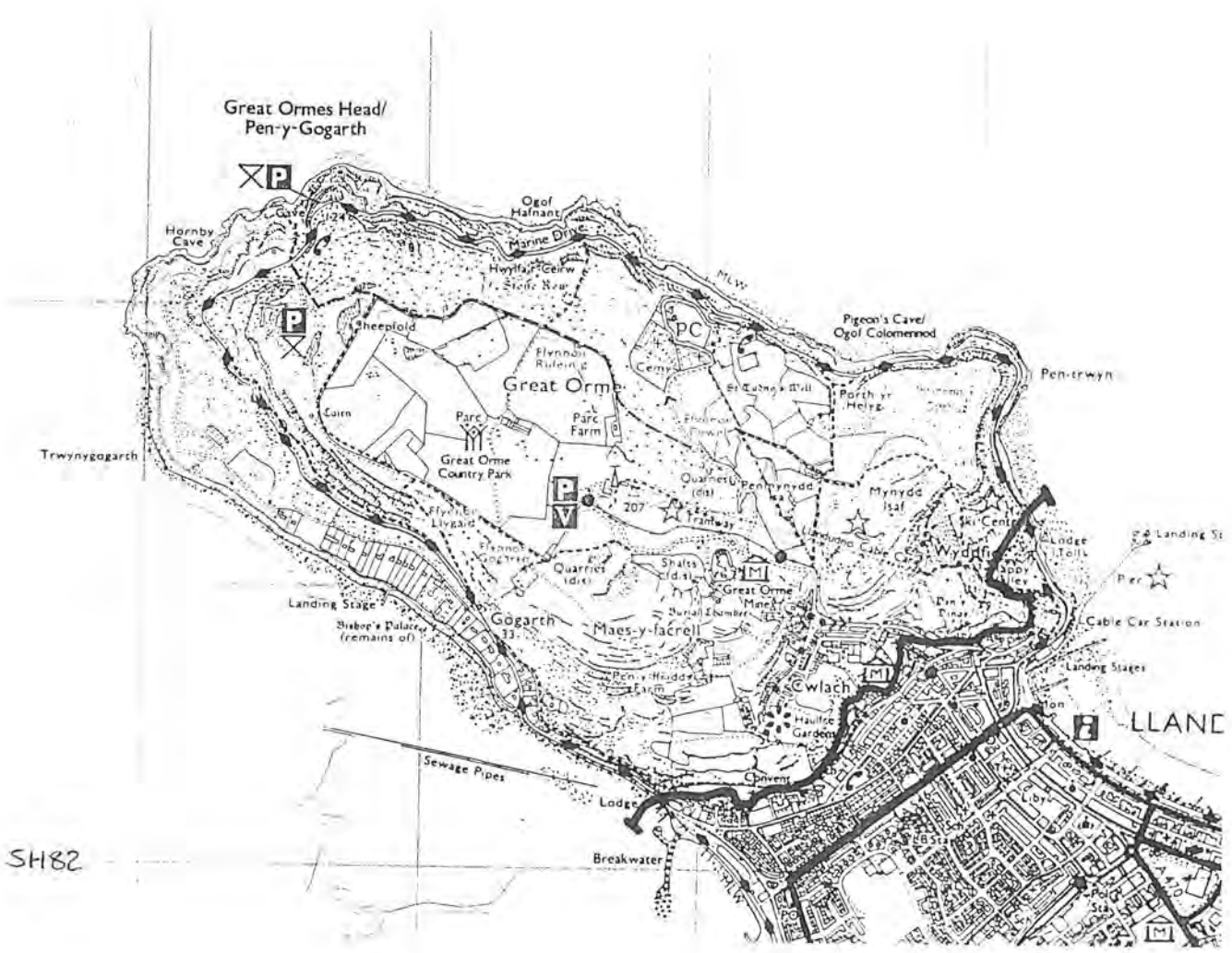
- 3.6.3 Llandudno has typically catered for holidaymakers from the north-west of England, and ease of transport along the North Wales coast road has resulted in the whole of Creuddyn and to some extent the Penmaenmawr-Dwygyfylchi area effectively serving and forming part of, an extended Anglicised or English conurbation.
- 3.6.4 Though the language of the granite quarries at Penmaenmawr was always commonly Welsh, some of the workmen and under-managers came from quarries elsewhere in the world, unlike the neighbouring slate quarries which drew their workers almost exclusively from the Welsh-speaking hinterland.
- 3.6.5 The aluminium works at Dolgartog contained a strange ethnic mix in its hey-day in the 1920s, when English, Scots, Irish and others worked alongside native Welshmen and Welshwomen - but as in the case of Conwy, this community is now becoming more Welsh in speech rather than less.
- 3.6.6 The study area is not, therefore, exclusively the cradle of a traditional Welsh society: the sense of *bro* remains strong for many, and local *eisteddfodau* remain popular and well-supported, but for others loyalties and attachments to the area will be founded on a different set of values and assumptions.

4 Historic character areas

4.1 The study area has been divided into a number of separate historic character areas as follows:

- 2000 The Great Orme (Pen y Gogarth).
- 2001 Llandudno.
- 2002 Little Orme/Mynydd Pant/Nant y Gamar.
- 2003 Morfa Rhianned.
- 2004 Deganwy/Llandudno Junction.
- 2005 Creuddyn.
- 2006 Conwy.
- 2007 Conwy Morfa.
- 2008 Uplands.
- 2009 Penmaenmawr/Dwygylchi.
- 2010 Penmaenmawr Quarry.
- 2011 Llanfairfechan.
- 2012 Fieldscape around Gerlan.
- 2013 Bryn y Neuadd and lowland coastal plains.
- 2014 Rolling meadows, west of Afon Gonwy.
- 2015 Enclosed intermediary hillslopes, west of Conwy valley
- 2016 Flat valley bottom (drained areas).
- 2017 Dolgarrog.
- 2018 Coed Dolgarrog.
- 2019 Unenclosed mountain.
- 2020 Alltwyllt.
- 2021 Bryn Pydew.
- 2022 Penrhyn Bay.
- 2023 Unenclosed mountain (north)

4.2 Each area description has been divided into three sections – historic background, key historic landscape characteristics and a select bibliography. A map showing the extent of each area, and photographs to give an impression of the texture of each area are also included.



2000 Great Orme

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2000 Great Orme

Historic background

Evidence of human settlement from the Upper Paleolithic period is evident from the remains discovered in Kendrick's cave at SH77988281 in 1879-80, including four human skeletons together with animal bones, a polished stone axe and a knife and fragments of flint. Neolithic remains include a burial chamber at Llety's Filiast. Kendrick's Upper Cave at SH78008284 showed evidence of settlement in the Bronze Age, when it is clear that exploitation of the copper ores on the Great Orme was under way, on a scale which bears comparison with any of the other European prehistoric copper mines whose sites have so far been confirmed. Pen y Dinas hillfort, which stands immediately above the Happy Valley at SH77908295, is an Iron Age site which contains numerous hut circles, and has been described as an excellent example of a promontory fort, making use of the formation of the hill, a natural fastness that needed little strengthening, except at the neck of the promontory.

There is some evidence for a Roman presence in the area, such as the discovery of Roman copper cakes at Bryn Euryn, suggesting that the copper mines were being worked in this period. Some of the hut circles on the Orme may date from this period as well as from the pre-Roman Iron Age.

A Norse presence is indicated by the modern English name for Pen y Gogarth, which derives from Horma Heva, "the Great Serpent". The manor of Gogarth was granted by the English crown to the Bishop of Bangor in 1277, and it was here that a substantial hall house was constructed. The Bishops of Bangor only finally relinquished ownership of Gogarth in 1891. The earliest part of the fabric of the church of St Tudno may date from the twelfth century, and the remains of the ridge and furrow cultivation nearby constitute a fine example of the type.

The fourteenth century surveys collectively known as *The Record of Caernarvon* indicate that the episcopal manor of Gogarth included three townships on the Orme - Gogarth itself, Cyngreawdr to the north, and Yr Wyddfid to the east, overlooking the present Happy Valley site. However, consolidation of landholdings in the area by the Mostyn family is already marked by the mid-fifteenth century and by the 1680s the Bishop of Bangor was complaining about their enclosing activities. Both lay and ecclesiastical improprators demonstrated a hard-headed and entrepreneurial approach to their lands, based on the exploitation of mineral ores as well as on agriculture. The Mostyns were at work at least as early as 1692, and mine sites were already prominent enough to be marked on the Lewis Morris map of 1748, designed to assist coastal mariners.

Copper mining continued at Llandudno into the late nineteenth-century, but was always an uncertain means of generating wealth, being dependent on world-wide fluctuations in prices which could easily make marginal operations uneconomic. Drainage was a particular problem for the miners, tackled by a variety of means - a "Tom and Jerry" pump-rod system, which extended across the Orme from near Haulfre to Gogarth, the driving of a drainage level, and the construction of a steam pump-engine in 1835, from which Water Street near the Happy Valley takes its name.

Key historic landscape characteristics

bell pits, ridge and furrow, relict settlement remains, limestone walls, tramway

A limestone headland, exceptionally rich in relict archaeology but also a very popular tourist haunt, accessed by road, tramcar and cable-car. There is abundant surface evidence of mining from the Modern period, in particular the long sequence of rocker-base pits for the flatrods which connected the 'Tom and Jerry' engine to the mine. The Bronze Age Mines have recently been topped as part of the visitor enhancement. The Great Orme Tram is a popular attraction which preserves much of its late-Victorian character.

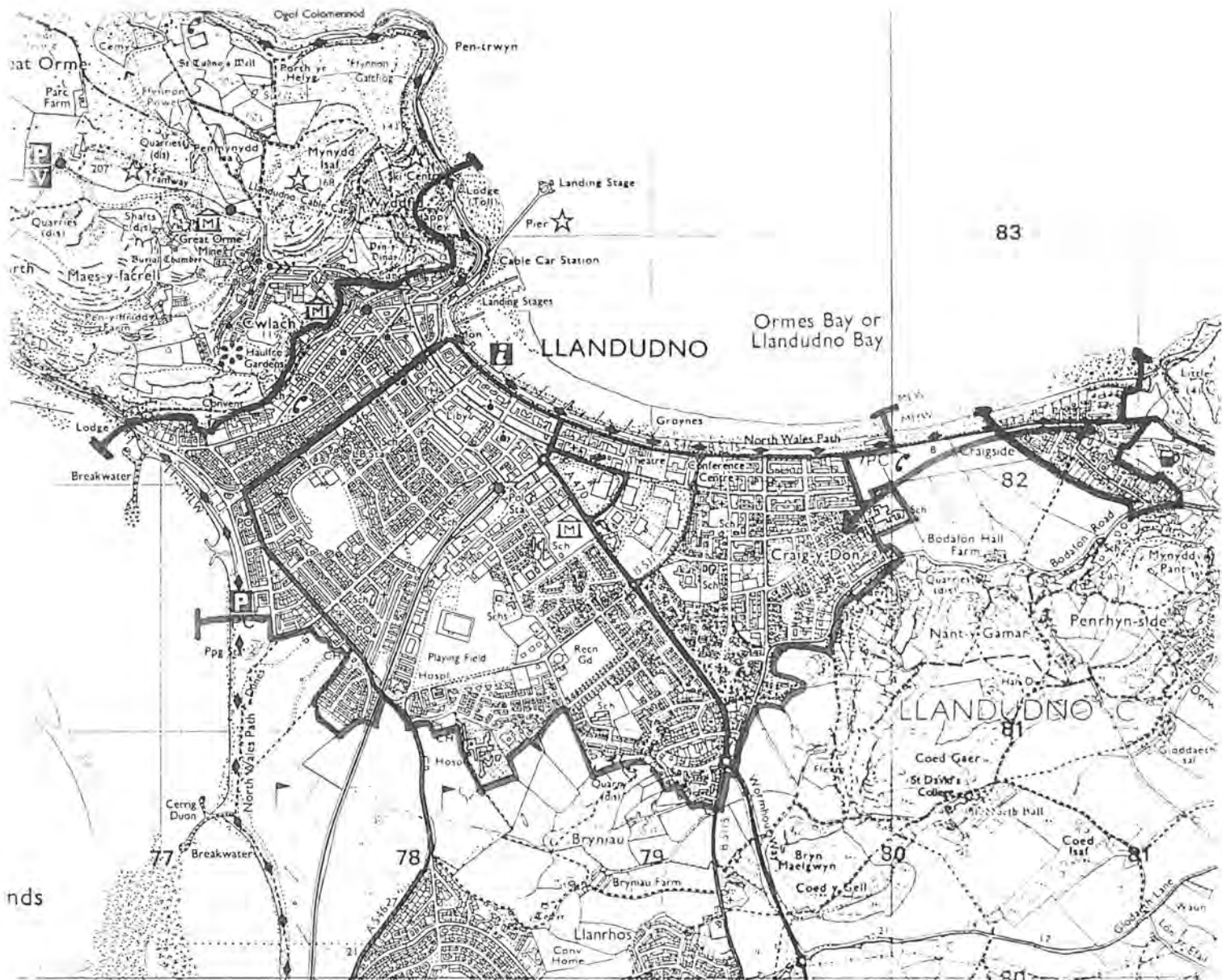
The landscape is also rich in other forms of communications system, which include a lighthouse and the site of a telegraph station.



Figure 01 HLCA 20000

SH 765840 looking south-west

Showing the open nature of the headland, with the well-preserved remains of relict (medieval?) fields and ridges, and a series of trackways in the centre, with the former golf course at the top of the picture



2001 Llandudno

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Historic background

The earliest settlement within the character area lies on the east-facing slopes of the Orme, where dwellings for miners and their families were established by the early nineteenth century, working for copper ore on the Orme itself, probably supplementing their income with fishing and farming. This area preserves a different character from the rest of the urban development of Llandudno, being distinguished by smaller dwellings, built from the local limestone along winding lines which follow the contours and natural topography of the hillslopes.

The greater part of the site of the present town of Llandudno was a marshland into the nineteenth century, when it was drained; an enclosure act of 1843, implemented in 1847, apportioned 832 acres out of 955 acres of parish common to Edward Mostyn of Gloddaeth, who resolved upon the creation of a seaside resort. The first auction of leasehold building plots took place in April 1849.

A policy of controlled leasing was adopted, in which the type of building that could be erected was determined by its locality. The street pattern was laid down by the estate, and leaseholders could submit proposed buildings for approval to the estate - which accounts for both the extraordinary variety of Victorian architecture in Llandudno, and its remarkable homogeneity as a town.

The substantial hotels along the North and South Parades were erected from the 1850s onwards, beginning with the Queen's Hotel in 1853. Smaller scale developments followed soon after on the streets inland from the sea-front. Mostyn Street, the main east-west commercial axis, was largely developed by the 1870s. The pier was built by John Dixon in 1876 to the designs of James Brunlees and Alexander McKerrow, 2295' long, in two sections, and whose desk is lined with four kiosks leading to three larger kiosks at the head.

Llandudno contains a number of outstanding examples of Victorian and early twentieth century places of worship, and parks and gardens. Other civic amenities include the Mostyn Art Gallery, a substantial glazed-brick structure, and the library on Mostyn Street.

Developments have continued into the late twentieth century but have not impinged on the town's character.

Llandudno was reached by a railway in 1858, consisting of a short branch line from the main Chester to Holyhead line. The growth of charabanc and other motor traffic in the early twentieth century led to the construction of the present principal road access, now known as Wormhout Road, from the east in the 1930s. This preserves its inter-war character, and contrasts pleasantly with the laid-out Victorian street pattern of the earlier part of the town.

Llandudno successfully attracted an élite clientèle in the 1850s and '60s, but by the end of the nineteenth century its appeal was directed more to the prosperous white-collar workers of the North of England and the Midlands, effectively much as it is at the end of the twentieth century.

Key historic landscape characteristics

Victorian architecture, planned layout, seaside resort

An outstanding example of a Victorian seaside resort, and also of a controlled townscape. Llandudno is remarkable for having retained its nineteenth century character, including decorative ironwork on the major hotels and hydro establishments and street furniture. A recent proposal for a lifeboat station on North Parade was rejected on aesthetic grounds.

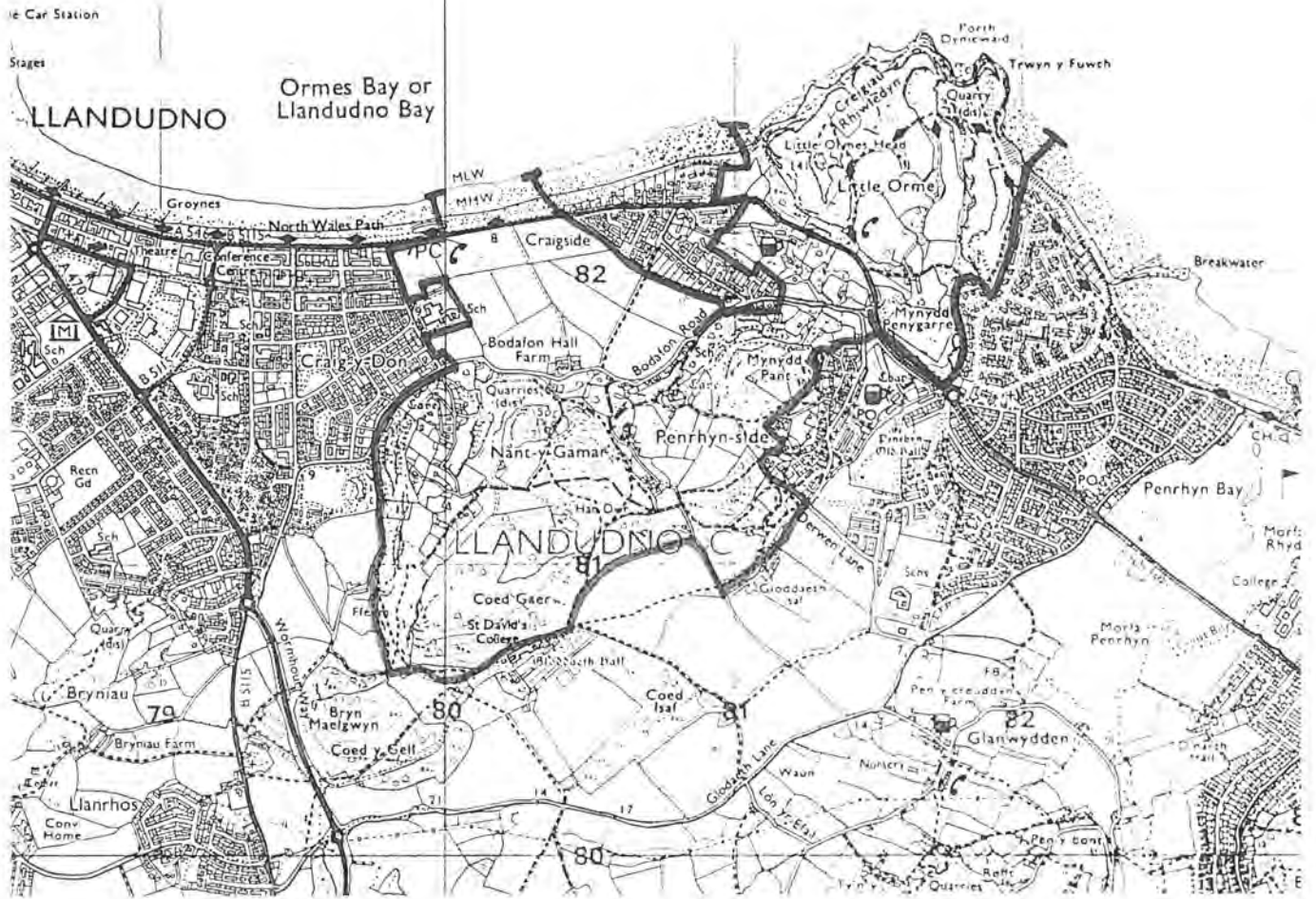
Llandudno is particularly noted for the quality and consistency of its suburban architecture as it continues to develop and expand to the present day. Practically every style and development of housing is represented here, from Victorian railways workers' terracing, Arts & Crafts houses, 1920s and 1930s semi-detacheds and Art Deco right up to modern Barret and mock-Tudor developments.



Figure 02 HLCA 2001

SH 796805 looking north-west

Showing the low-lying, coastal town of Llandudno in the centre of the photograph, with the large enclosures characteristic of Creuddyn (2005) in the foreground and the rising headland of the Great Orme (2000) behind



2002 Little Orme / Nant y Gamar

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Historic background

This area forms a limestone ridge on the north-eastern extremity of Creuddyn, extensively quarried in the nineteenth and early twentieth centuries. It rises from the low-lying lands of Creuddyn on which Penrhyn Old Hall and Gloddaeth are situated. Gloddaeth, the home of Mostyn family since the fifteenth century, now St David's College, a boarding school, is situated immediately below the break of the south-eastern-facing slope at the foot of the ridge. The dwelling Hen Dwr ('the old tower) on the summit of Nant y Gamar was the demesne windmill, constructed between 1617 and 1642 and in operation until the 1830s. A number of the farm dwellings are believed to have come about as the result of squatter-encroachment in the late eighteenth or early nineteenth century, and their right to settlement to have been accepted by the enclosure of 1843.

The area has been extensively quarried for limestone on lease from the Mostyn estate. On the Little Orme (SH 819 823), operations were under way pre-1862 and continued until 1931, shipping out directly to sea by means of a system of inclines. The mill hoppers were only demolished in 1987. The smaller quarries on Nant y Gamar were worked from perhaps the 1850s to the 1970s, and a white silicious sand was extracted from 1856 to 1887.

The Coastal Artillery School was moved to the Little Orme from Shoeburyness in September 1940, and a gun battery established.

Key historic landscape characteristics

The area is characterised by a mixture of unenclosed land and by comparatively small-scale farming units, whose houses have in many cases become second homes. These are generally substantial vernacular dwellings, though many have been significantly altered by their recent owners. The former windmill, Hen Dwr, now a dwelling, is a prominent feature. The only public road access is a winding lane up the north-western part of the ridge. Field boundaries take a number of different forms, including stone walls, hedges and earthen banks.

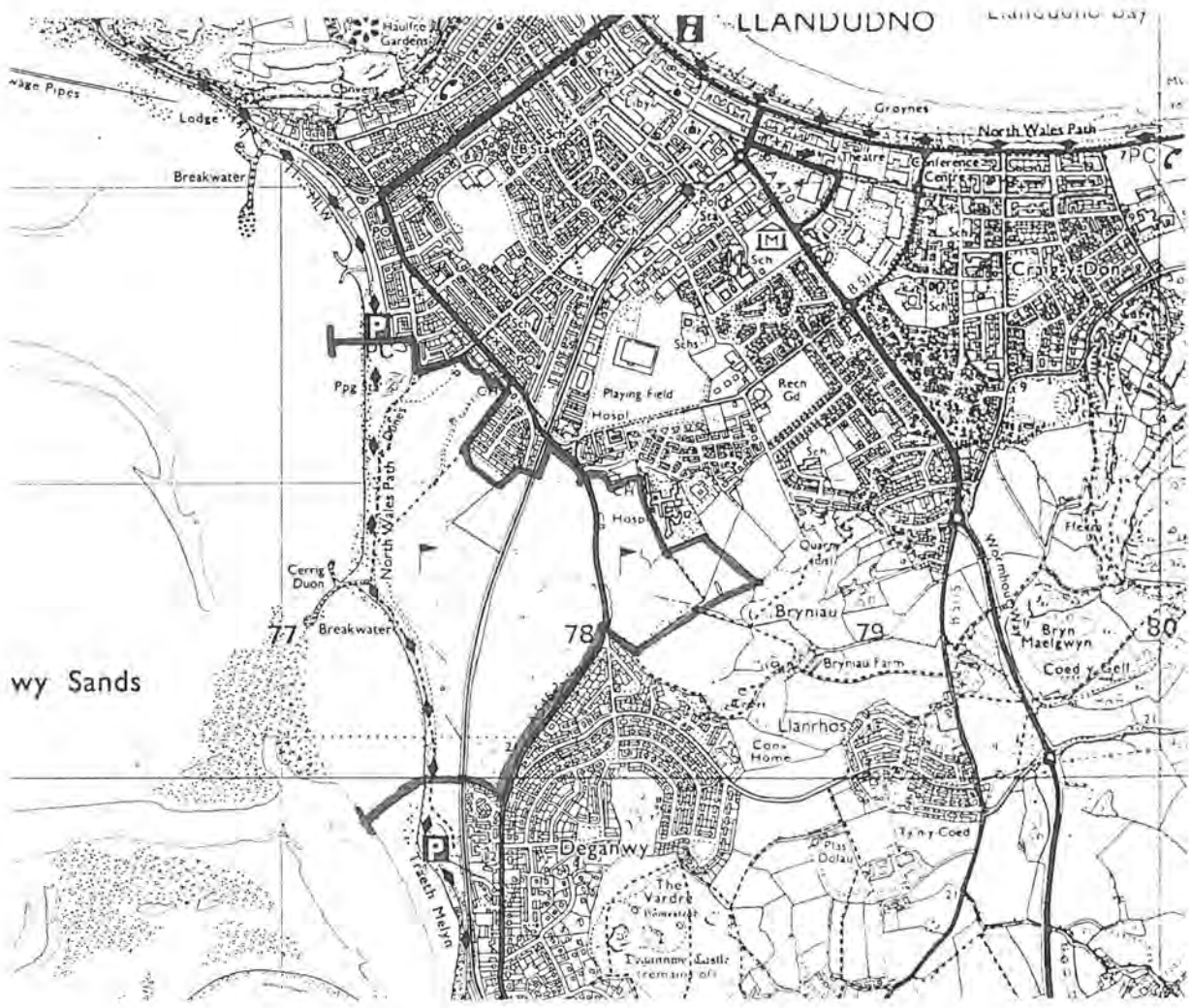
Though the ridge divides two major urban conurbations, it is remarkably remote; the paths through the Little Orme limestone quarry are popular with Penrhyn Bay residents, but the higher parts of the ridge are comparatively little frequented.



Figure 03 HLCA 2002

SH 811815 looking south-west

Showing the nature of the limestone ridge which underlies this area, with scattered settlements and some improved fields in the lower-lying pockets



wy Sands

2003 Morfa Rhianned

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2003 Morfa Rhianedd

Historic background

This area forms part, occupies land which has remained otherwise undeveloped between the southern extremity of Llandudno and the northern part of Deganwy. The North Wales Path runs alongside it, and it is bisected by the railway. It is described by Lewis Morris as 'Morva Rhianedd a Low Marsh' in his Plans of 1748. This area has legendary associations with the story of Maelgwn Gwynedd, as the place where the *fad felen* ('yellow plague') arrived, which claimed the king's life. It is also mentioned in the *englynion y beddau*. Much of it now forms links of the Maesdu golf-club.

Key historic landscape characteristics

undeveloped, golf links

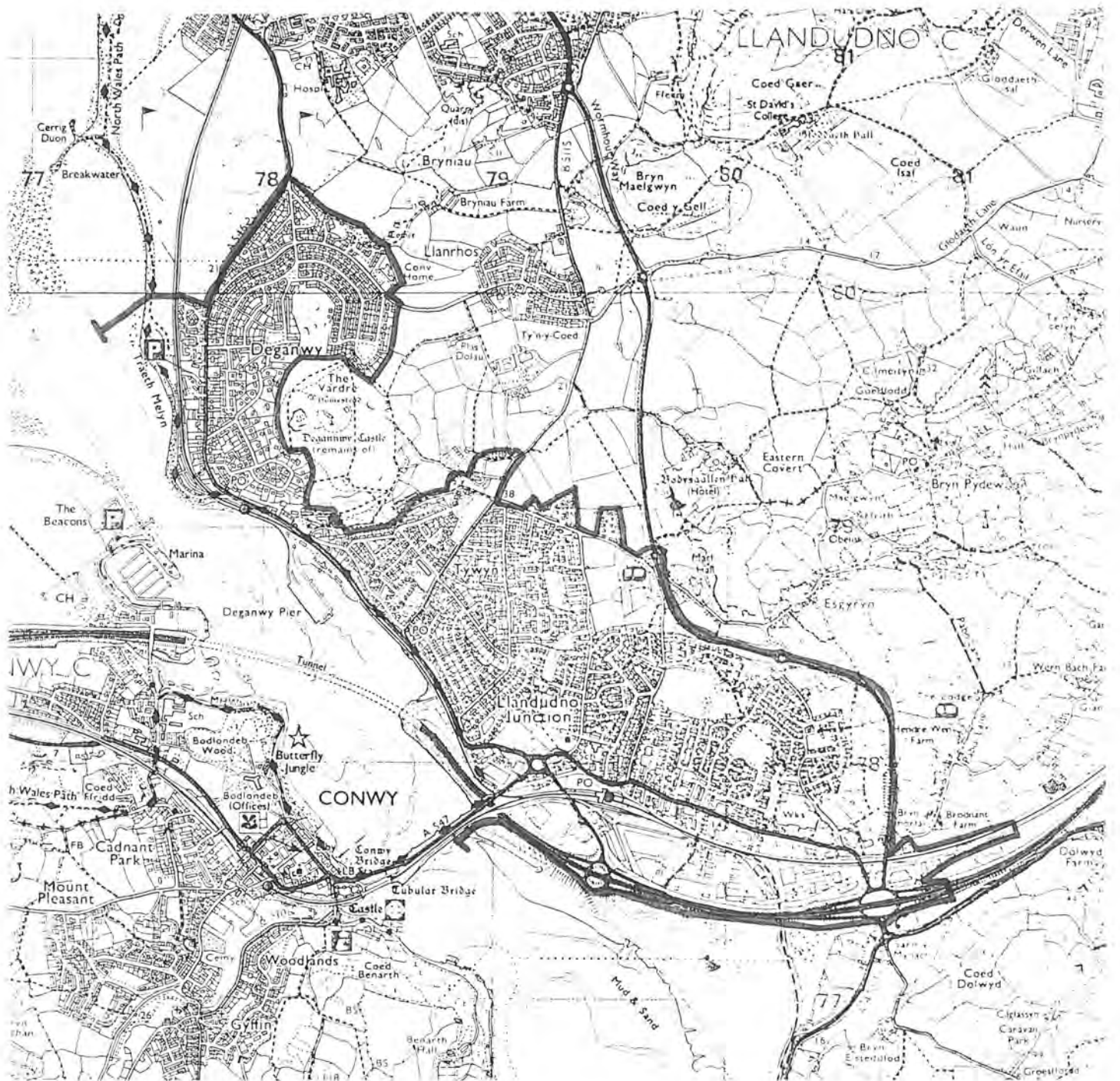
An undeveloped area, rich in legendary associations.



Figure 04 HLCA 2003

SH 781805 looking north-west

Showing the nature of this low-lying area on the edge of Llandudno (2001) and below the Great Orme (2000), an area steeped in myth but now a golf course



2004 Deganwy / Llandudno Junction

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2004 Deganwy/Llandudno Junction urban development

Historic background

A low-lying area which in its present form is largely a creation of the growth of the railway network. The area in the south-western part of the Creuddyn peninsula which is now covered by the nineteenth and twentieth century dwellings of Deganwy and Llandudno Junction is known to have been granted to the Cistercian monastery of Aberconwy by Llywelyn. The monastic presence is recorded in the name Sarn y Mynach, by which the A47 is known at the point where it crosses the main line railway and the Afon Ganol. Another axis which predates the Modern period is the north-south road through Llandudno Junction known as Marl Lane which formerly connected the dwelling Marl (2021) with the ferry. The Telford post road passes through the character area, which includes the embankment over the Conwy on which the Telford suspension bridge and the Stephenson tubular bridge are built.

The main-line railway from Chester to Bangor was opened in 1848, and the branch to Llandudno in 1858; Llandudno Junction station was opened in 1860, and was upgraded several times, including the construction of a locomotive shed in the 1880s. The construction of the branch-line railway to Llandudno, opened in 1858, made possible the development of a resort on the western-facing shores of the peninsula at Deganwy; a station was opened in 1866. After the opening of the branch line railway to Blaenau Ffestiniog in 1879, the railway company also began the construction of a wharf to ship the slate at Deganwy in 1882, using spoil from the Belmont tunnel in Bangor. This saw comparatively little use, and now services pleasure craft.

The settlements have continued to grow into the twentieth century. Whereas Deganwy has been largely a holiday and retirement area, Llandudno Junction was also the home to a considerable number of railway employees and more recently to workers in the Hotpoint factory. The North Wales Weekly News building is also a prominent local landmark.

Key historic landscape characteristics

19th and 20th century houses, shops, chapels, transport routes

The area is characterised by suburban housing stock which dates almost entirely from the late nineteenth or twentieth centuries, and is constructed largely of brick. Roofing materials are a mixture of tiles and slates. A distinctive feature is the row of houses built by the Llanfairfechan architect North at SH 781 804, which makes distinctive use of rustic slates, some of them from the Tal y Fan quarry (2023). Here and there earlier houses or chapels built out of local limestone and roofed with more common commercially available slates are evident. The shops on the front at Deganwy incorporate an attractive cast-iron canopy over the pavement.

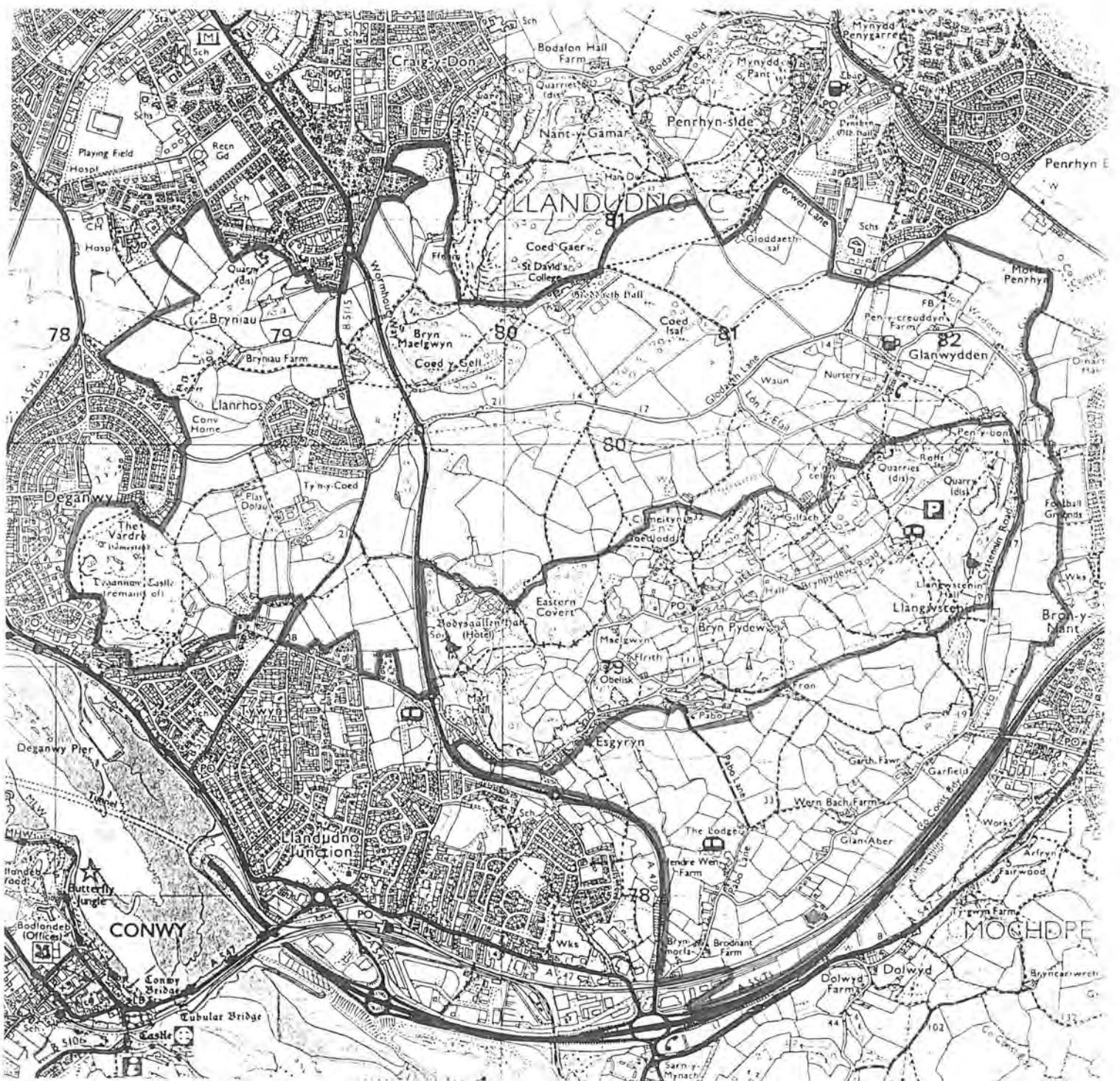
The area is also characterised by the transport routes which pass through it - the Telford road, the railway, the modern A55T, which passes under the Conwy in a tunnel, and the quays at Deganwy and by Conwy bridge. As well as the two bridges over the Conwy, there are a number of other items of transport infrastructure, such as the signalbox at Deganwy, the locomotive sheds at the Junction, and in various bridges. Llandudno Junction station is an unusual example for the area of a Victorian station-building with Modernist accretions, and the Modernist style is also evident in the extensive Hotpoint factory at SH 803 777, now disused.



Figure 05 HLCA 2004

SH 779791 looking east

Showing some of the fine Victorian cast-iron shop fronts in Deganwy facing the mouth of the Afon Conwy



2005 Creuddyn

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2005 Creuddyn

Historic background

An extensive area dominated by parkland and pasture, defined to the west by the urban areas of Deganwy and Llandudno Junction (2004), to the north by the urban development of Llandudno (2001), and the higher ground of the Little Orme and Nant y Gamar (2002), to the east by Penrhyn Bay (2022). The Bryn Pydew ridge (2021) intrudes into the area.

An area rich in mythological associations, particularly the story of Taliesin and Maelgwn Gwynedd, who are traditionally connected with the Roman and post-Roman at Deganwy, consisting of two precipitous hillocks and the saddle between them. This formed the site of Deganwy castle, built by Robert of Rhuddlan c. 1080. The hill was held alternately by the Welsh and the Anglo-Normans until 1263, and part was granted to the Cistercians of Aberconwy.

From the late Medieval period, the area was dominated by the Mostyn family, whose seat lay at Gloddaeth, which lies within the area. The Mostyns also owned Bodysgallen, and they were to be instrumental in the development of Llandudno in the nineteenth century. Lesser families included the recusant Pughs of Penrhyn Creuddyn, who sheltered missionary priests. Gloddaeth dates in part from the sixteenth century, and is now a boarding school.

There was some shale quarrying at Pabo from 1911 to 1932.

Key historic landscape characteristics

parkland, gentry houses, substantial farmsteads, limestone walls

The area is dominated by Gloddaeth, formerly the seat of the Mostyns, now a boarding school, and the substantial farms associated with it. Though Gloddaeth is the only landed seat within the area, Bodysgallen, Penrhyn and Marl are all within a mile of it. The churches of Eglwys Rhos and Llangystennin are both ancient foundations.

A marked feature of the landscape is the stone-built watch-tower, believed to date from the seventeenth century, at Bryniau.

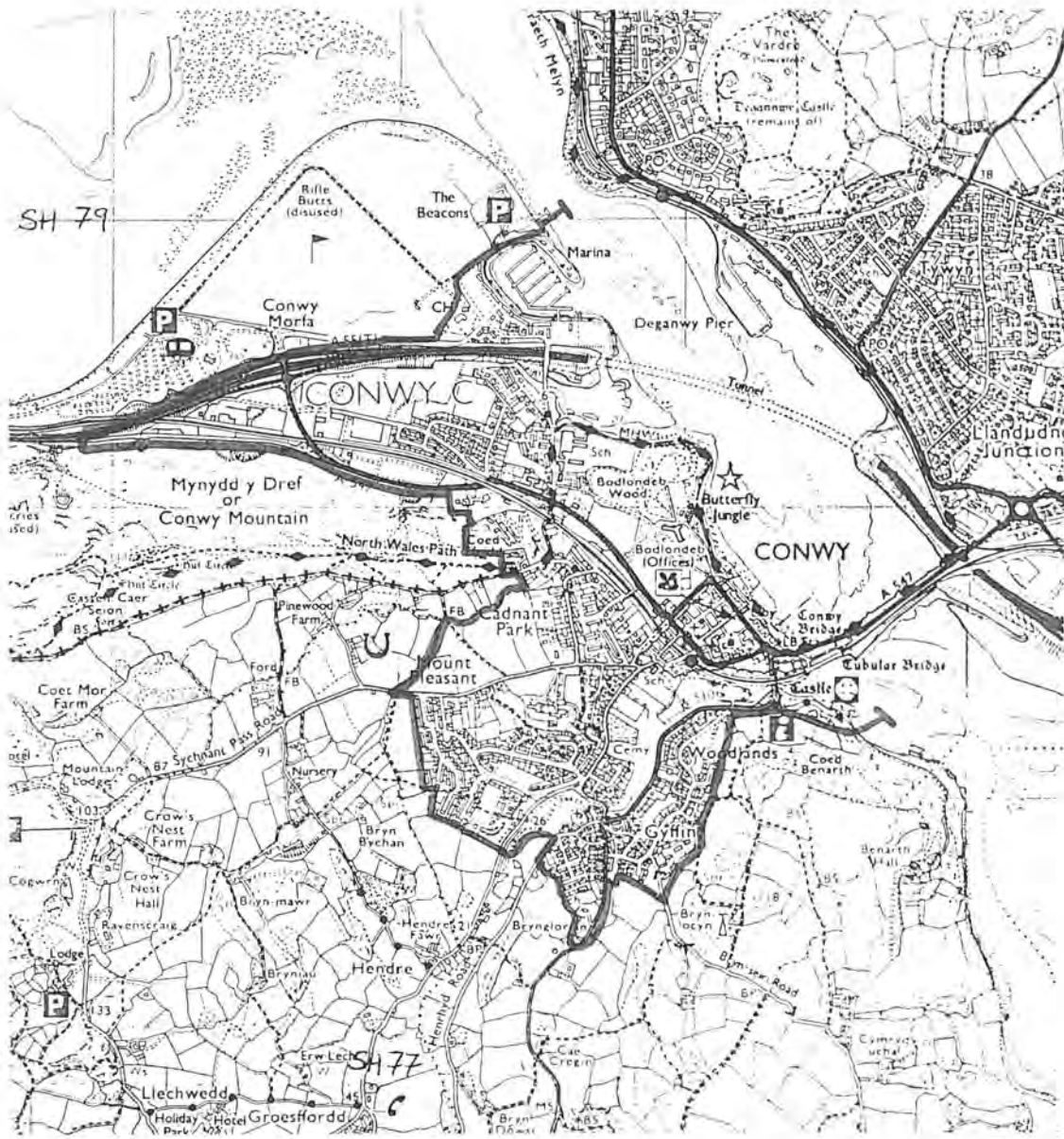
The only pre-twentieth century nucleated community is at Glanwydden, which consists of a public house and a cluster of houses around a cross-roads. The nearby windmill dates from 1704.



Figure 06 HLCA 2005

SH 702795 looking south

An expansive aerial view which centres on the Vardre (Deganwy castle) which lies within the Creuddyn area (2005), surrounded by housing estates which form part of Deganwy/Llandudno Junction (2004), and looking across the river to the town of Conwy (2006) in the top right-hand corner



2006 Conwy

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Historic background

The site of the present town of Conwy was granted in 1186 by Llywelyn Fawr to the Cistercian Order for the establishment of a community; as a remote headland, it suited the Cistercian emphasis on manual labour and detachment from the world, ideals which did not survive the growing political and economic might of the abbey under the Princes.

After the conquest the monks were relocated to a new site at Maenan, on the east bank of the Conwy, seven miles upstream, and the former Abbey became the site of the new borough town and castle, designed to guard the estuary and to introduce a money economy and civil order to Arllechwedd. Its charter was granted in 1284, and the commotal centre of Arllechwedd Isaf, thought previously to have been established at Tal y Cafn, moved there.

The Conwy river remained a transport artery in its own right into the nineteenth, shipping lead, slate and timber from the Conwy valley, reflected in the construction of a new quarry by William Provis, Telford's assistant, in 1823. The river, however, constituted a serious obstacle to east-west traffic until the ferry was finally replaced by a bridge connecting the spit of land on the eastern bank of the river with the spur of rock on which the castle is built. This, the Telford road bridge, was completed in 1826, a suspension bridge in which two solid ashlar towers support the chains. The Stephenson railway bridge was opened for traffic in 1848, and consists of two parallel rectangular-section wrought-iron tubes, built ashore and floated into position. Like its predecessor, it represented a considerable advance in bridge-building capability.

The arrival of the railway led to the expansion of Conwy beyond its Medieval limits, and the town continued to expand into the 1960s.

Key historic landscape characteristics

walled and planned medieval town, street pattern, extra-mural suburban housing

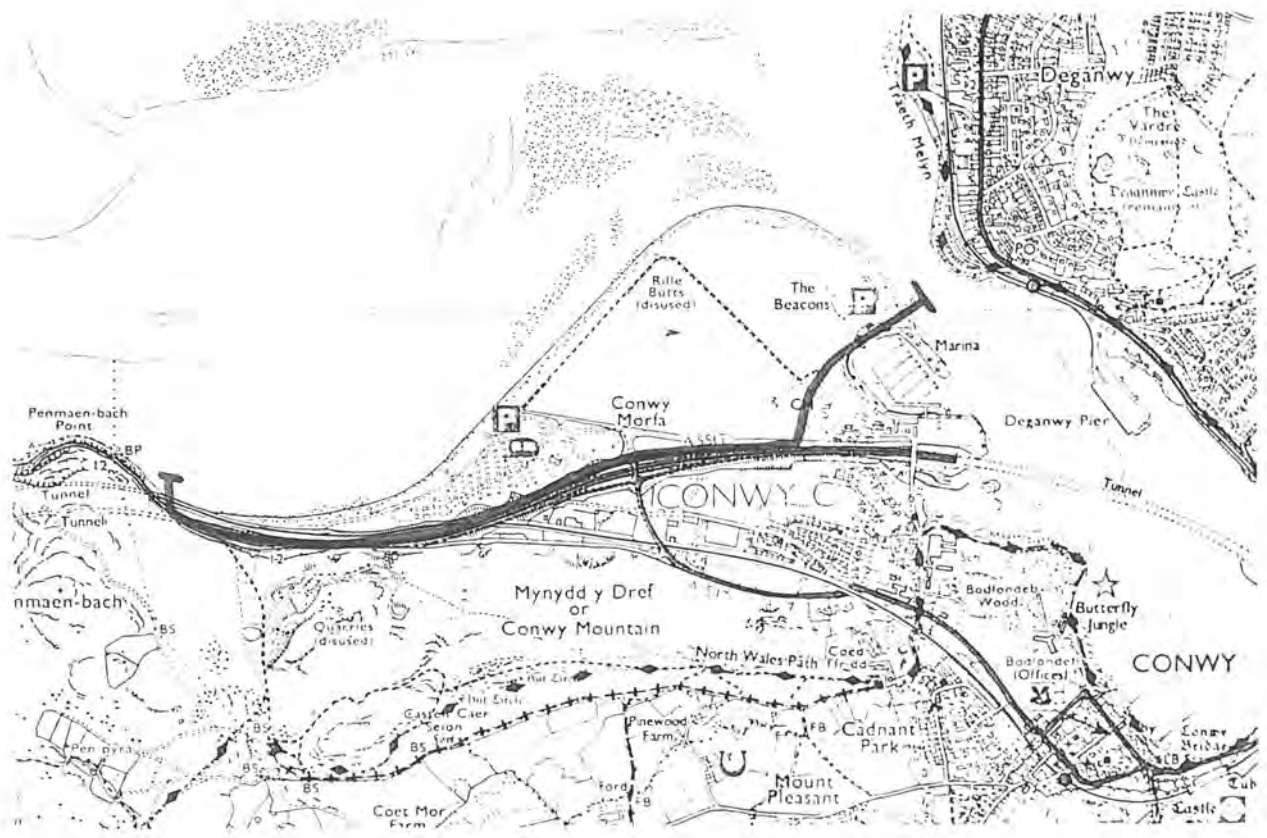
The town itself remains an outstanding example of a pre-modern planned community, though no buildings remain from earlier than the fifteenth century other than the castle itself and the town walls. Aberconwy House and Plas Mawr are buildings of exceptional historic and architectural interest in their own right, but a number of other buildings from the sixteenth century survive, such as Hen Goleg, and others which have more modern exteriors. Conwy preserves the original grid-pattern of streets and forms a contrast with the nineteenth-century planned town of Llandudno. It preserves outstanding examples of historic transport facilities.



Figure 07 HLCA 2006

SH 781776 looking south-west

Showing the Edwardian castle and bastide town of Conwy, with the original grid plan of streets and the church of St. Mary's in the centre



2007 Conwy Morfa

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2007 Conwy Morfa

Historic background

Conwy Morfa was used for grazing sheep and for defensive purposes by the time it enters the historic record in the eighteenth century. As early as 1768 a map appears to show a military camp there, and it was used in the latter part of the nineteenth century as a training camp for the Volunteer movement, in particular the 20th regiment of the Lancashire Fusiliers and the 6th and 7th Battalions of the Territorial Army. It was the scene of the young David Lloyd George's brief flirtation with military life in 1880.

Much of the area is now given over to a caravan park and a golf course.

A fish house is shown on Lewis Morris's map of 1748 on the north coast.

Key historic landscape characteristics

sand dunes, golf course

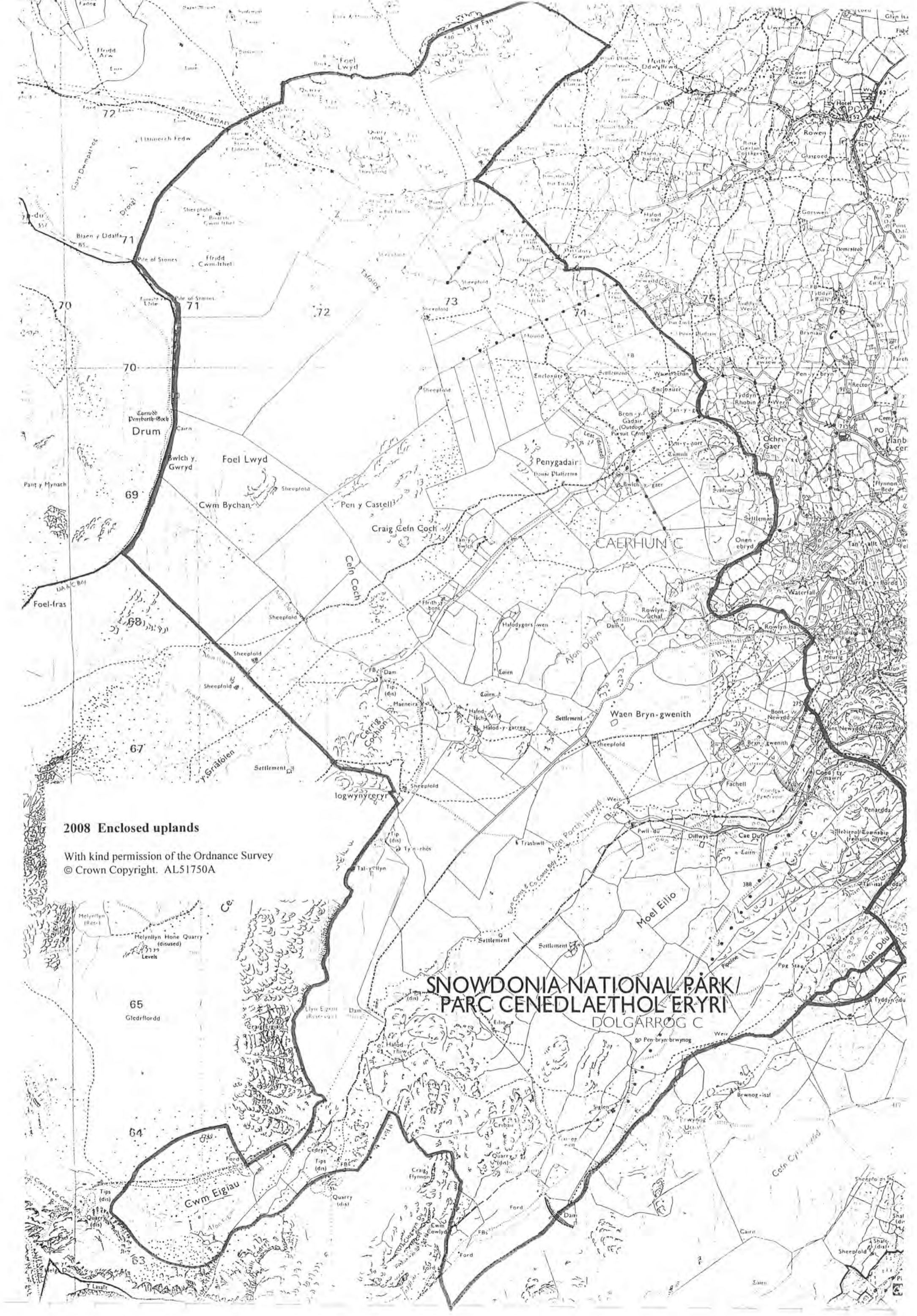
A largely featureless area of encroachment from the sea.



Figure 08 HLCA 2007

SH 770790 looking south-east

Showing the nature of the open sand dune system on the Morfa, now partly a golf course



2008 Enclosed uplands

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**SNOWDONIA NATIONAL PARK /
PARC CENEDLAETHOL ERYRI
DOLGARROG C**

65
Gledrffordd

64
Cwm Eigiau

67
Y Grialolen

69
Foel-Iras

70
Drum

71
Pile of Stones

72
Blawen y Ddallfa

72
Foel Lwyd

73
Sheepfold

74
Sheepfold

75
Sheepfold

76
Sheepfold

Foel Lwyd

Craig Cefn Coch

CAERHUN C

Wael Bryn-gwenith

Moel Eilio

65
Melynllyn

65
Gledrffordd

64
Cwm Eigiau

63
Cwm Eigiau

Cwm Eigiau

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Pen y Castell

Craig Cefn Coch

Pen y Castell

logwynyrcryr

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

Penygadair

Craig Cefn Coch

Penygadair

Wael Bryn-gwenith

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

Penygadair

Craig Cefn Coch

Penygadair

Wael Bryn-gwenith

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

Wael Bryn-gwenith

Craig Cefn Coch

Wael Bryn-gwenith

Wael Bryn-gwenith

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

Wael Bryn-gwenith

Craig Cefn Coch

Wael Bryn-gwenith

Wael Bryn-gwenith

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

Wael Bryn-gwenith

Craig Cefn Coch

Wael Bryn-gwenith

Wael Bryn-gwenith

logwynyrcryr

Tal-y-llin

Llyn Eiddon

Cwm Eigiau

Cwm Eigiau

Cwm Eigiau

2008 Enclosed Uplands

Historic background

The uplands which form the south-western part of the study-area consists of mountain and moorland which shows evidence of human settlement from the Neolithic period. A burial chamber possibly as early as the fourth millennium BC stands next to an ancient east-west route, used by the Romans and which continued to serve until the eighteenth century from Ro Wen to Bwlch y Ddeufaen to the twentieth century at Maen y Bardd. Nearby, at Bwlch y Ddeufaen is an outstanding landscape of standing stones and cairns of the second millennium BC.

The Iron Age is represented by the impressive *cheveau de firs* hillfort of Pen y Gaer overlooking Llanbedr y Cennin, to which, or to the Romano-British period also belong huts and field systems.

Upland land use in the Medieval period may be associated with the seasonal movement of stock from the lowlands in winter to the higher pastures in summer. From the sixteenth century onwards in the hanging valleys of the Afon Dulyd and the Afon Porth Llwyd, enclosures and permanent dwellings developed on the sites of these Medieval *hafodydd*, a process initiated and quarrelled over by the yeoman and gentry families of the area.³³ By the nineteenth century much of the land was in the hands of the most prominent families in North-west Wales - the Lords Newborough of Glynllifon, the Assheton-Smiths of Faenol, the Williams-Wynns of Wynnstay and the Bulkeleys of Beaumaris. The parliamentary enclosure of much of the uplands from 1856³⁴ led to widespread protest, and to the repeated destruction of the stone walls authorised by the enclosure act.

These uplands were also exploited for their peat and for their minerals. The area is riddled with small-scale unsuccessful trials, but a number made the grade into commercial quarries. On Tal y Fan the slate veins have been exploited since at least 1553 and a quarry remained in production until 1913, turning out the then fashionable "rustics", which can be seen on various roofs in Deganwy and Conwy. In Cwm Eigiau two slightly larger quarries enjoyed a chequered career from c. 1827 until 1874 and were equipped in the 1860s with state-of-the-art machinery and a lengthy tramroad to the river Conwy, but neither can have repaid the outlay.³⁵

Key historic landscape characteristics

relict archaeology, remote settings, large enclosures

An area of upland pasture, whose pattern of abandoned farmsteads and enclosures is largely the result of agricultural development from the fifteenth century onwards (although prehistoric origins are obvious in many places).

One of the principal features of the area is the wealth of upstanding archaeological remains (funerary monuments, settlements, enclosures, field systems and so on) from both the prehistoric and medieval (as well as the post-medieval) periods. These are particularly significant in two areas, around Maen y Bardd (in the north), and Pen y Gaer (along the eastern side).

The area also constitutes an industrial landscape, which has been quarried for slate, mined for iron sulphide and which has been served by an extensive network of railways. Few roads (certainly modern ones) serve the area.

The adaptation of natural rivers and lakes for water collection from the 1890s onwards has had a marked effect on the landscape.

³³ R.E. Hughes, 'Environment and Human Settlement in the Commote of Arlechwedd Isaf' *TCHS* 2 (1940) pp. 1-25, E. Davies, 'Hendre and Hafod in Caernarvonshire' *TCHS* 40 (1979), pp. 17-46.

³⁴ CRO, Caerhun Enclosure Apportionment, 1856.

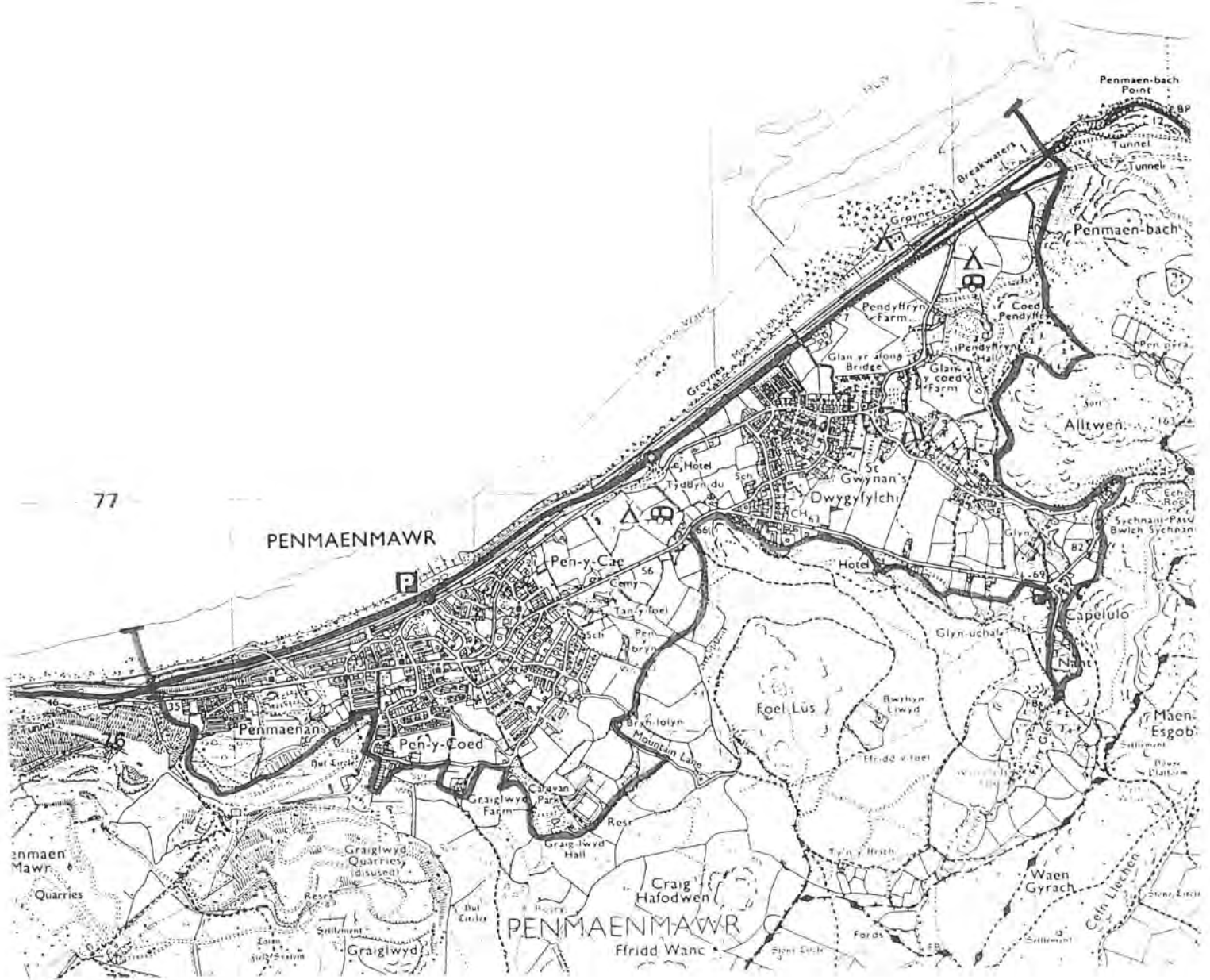
³⁵ UWB Baron Hill Mss, CRO Glynllifon.



Figure 09 HLCA 2008

SH 750694 looking south

Showing the hillfort of Pen-y-gaer sitting starkly on the edge of the enclosed uplands, with the enclosed intermediary hill-slopes (2015) centre left



2009 Penmaenmawr/ Dwygyfylchi

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Historic background

Though the fourteenth century *Record of Caernarvon* records eight free *gafaelion* (holdings) in the township of Dwygyfylchi, maps of the eighteenth century reveal the paucity of settlement along this coastal strip, though a small nucleated settlement may have existed around St Gwynan's church and at the foot of the road through the Sychnant pass. The local family of consequence in the eighteenth century were a branch of the Coetmors, and lived at Ty Mawr. Their last survivor sold the estate to one George Thomas Smith, who constructed a new house called Pendyffryn nearly two away, thereby earning the praise of Edmund Hyde Hall for having given "a polish and a social look to a tract that was heretofore sufficiently desolate." Pendyffryn was later inhabited by Samuel Dukinfield Darbishire, secretary of the Chester and Holyhead Railway Company, who was responsible for much of the subsequent development of Penmaenmawr as a community.

The existing settlements at Penmaenmawr and Dwygyfylchi both expanded rapidly in the nineteenth century. At Penmaenmawr an initial quarry-workers' settlement of 1838 on the newly-built post road grew into a substantial town, housing both holidaymakers and quarry families.

Key historic landscape characteristics

quarry workers' settlement, resort development, pre-modern nucleated community, colonnaded walkways, use of Penmaenmawr granite

The town of Penmaenmawr is characterised by quarry workers' dwellings, which predominate in the western half of the town, and by holiday villas, boarding houses and hotels, which predominate in the eastern half. The east-west axes of the Telford post road, the Chester to Holyhead main line railway, and the modern A55 dominate the settlement, and the courses of the former quarry inclines, one of which is in re-use for a conveyor belt system to a sorting plant at the railway station, pass through the residential areas.

The town includes a wide variety of workers' housing, ranging from the very simple early buildings at New York, the Lancashire-style terraced housing at David Street and Erasmus Street, and the attractive range of buildings for staff employees at St David's Terrace. These, and their associated community infrastructure, reflect the paternalistic regime of the Darbishire family at the quarry.

The resort buildings are for the most part late nineteenth and early twentieth century, and are laid out following the lie of the land. The broad but winding street from the railway station to the main shopping area on the post road is especially prominent, but other streets in this part of the settlement are narrow as well as winding. The main street is noted for its covered walkways, supported by cast-iron pillars, in imitation of Llandudno.

The dominant building material for both the quarry and the resort dwellings is Penmaenmawr granite, though there is considerable use of glazed Rhiwabon brick for decorative work. Slate is the dominant roofing material, but there is some use of tile.

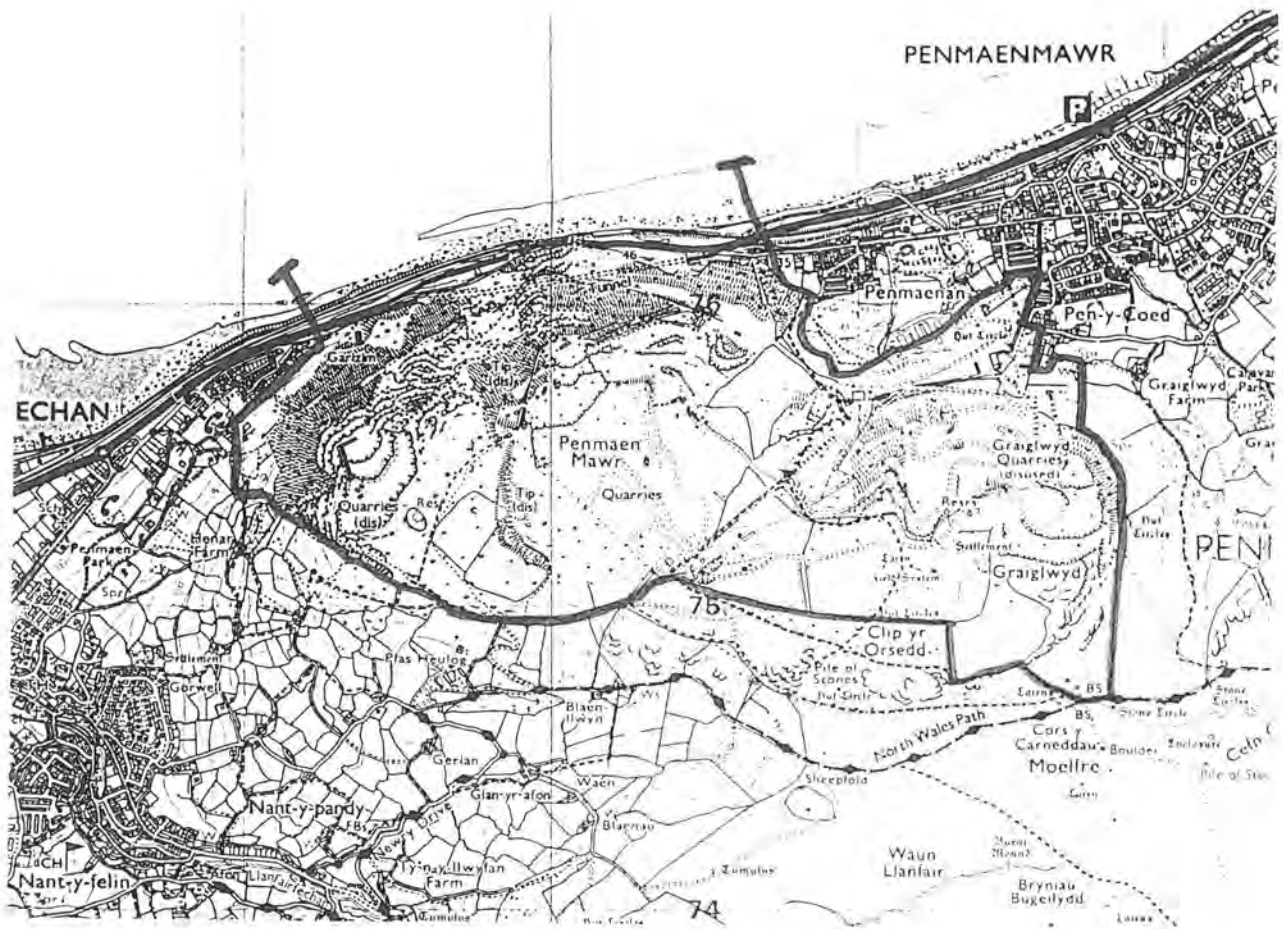
The smaller nucleated community at Dwygyfylchi to the east is made up partly of villa style architecture of the late nineteenth and early twentieth century and a modern housing estate, interspersed with older agricultural buildings and a cluster of nineteenth century dwellings at the foot of the road over the Sychnant pass to Conwy. The substantial Regency dwelling Pendyffryn survives as an office complex and a social centre for the caravan park established on its demesne. A golf-course has been laid out north of the Old Conwy Road.



Figure 10 HLCA 2009

SH 720763 looking north

Showing the somewhat faded splendour of the fine cast-iron shop front covers along the former main road in this splendid Victorian coastal resort



2010 Penmaenmawr Quarry

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2010 Penmaenmawr Quarry

Historic background

The present workings at Penmaenmawr continue a tradition of stone-quarrying which begins in the third millennium BC, when Graiglwyd was worked for stone suitable for axe-making. It was the third most productive of the Prehistoric axe-making sites in Britain, after the factories of Great Langdale and Scafell in the Lake District and around St Ives in Cornwall, whose products vied with each other in Neolithic markets throughout the island.

The first leases which indicate modern exploitation of the Penmaenmawr outcrop for stone are dated 1833. In the first instance operations amounted to extracting suitable material from the unconsolidated scree slopes, flaking them into setts, and transporting them as ballast on ships bound for Liverpool. The early extraction pits were surveyed as part of the detailed survey of the north slopes below the Graiglwyd. Within a decade two independent quarries had been developed, one on the Eastern flank (Graiglwyd) and the other occupying the western extremity (Penmaen). Both quarries concentrated on sett production although loose stone for ballast was of increasing importance. Crushing mills were therefore established from the 1890s onwards and production increasingly concentrated on this commodity thus expanding at the expense of the sett making enterprises. The two quarries were amalgamated under the same management in the early part of this century and the joint operations linked by a quarry railway. In the late 1930s the Graiglwyd quarry ceased as a sett production unit and the eastern workings were accordingly abandoned.

The present quarry at Penmaenmawr occupies the western part of the outcrop and concentrates on producing aggregate for road construction and for railway ballast. A new crushing plant was installed in 1983 and the present output of the quarry is 600,000 tonnes per annum. The planned reserve of the quarry concession is approximately 40 million tonnes, giving an estimated life span for the whole operation of sixty years. Since quarrying has been concentrated on the western Penmaen end of the outcrop the summit of the mountain has been reduced by approximately 400 feet and in the process the whole prehistoric hillfort of Braich y Ddinas was consumed in an operation that paid only minimal attention to archaeological detail.

Key historic landscape characteristics

inclines, stepped workings, crushing plant, clock

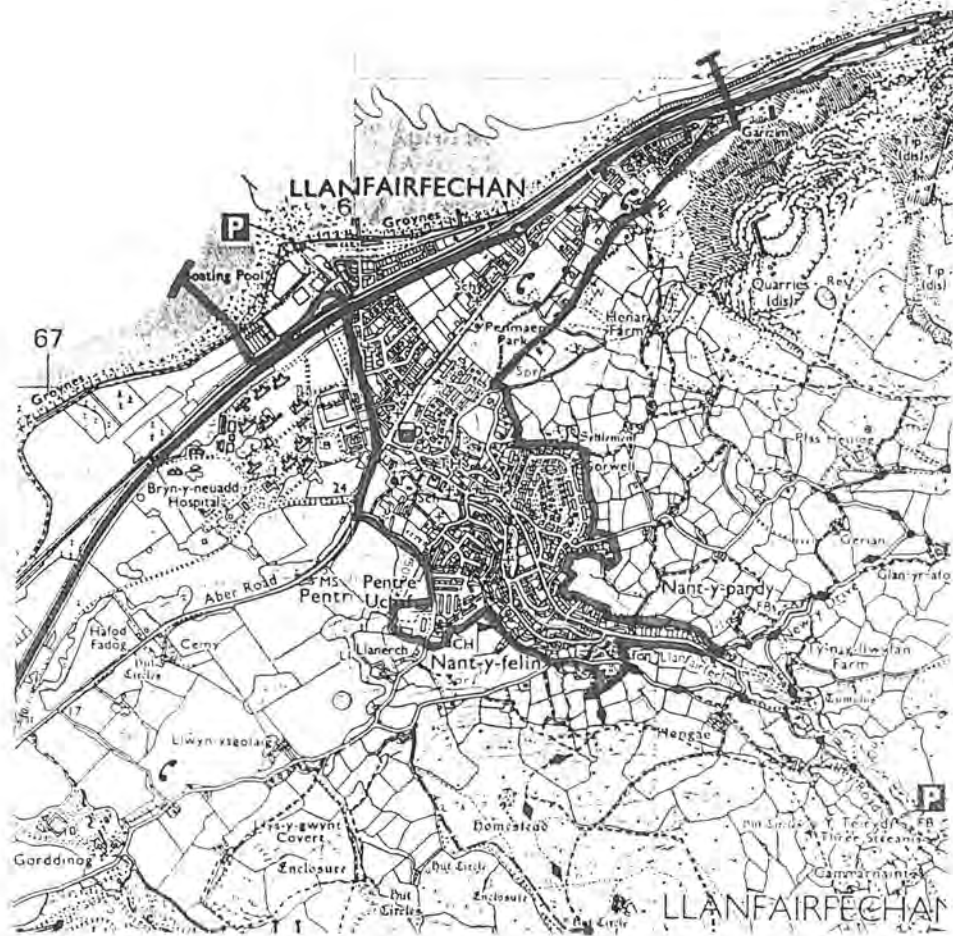
The quarry site is distinguished by a number of features which can be clearly identified from the road and from the town. These include the substantial clock-face mounted on one of the storage bins in the eastern quarry, the remains of the major crushing plant introduced in the latter years of the nineteenth century, and the impressive series of inclines. A number of items of historic machinery survive in the quarry. The eastern quarry was landscaped in the 1980s.



Figure 11 HLCA 2010

SH 700760 looking south

Showing the galleries, present road and many of the workings of the quarry, some relict and some still in use, in its landscape setting on the edge of unenclosed mountain (north) (2023) beyond (the site of the neolithic axe factory is around the top edge of the quarry towards the left of the photograph)



2011 Llanfairfechan

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2011 Llanfairfechan

Historic background

The bulk of the land which formed the parishes of Aber and Llanfairfechan was acquired by the Bulkeley family of Baron Hill in the sixteenth century, who remained the owners of most of Llanfairfechan until 1856, when they were forced to sell up to one Richard Luck, a solicitor; together with the Platts of Bryn y Neuadd (see 2013 below), Llanfairfechan was transformed by the rebuilding of the plasdai, by the re-alignment of the road, by the construction of boarding houses, an English church, a railway station - though a plan to build docks and piers came to nothing.

Key historic landscape characteristics

planned resort town, esplanade and shops, Art-and-Crafts style

Llanfairfechan is similar to Llandudno as a planned estate townscape which incorporates an earlier nucleus which retains a separate character and identity. It is dominated by its main axes, which run south-west to north east. These are the post-road (the former A55), the modern by-pass to the north and the main line railway. The road which runs from the post-road here to the beach is lined by attractive, though down-at-heel, shop buildings, Arts-and-Crafts influenced, and by substantial nineteenth century dwellings with large gardens, leading to a typical Welsh esplanade development consisting of a row of boarding houses, a cafe on the beach, and a model yacht pond. The turreted stone building here, 'Moranedd', with its patterned slate roof, is an attractive feature. The substantial three-aisle Anglican church by the post-road is a prominent landmark.

Pentre Uchaf is the focus of the pre-Platt community, being made up largely of earlier nineteenth century buildings, including agricultural or small-scale craft buildings in amongst later dwellings. The bridge here bears the date 1819 on the plaque. Towards the south-west of Pentre Uchaf at SH 683 743 is twentieth century social housing, and to the east at SH 684 749 is a looped development by Herbert Luck North (1871-1941), an outstanding locally-based Arts-and-Crafts architect.. laid out entirely with his distinctive, whitewashed, making use of Arfon slate slabs for boundary fencing and the distinctive brown-green Tal y Fan Quarry slates as roofing material. Other examples are to be found elsewhere in Pentre Uchaf.

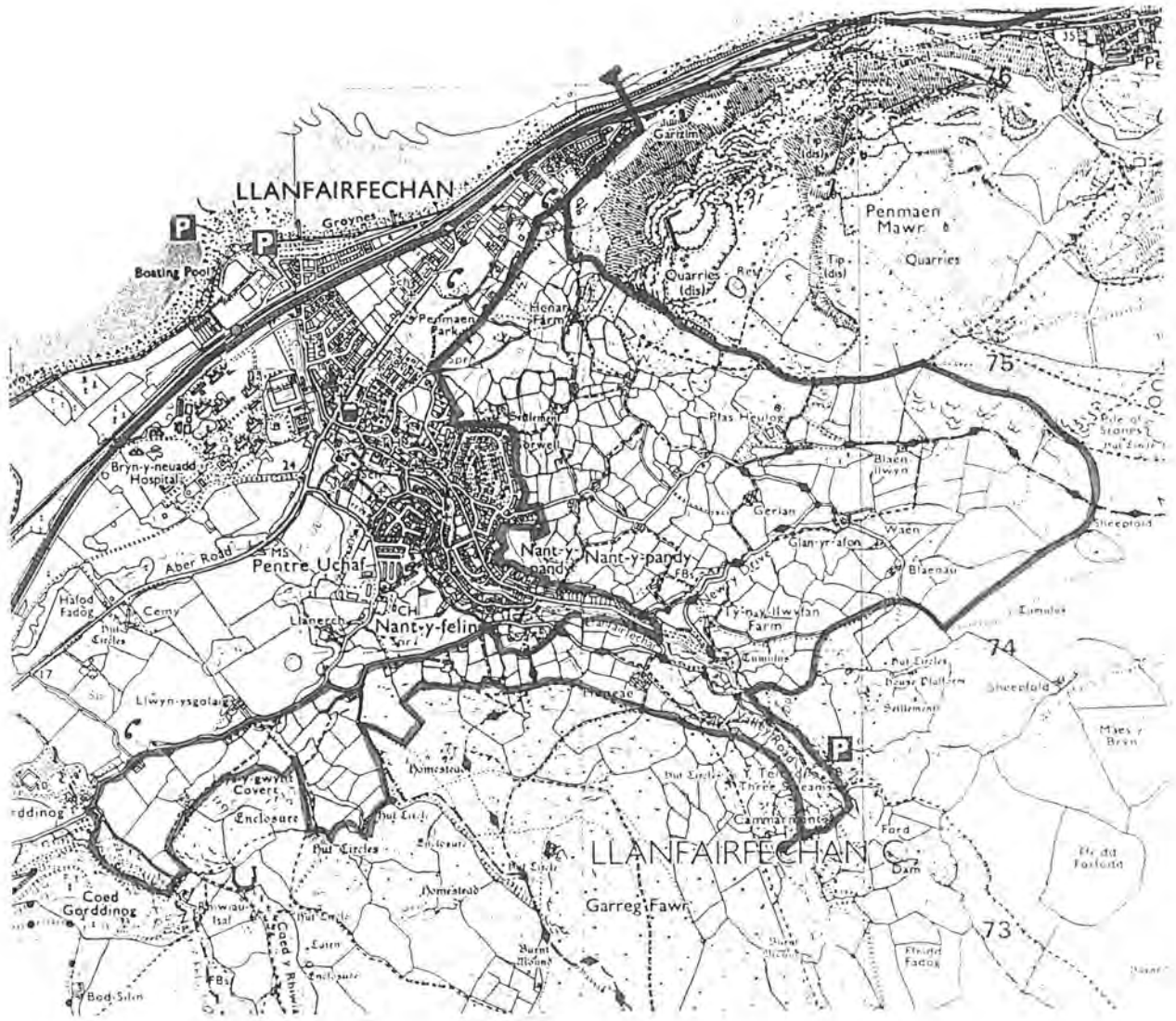
Other buildings make extensive use of Penmaenmawr stone. A distinctive feature is the use of yellow brick cornerstones in conformation with Penmaenmawr stone.



Figure 12 HLCA 2011

SH 686744 looking north-east

A fine example of a house designed by local Arts and Crafts architect, H L North



2012 Fieldscape around Gerlan

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2012 Fieldscape around Gerlan

Historic background

Area of irregular field patterns apparently arising from prehistoric settlements. H L North buildings and large, substantial farmsteads dominate the hillside.

Key historic landscape characteristics

irregular fields, enclosed spaces, North buildings, large farmsteads, tracks and paths

A small, cohesive area of distinct character on a hillside above Llanfairfechan, consisting of a pattern of small, irregular fields (many of prehistoric 'curvilinear' shape), with substantial 18th-19th century farmsteads, and a punctuation of 20th century buildings by the architect H L North.

A single, winding trackway loops around the area, off which lead the tracks to the scattered farms and a network of footpaths.

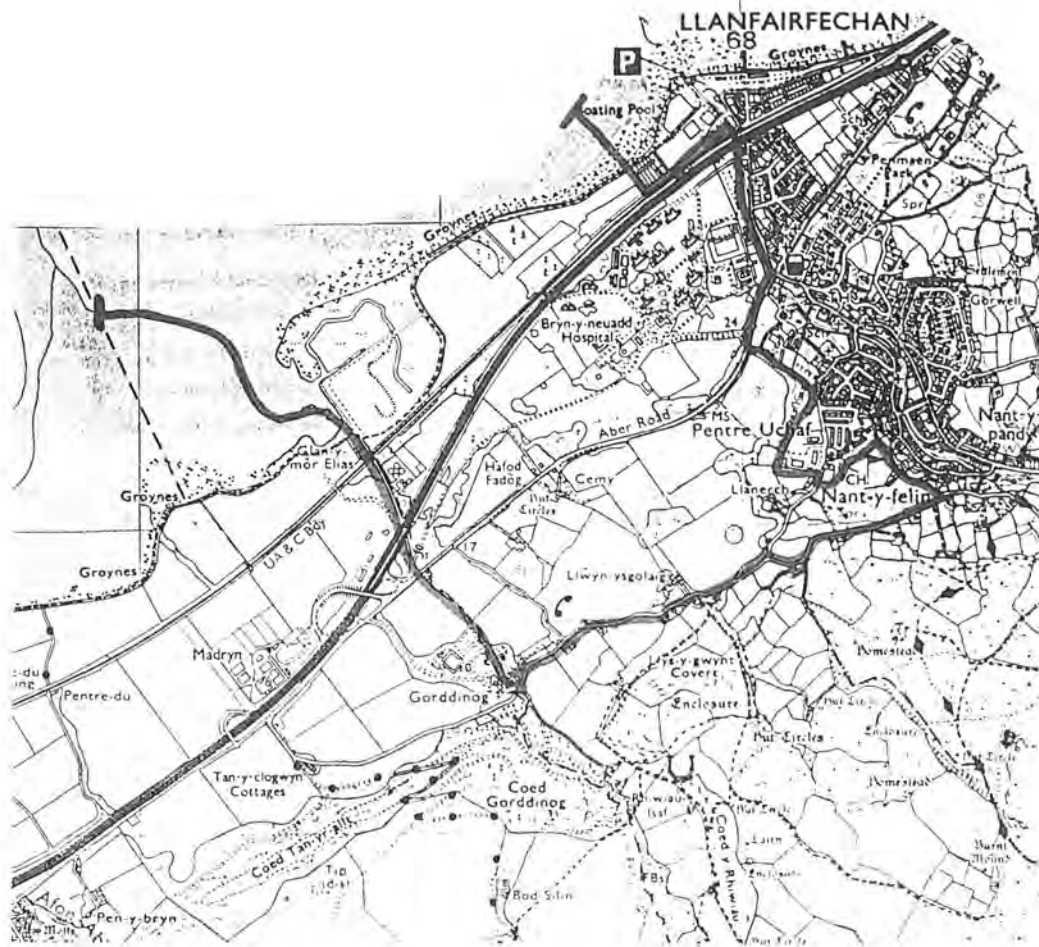
Prehistoric settlements undoubtedly survive in field corners, and the area needs detailed survey.



Figure 13 HLCA 2012

SH 690748 looking east

Showing the intricate nature of the enclosed landscape, with scattered settlement and winding trackways



2013 Bryn y Neuadd and coastal plain

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2013 Bryn y Neuadd and lowland coastal plain

Historic background

This lowland area formed the immediate estate of Plas Bryn y Neuadd, built by the Roberts family in the seventeenth century who then bankrupted themselves trying to rebuild it in 1832; in 1857 it was sold to John Platt of Oldham. Platt's fortune came from the manufacture of cotton machinery, and despite his political radicalism he was not slow in setting himself up as a member of county society. He actively developed the tourist potential of the area, mainly at Llanfairfechan. His family remained owners of Bryn y Neuadd until 1898 and of the Gorddinog estate until 1956. Bryn y Neuadd was sold to St Andrew's Hospital of Northampton, and the *plas* demolished in 1967.

Key historic landscape characteristics

parkland, copses, slate fences, ornamental iron railings

The lower part of the landscape, between the main road and the coastline, is dominated by Bryn y Neuadd itself, where several of the demesne buildings and historic garden features survive, even though the house itself has been replaced by a functional office block. The nineteenth century gentry house of Madryn and the huge Neo-Norman Penrhyn castle are visible from here.

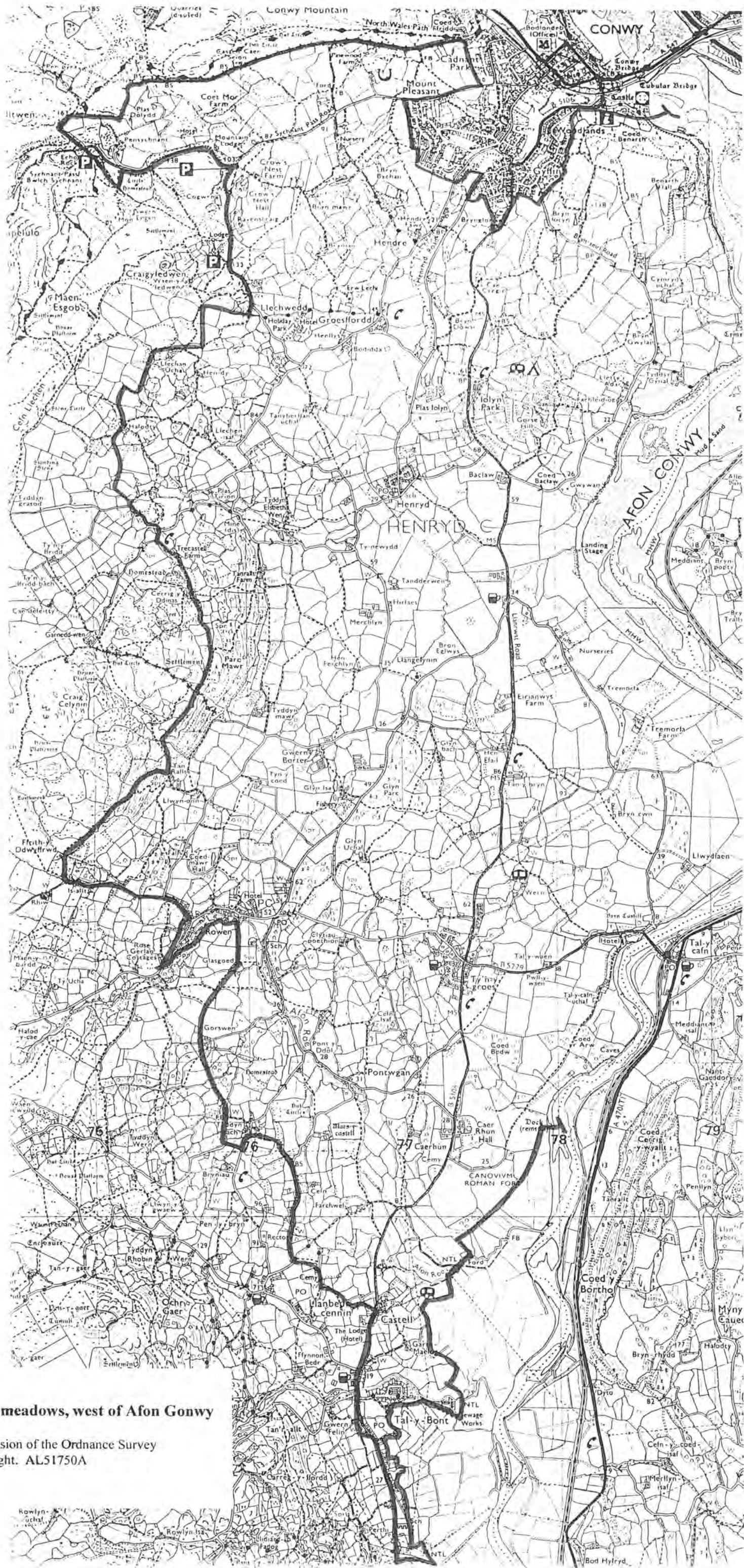
To the south of the main road, improved pasture predominates, and the area is visibly still a highly managed landscape which preserves the feel of a Victorian estate, such as the fenced copses in the fields. Field boundaries are made up either of locally quarried stone or fences of purple slate slab, probably from Penrhyn Quarry - not a vernacular feature in this immediate area and probably the result of a conscious decision by the Platt family, with their strong personal links to the Penrhyn estate. Dwellings include Llwyn Ysgolaig, perhaps for a senior estate worker, and to the south a row of workers' cottages, two-storey with dormer windows. A feature of the area is ornamental iron railings.



Figure 14 HLCA 2013

SH 677746 looking south

Showing the edge of Bryn y Neuadd park and garden (on the Cadw Register) in the foreground (the white buildings are the hospital), with the enclosed, Victorian, managed landscape clearly visible beyond



2014 Rolling meadows, west of Afon Gonwy

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2014 Rolling meadows, west of Afon Conwy

Historic background

Much of the area south of Conwy is characterised by rolling improved pasture and corn-fields, containing a number of small nucleated communities, such as Ro Wen and Henryd, and substantial farms. This area formed the location of many of the Medieval townships of Arllechwedd Isaf, and it is probable that the commotal centre was at one time established within this area, at Tal y Cafn.³⁶

The importance of corn-growing and the flow of the rivers which cross this area has also meant that there is a long tradition of milling, represented in the surviving buildings at Melin Bulkeley, Melin Gwenddar and Melin Pont Wgan, all of which are in re-use as dwellings. Lead mining was also carried out, at Trecastell. These workings may be Medieval or even Prehistoric in origin, but as the Pwllcochion mine these workings had functioned on a small scale in the early nineteenth century. Work began again in 1892, and the mine produced 6,425 tons of lead ore and 12,554 of blende by 1913, making it one of the most profitable concerns of its sort in Wales.³⁷ It closed in 1920, and reopened in 1948, only to be finally abandoned after exploration in the lower levels in 1956.³⁸ The site has been extensively landscaped but a smelter flue and a square-plan chimney survive, probably dating from between 1913 and 1920, together with three levels immediately to the south.

Key historic landscape characteristics

degraded fields, scattered settlement, villages, routeways

Area of ancient settlement, encompassing both 'villages' and scattered dwellings (mainly farms, but including other types), as well as terraced housing, which is increasingly favoured by the better-off (symbolised by the preponderance of horses in the fields and out-of-character housing developments).

Field pattern largely disintegrated as fields have been amalgamated: preponderance of post-and-wire fences.

Many types of routeways, from footpaths to major road running north-south (replacing earlier routes across the mountains from the valley which can still be traced running east-west).

³⁶ C. Gresham, 'The Commotal Centre of Arllechwedd Isaf' *TCHS* 40 (1979), pp. 11-16.

³⁷ W.J. Lewis, *Lead Mining in Wales* (UWP Cardiff, 1967), pp. 238-40.

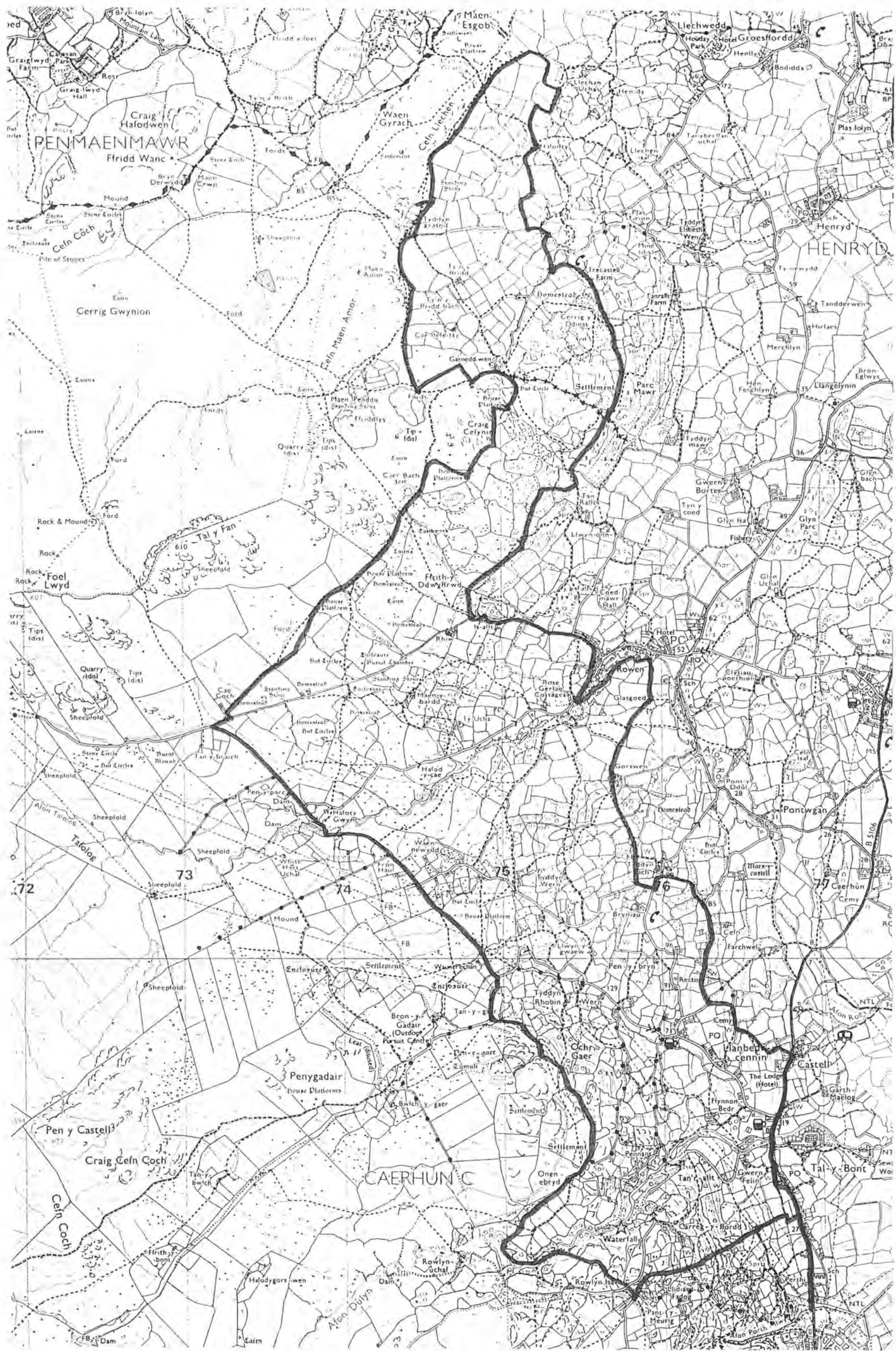
³⁸ C.J. Williams, *Metal Mines of North Wales* (Rhuddlan, 1980).



Figure 15 HLCA 2014

SH 768735 looking north-west

Showing the nature of the rolling, enclosed landscape, with scattered settlement and a more wooded appearance which includes both hedgerows as well as areas of woodland



2015 Enclosed intermediary hillslopes

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2015 Enclosed intermediary hillslopes, west side of Conwy valley

Historic background

The characteristic topography of the area includes hillsides along the west bank of the Conwy that are neither too shallow for intensive settlement nor too steep for exploitation, and these have historically been given over to enclosed field-systems, together with some quarrying and mining as at Llechan, and commercial forestry, as at Parc Mawr.

The steep slopes formed an obstacle to east-west traffic, but several ancient routes crossed this land-area, including the Roman road from Conovium to Segontium, and a trackway climbing through Parc Mawr to the old church at Llangelynin. The church itself is of Medieval origin, whose oldest parts date to the twelfth century, and the track itself is probably therefore of Medieval origin or older.

Key historic landscape characteristics

upstanding prehistoric and medieval settlement, field system and funerary remains, dry-stone wall fields, well-established routeways

The land here is all enclosed with, on the whole, small-scale patterns which have been created by the organic development of an agricultural landscape, based on grazing, which has evolved over millennia. Most of the boundaries are dry stone walls, although hedges are more common on lower slopes where there also patches of woodland, and although many are now no longer stock-proof they are very characteristic of the area: in places, a relative chronology can be built up by careful observation. While some of the boundaries and larger patterns are relatively recent, others relate to farming practices which date back to the prehistoric period and are associated with relict settlements, many of which are scheduled ancient monuments. In general, the earlier sites and systems are better-preserved on the upper (flatter) slopes.

The area is chiefly important for the wealth of relict (mainly prehistoric, but with obvious overlying medieval) settlement sites, set within at least part of their contemporary agricultural landscape. Despite much of the area being scheduled, the potential for further discoveries is high given a programme of detailed flying and surveying. Unlike many other upland areas which display evidence for the organisation of the landscape in the post-medieval period, this area is relatively free of later 'encumbrances'.

Most of the area is an open and exposed landscape with relatively few and widely-scattered farmsteads. On the valley slopes the scattered pattern predominated again, although there are small nucleations (especially around Llanbedr-y-Cennin). Farms vary from squat, upland-type dwellings to grander, nineteenth-century constructions with a suite of modern outbuildings.

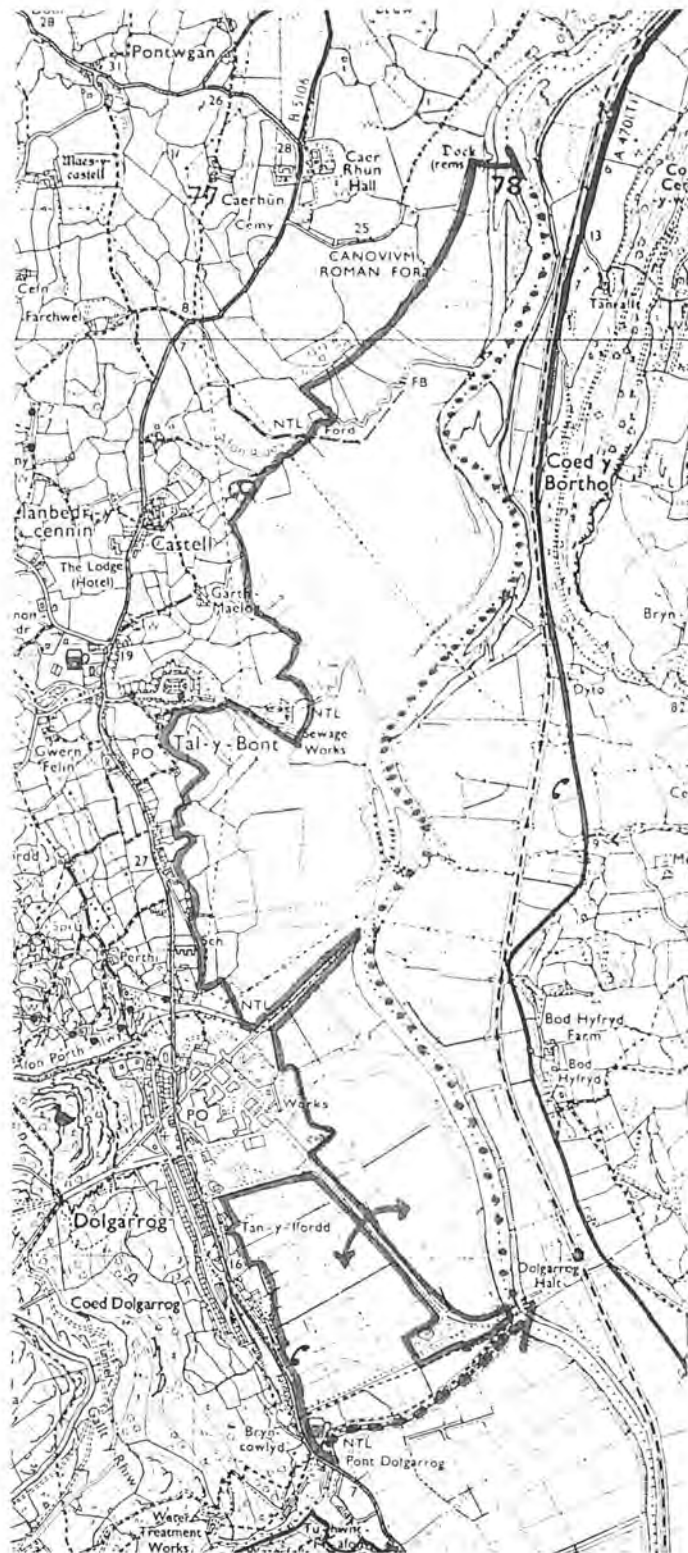
A number of former major routes run through the area (linking the Conwy Valley with the coastal plain prior to the building of the coast road in the late eighteenth century). The line of the Roman road from Caerhun can be followed in places; this was probably replaced by (if it didn't follow) the road from Roewen past Rhiw, which itself seems to have been replaced by the road to the south of this. Interestingly, the upper-most routeways in the area (now a road and a footpath) follow the edge of the 'older' enclosed land (pre-dating the great Caerhun enclosure of the mid-nineteenth century). Few of the footpaths seem to follow winding paths which they might be expected to, but cut across field patterns and earlier field systems. Deep lanes lead out from the main valley side to a stone-walled upland landscape, where the routeways, whilst retaining their character, are wider and more open.



Figure 16 HLCA 2015

SH 740715 looking north

Showing the nature of the enclosed yet expansive landscape, containing a wealth of upstanding relict archaeological remains, with open uplands (HLCA 2008) beyond



2016 Flat valley bottom

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2016 Flat valley bottom (drained areas)

Historic background

The meadows on the alluvial floor of the Conwy river near Dolgarrog formed part of the monastic grange of Ardda and Dar-lâs; after the dissolution they passed through various hands until they became part of the Glynllifon estate, and were sold off in 1894. Those further to the north were in various ownerships. From 1863 to 1874 slate was shipped from a wharf known as Cei Goed or Cei'r Ynys at SH 776 678, and in the twentieth century the aluminium works was served by a jetty at SH 775 679.

Key historic landscape characteristics

meadows

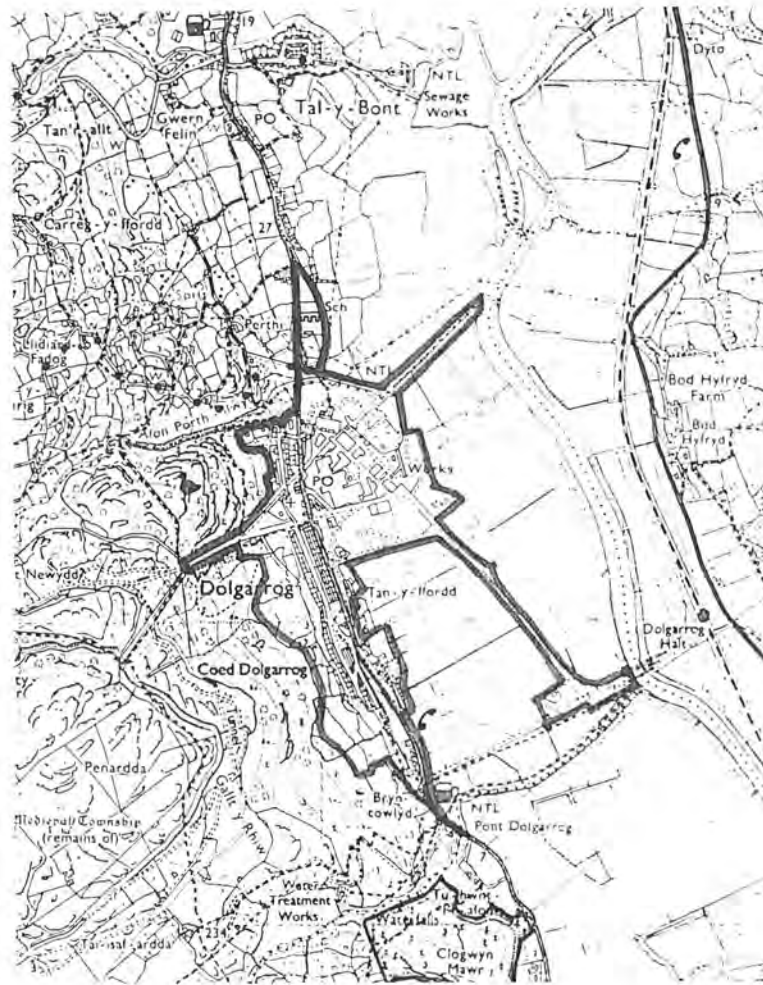
A drained area of lowland meadow through which the rivers Dilyn and Ro flow, and into which the Afon Porth Llwyd empties through the Dolgarrog works canal.



Figure 17 HLCA 2016

SH 777698 looking south

Showing the flat, open nature of the landscape on the western bank of the Afon Conwy



2017 Dolgarrog

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2107 Dolgarrog - settlement and industrial sites

Historic background

Settlement within this area is marked from at least the early nineteenth century, when farms are evident along the lower slopes below Coed Dolgarrog (2018) along the winding course of the turnpike road, but was significantly altered by the decision of the Aluminium Corporation Ltd to make use of the natural topography of the area to establish a hydro-generating station and aluminium reduction works on the valley floor. Aluminium reduction is a process which consumes enormous amounts of electricity, and which has therefore always been sited where there is abundant water-power to operate generators

The reduction works and hydro station began work in 1907 and 1908; a carbon factory was added in 1913 and a rolling mill in 1917. The reduction process was discontinued in 1943, and the factory now functions as a specialist rolling mill. The hydro-electricity power station's pipeline and the works' transport systems across the meadows and up the side of the hill are prominent features.

Suburban-style workers' houses were built from 1907 until 1926, resulting in the creation of an utterly untypical Welsh industrial community. The earlier houses are built mainly out of brick, and are rendered, those which date from the 1920s out of concrete sections. The village was laid out with no attention whatsoever to the lie of the land, in a long ribbon development which contrasts markedly with the organic settlement of the earlier farmhouses upslope.

The settlement differs little from the form which it achieved in the mid-1920s, due to the inability of the aluminium works to carry out further investment after the dam disaster of 1926, when the waters of Llyn Eigiau caused much loss of life in the area and put the factory temporarily out of action.

Key historic landscape characteristics

1920s ribbon development, distinctive house style

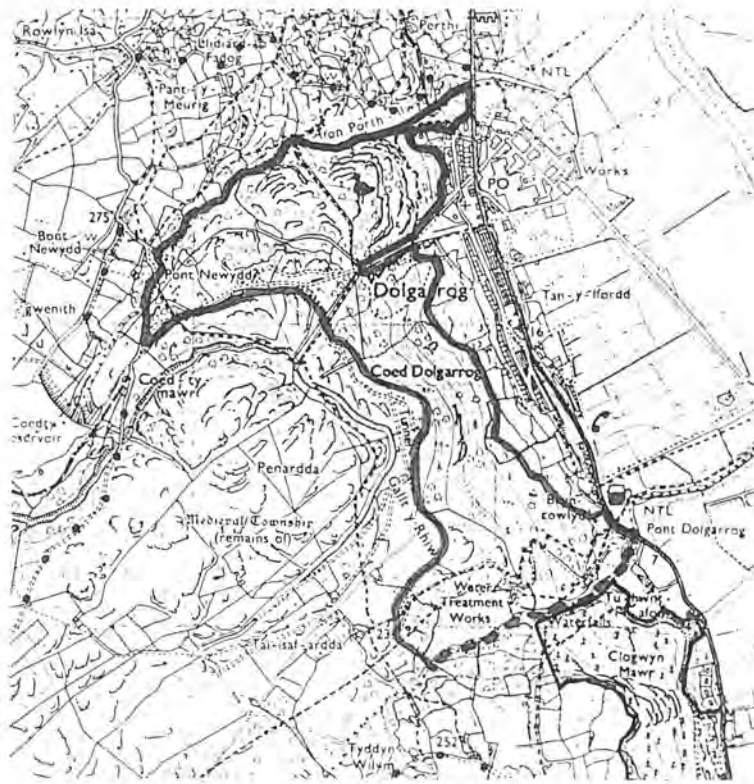
The village is an unusual Welsh example of an industrial ribbon development, and represents an only partially successful attempt to apply 'garden suburb' principles. Grants have recently been made available to clad the 1920s houses in brick.



Figure 18 HLCA 2017

SH 770675 looking east

Showing the disparate character of the settlement, the back of the terraced housing in the foreground and the factory beyond, situated at the bottom of the steep hillside



2018 Coed Dolgarrog

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2018 Coed Dolgarrog

Historic background

The steep wooded slopes of Coed Dolgarrog have probably been commercially exploited since at least monastic times. A 'Coyde Imynoghe' (Coed y Mynach) was one of the parcels of land offered for sale after the dissolution, and documents from the reign of Elizabeth I refer to the timber in the vicinity of Maenan Abbey. A timber saw-mill was established in 1855 near the foot of the Afon Ddu falls. A pandy (fulling mill) was in existence here by the sixteenth century, possibly since monastic times, and a textile factory was established here in 1808.

Key historic landscape characteristics

ancient woodland, water management features, path

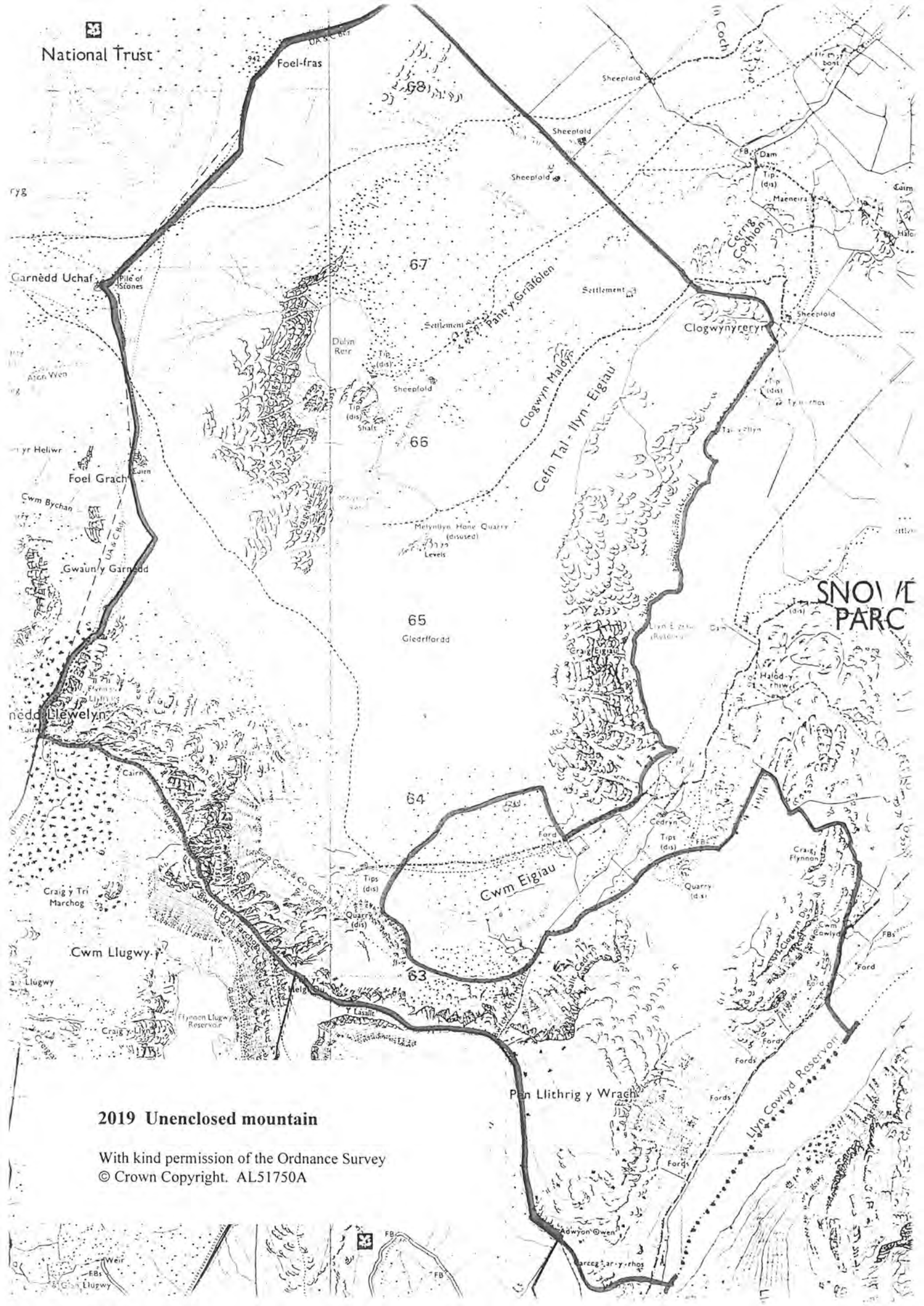
An east-facing slope, covered with broad-leaved woodland. A number of features connected with twentieth-century water-catchment survive, including leats, pipelines and the course of a service railway. The zigzag pathway through the southern part of the area from Pont Dolgarrog may be monastic in origin.



Figure 19 HLCA 2018

SH 765668 looking north-west

Showing the steep western side of the Conwy valley, with Coed Dolgarrog (2018) in the centre of the photograph, the settlement of Dolgarrog (2017) at the bottom of the slope, the Alltwyllt (2020) towards centre right, the flat valley bottom (2016) in the foreground and the enclosed upland landscape (mainly 2008) beyond



2019 Unenclosed mountain

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**SNOWDONIA
PARC**

2019 Unenclosed mountain

Historic background

The unenclosed mountains reach a height of 1064m above OD at the summit of Carnedd Llewelyn. Evidence survives of Prehistoric settlement at Pant y Griafolen, alongside the Afon Dulyn, and in more recent times this area has been used for water-collection for domestic use and for the industrial complex at Dolgarrog (2017), limited mineral exploitation and peat-digging on the Fawnog Du.

Key historic landscape characteristics

remoteness, sheepfolds, peat cutting, mineral extraction

A remote upland area of considerable unspoiled, natural beauty, dominated by the peaks of Pen Llithrig y Wrach, Carnedd Llewelyn, Foel Grach and Foel-fras. There is nevertheless prehistoric settlement in the high river valley, as well as evidence for post-medieval animal husbandry in the form of sheepfolds. The area was exploited in the 19th century for peat cutting (there are extensive remains of turbarry on Y Gledrffordd) and mineral extraction.



Figure 20 HLCA 2019

SH 710640 looking west

Showing the nature of the open mountain landscape rising beyond the enclosed uplands (2008)



2020 Alltwyllt

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Historic background

The east-facing slopes between Coed Dolgarrog and Llanbedr y Cennin were formerly densely settled in a pattern of tiny irregularly-shaped holdings between the 250m and the 40m contour. The lower and upper farmsteads are still inhabited, but those in between, centred on Arddgron and Hengae, have been abandoned and the area has become densely wooded. The abandoned dwellings are built of local field-stones, and have become roofless and severely dilapidated. There are traces of field systems in the undergrowth.

The holdings are connected by a series of zigzag roadways and pathways, partly built up, and walled. According to tradition the area was settled by the survivors of the Gwylliaid Cochion Mawddwy in the sixteenth century, whose descendants practised a garden type of agriculture, keeping cows on the common and perhaps also fishing.³⁹

John Owen, the historian of Llanbedr y Cennin, published several accounts of the Alltwyllt in local newspapers in the 1930s, which suggest that the area was inhabited until approximately the turn of the nineteenth and twentieth centuries. He describes the cottagers making use of donkeys to carry fuel and other necessities along the paths. They made their living by various different means, augmented when necessary by parish relief - by knitting stockings, basket-making, as carriers, hone-quarrymen, sulphur miners, household servants, a captain on a river-boat, fisherman.⁴⁰

The Alltwyllt constitutes a unique relict landscape within the study area, akin to the dual economy settlements (quarrying and pastoralism) of Arfon, such as the Bethel - Deiniolen areas, and the former crown lands between Cilgwyn and Rhostryfan.

Key historic landscape characteristics

dual economy settlement, irregular fields, cottages

An area of irregular enclosures and cottage dwellings. This has been studied by a number of scholars as an example of a dual-economy settlement.

³⁹ R.E. Hughes, *op. cit.*, p. 24.

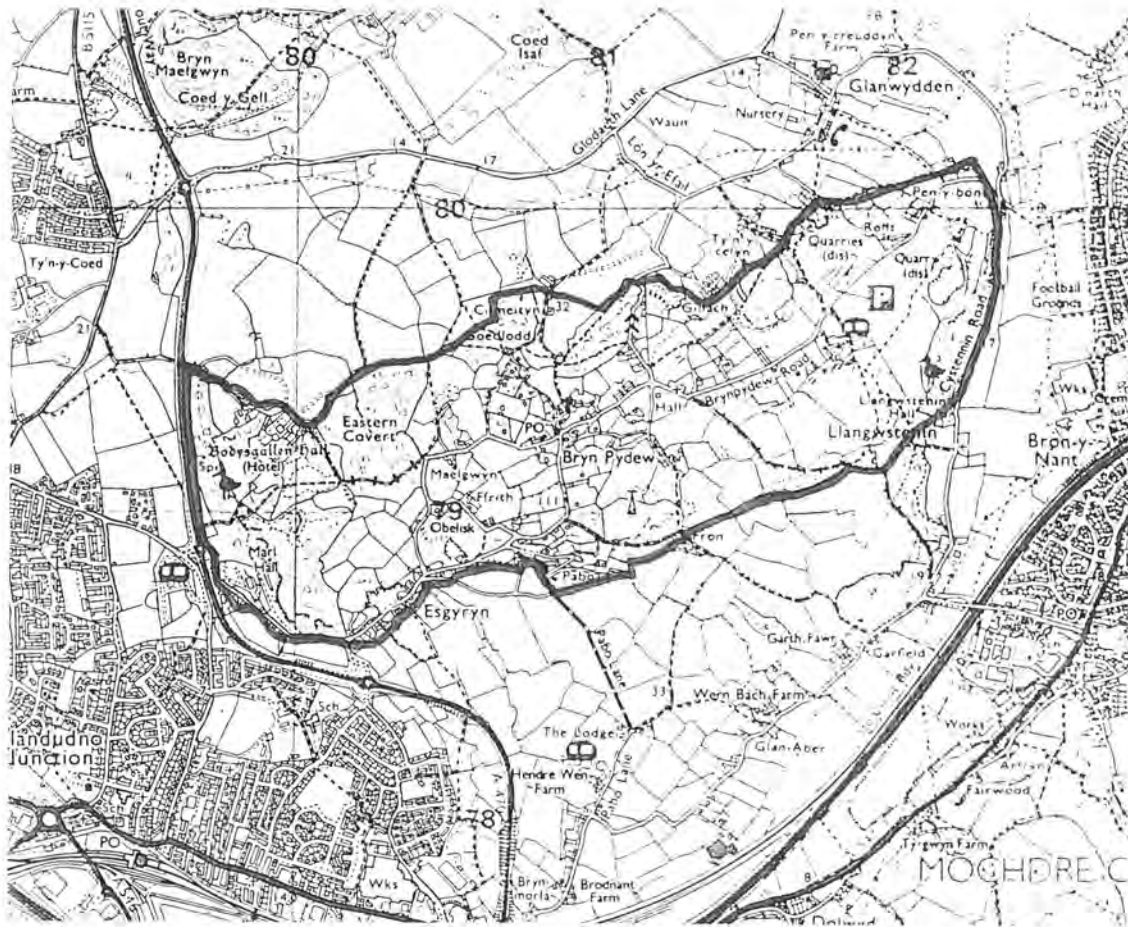
⁴⁰ Newspaper articles by John Owen, copies in private possession.



Figure 21 HLCA 2020

SH 767677 looking west

Showing the densely wooded, enclosed landscape on a steep hillside, with sparse, scattered dwellings set among the trees



2021 Bryn Pydew

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2021 Bryn Pydew.

Historic background

This east-west limestone ridge includes the houses Marl and Bodysgallen, and a letter small nucleated settlement on its summit. It is characterised by winding lanes and small fields, and there has been some quarrying.

Key historic landscape characteristics

small, irregular nineteenth century enclosures and settlement, winding lanes, hillside quarries, Bodysgallen gardens.

Bryn Pydew is shown on the tithe map as a distinctive area of relatively small, irregular enclosures each with its individual house set around winding lanes within the heart of an area of common. This pattern underlies the current appearance of the landscape of this area, although all the surrounding land is now enclosed. The fields, which are now mainly down to pasture (horses rather than sheep), are characteristically bounded by hedges (some with trees), although there are some coursed limestone walls. There are areas of old woodland, especially on the north-western slopes.

The settlement pattern is chiefly nineteenth century cottages, with some nucleation around the central 'village green' where there is a chapel among the houses, although no shop or other 'services'. Modern in-filling has distorted the original pattern of scattered cottages, and altered much of the vernacular appearance of the area.

There are no known sites of relict archaeological interest in the area.

There are a number of quarries dotted along the sides of the limestone ridge, many overgrown but still significant features. Their historical significance lies in the fact that they provided stone for Telford's bridge across the Conwy.

The patterns of winding lanes and footpaths appears to follow that established by the mid-nineteenth century: there are no recent roads or realignments. There is a single World War II pillbox in the area, looking down the Conwy Valley.

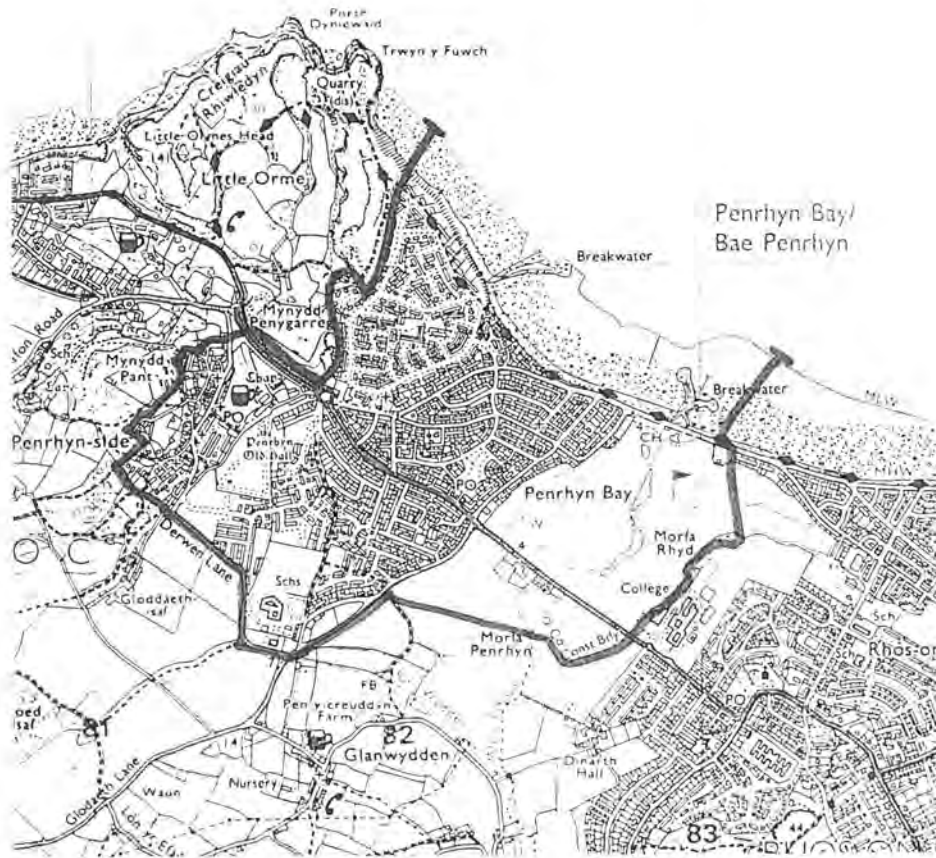
The grade I register park and garden of Bodysgallen (with exceptional terraced gardens, chiefly eighteenth and nineteenth century with an earlier core, remarked on Pennant) falls within the area, as does the significant post-medieval house and land of Marl. The obelisk on Bodysgallen land is a significant landscape marker.



Figure 22 HLCA 2021

SH 813790 looking north

Showing the elevated nature of the prominent limestone ridge, with conspicuous disused quarries and settlements, which rises above the more open, enclosed landscape of Creuddyn (2005)



2022 Penrhyn Bay

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2022 Penrhyn Bay

Historic background

A built-up area which extends over the slopes of Mynydd Pant, and over the low-lying area at the foot of the Little Orme/Mynydd Pant/Nant y Gamar ridge (2002). Although several different building characters and periods are evident, having developed from separate foci, their boundaries have become merged.

The Medieval focus is Penrhyn Old Hall at the foot of the ridge, described as 'ancient' by Leland in 1536-9, the home of the recusant Pugh family. A museum of Welsh curios was established here in 1910, and by 1987 it had become a night-club. It now functions as a pub-restaurant. The chapel attached to it, which dates from the sixteenth century, was restored for religious purposes c. 1930, but has since become derelict.

The settlement on Mynydd Pant evolves from a nineteenth century quarry workers' community, constructed for the limestone quarry on the Little Orme - sixteen two-up two-down dwellings were erected on Maesgwm Road, near the ridge for the quarrymen and their families in the period 1894 to 1900. These survive and the community appears to have developed in the area downslope from here. This area is characterised by two-storey double-fronted houses, larger than most quarrymen's houses yet smaller than most middle-class dwellings of the period. These are for the most part limestone-built and slate-roofed and are laid out along small winding lanes which preserve their original Welsh names. A post-office and three chapels, one Baptist and two Calvinist, were noted.

More recent developments in this area include post-war housing on the lower slopes which unites it with the settlement on the alluvial flatlands. Apart from Penrhyn Old Hall itself and a small number of nineteenth century buildings, this is entirely twentieth century in character, and grew up along the tracks of the Llandudno and Colwyn Bay Electric Railway, opened in 1907.

No trace was noted of the original wooden and corrugated iron bungalows constructed on the main road and on Morfa Road in 1920. Surviving buildings illustrate the varieties of suburban architecture available from the mid-1920s onwards, and include at least one attempt at 1930s Modernism. Though roofing material is for the most part red tile, a distinctive feature is the occasional use of green slate, probably of Lake District origin rather than Arfon. These are laid out along broad straight roads. There is a variety of retail outlets and places of worship, all of mid- to late-twentieth century construction, within this part of the character area.

Key historic landscape characteristics

vernacular settlement, suburban development

A landscape in which the Medieval phase associated with the surviving Penrhyn Old Hall and its associated chapel, has been obscured by two distinctive but inter-related areas of settlement, one representing the last phase of vernacular organic settlement, the other entirely suburban.



Figure 23 HLCA 2022

SH 814814 looking north

Showing the different characters of Penrhyn Bay, with the older, organically evolved settlement on top of the ridge and the recent, planned estates and housing below

2023 Unenclosed mountains (north)

Historic background

A ridge of upland that extends from Conwy Mountain (Mynydd y Dref) in the north-east to the uplands around Bwlch y Ddeufaen in the south-west. This area shows evidence of human settlement from the Bronze Age to the twentieth century.

Immediately to the south east of the Penmaenmawr outcrop lies a tight knot of ritual/ceremonial monuments with the embanked stone circle of the Druid's Circle as their centrepiece. The monuments lie near a purported Bronze Age trackway that traverses the plateau from the Afon Ddu valley in the west to the Conwy Valley in the east. Immediately below the plateau, the trackway bisects a small cemetery of ruined barrows. A second Bronze Age trackway links Aber and the Conwy Valley via Bwlch y Ddeufaen. The two trackways are further conjoined by at least two north/south cross-routes. The most westerly cross-route flanks the cairn field of Bryniau Bugeilydd, a group of low stone and turf covered sepulchral mounds. Within the same area there are numerous unenclosed and enclosed hut groups of round houses in association with lynchet boundaries and field systems which may be pre-Iron Age. The road through Bwlch y Ddeufaen was in use in Roman times, and was still a through route until the late eighteenth century.

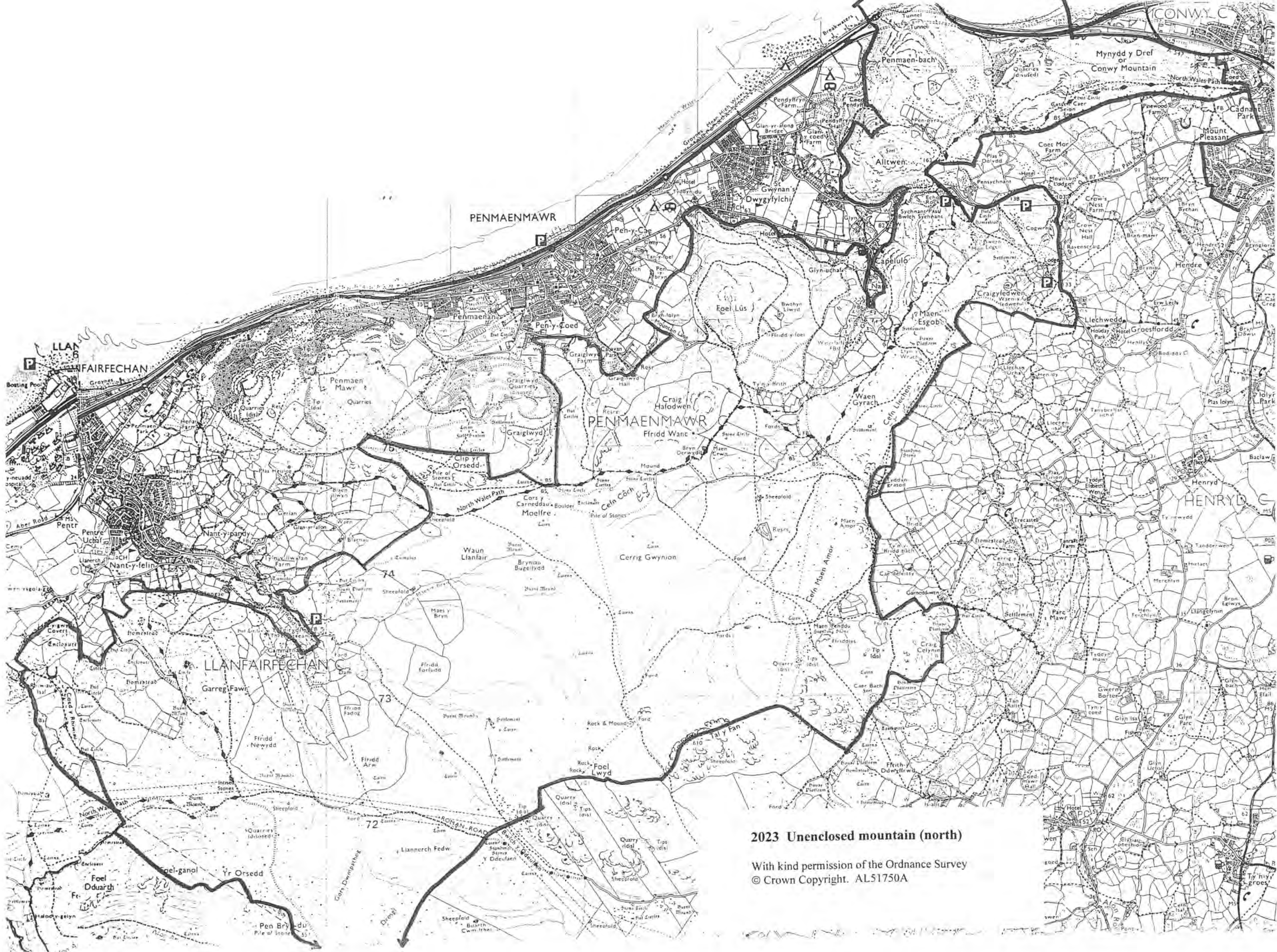
The Iron Age is represented by the hillfort at Castell Caer Lleion on Conwy Mountain.

Upland land use in the Medieval and Modern periods is associated with the seasonal movement of stock from the lowlands in winter to the higher pastures in summer. There is also evidence for peat-extraction, and small-scale quarrying of dyorite, as at Penmaenbach from c. 1873 until the 1940s, millstone on Mynydd y Dref during the Napoleonic wars, and slate at Tal y Fan, a remote site of possibly Medieval origin which limped on until 1914 mainly because of H.L. North's use of its distinctive green-brown roofing slates for his buildings.

Key historic landscape characteristics

relict archaeology, communication routes

An area of unenclosed upland given over within the medieval and modern periods to a pastoral economy and to small-scale mineral extraction. It also constitutes an extremely rich relict archaeological landscape of prehistory.



2023 Unenclosed mountain (north)

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Figure 24 HLCA 2023

SH 720747 looking east

Showing the nature of the open, unenclosed landscape behind Penmaenmawr quarry, including the prehistoric ritual complex on Cefn Coch

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Appendix I

Extracts from the

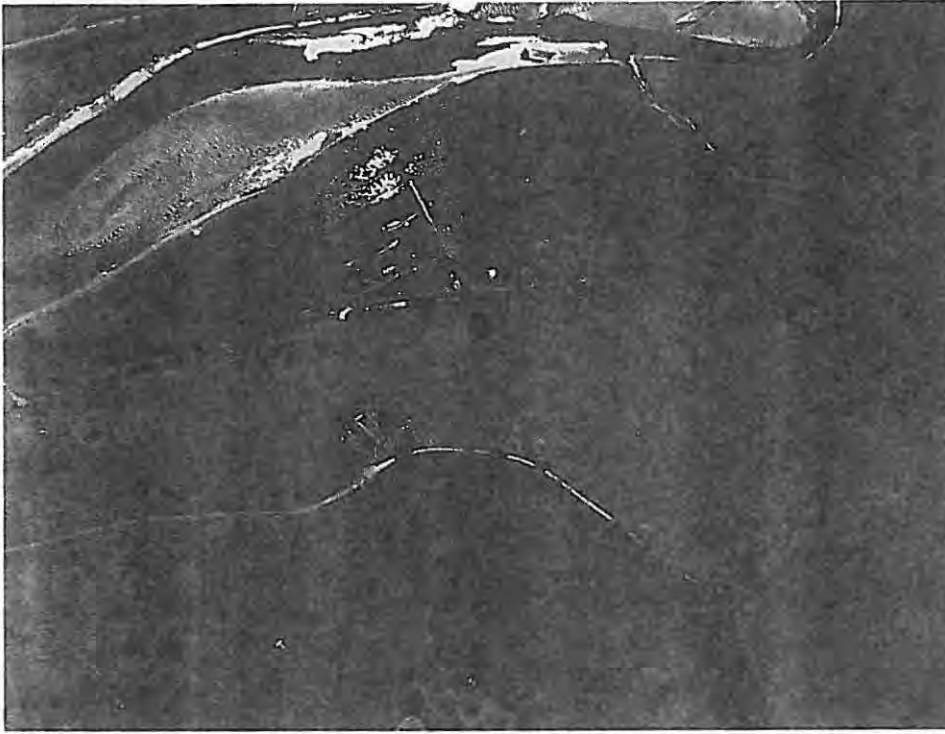
Register of Landscapes of Outstanding Historic Interest in Wales

Lower Conwy Valley HLW (Gw) 4

Creuddyn and Conwy HLW (Gw) 5

North Arllechwedd HLW (Gw) 12

PEN ISAF DYFFRYN CONWY LOWER CONWY VALLEY



*Caer Rufeinig Canovium
(Caerhun).*

*Canovium (Caerhun)
Roman fort.*

© YAG Richard Kelly © GAT Richard Kelly

Disgrifiad o'r tirwedd

Mae'r ardal yn croesi canol pen isaf Dyffryn Conwy sy'n ddaearyddol yn pennu ffiniau dwyreiniol Eryri. Tua'r dwyrain i Afon Conwy, cyfyd y llechweddau'n weddol serth o'r gorlifdir sydd ychydig uwchben lefel y môr hyd at 200m uwchben SO ar gyrion isaf llwyfandir toredig Mynydd Hiraethog sydd y tu allan i'r ardal. Tua'r gorllewin, lle mae'r tir ar y cyfan yn fwy ysgithrog a gwyllt na'r fro tua'r dwyrain i'r afon, mae llednentydd bach dyffryn Conwy'n rhannu llethrau gogledd ddwyreiniol y Carneddau sy'n codi hyd at 770m uwchben SO ar gopa'r Drum yn y gorllewin.

Ceir amrywiaeth gyfoethog o nodweddion archeolegol yn yr ardal. Fel sy'n wir am lawer ardal arall yng Nghymru lle ceir digonedd o gerrig ar gyfer adeiladu, yma hefyd ceir llawer o aneddiadau a chyfundrefnau caeau creiriol yn deillio o'r cyfnod cynhanesyddol tan yn y gorffennol agos. Yn wyneb hualau llym topograffi o ran mynediad ac aneddiadau yn yr ardal, gellir dilyn hanes parhad a chydlyniant y diriogaeth yn ôl i'r cyfnod cynhanesyddol.

Yn hanesyddol, Dyffryn Conwy oedd ffin yr hen Sir Gaernarfon ac yr oedd yn goridor naturiol o ran mynediad ac fel tramwyfa, gogledd-de ar hyd y dyffryn a dwyrain-gorllewin ar draws yr ardal hon. Ceir caer Rufeinig Canovium (Caerhun) yn gyrchfan i'r llwybrau hyn, lle mae'r ffyrdd dwyrain-gorllewin yn croesi'r rhai gogledd-de, ac yn arwyddocaol ar derfyn penllanw'r afon. Gellir canfod llinell y ffordd Rufeinig o hyd tua'r gorllewin i'r gaer gan ei bod yno megis cloddwaith sylweddol wrth ddod at Fwlch y Ddeufaen ac yn dilyn yr unig lwybr naturiol allan o'r fro ar draws llethrau gogledd ddwyreiniol y Carneddau tua'r gorllewin.

Landscape description

The area straddles the middle reaches of the lower Conwy valley which geographically defines the eastern limits of Snowdonia. To the east of the River Conwy, slopes rise fairly steeply from the flood plain at just above sea level to 200m above OD along the lower margins of the dissected plateau of the Denbigh Moors which lies outside the area. To the west, where the terrain is generally more craggy and less hospitable than to the east of the river, small tributary valleys to the Conwy dissect the north eastern flanks of the Carneddau ridge which rise to 770m above OD at the summit of Drum on the west of the area.

The area contains a rich diversity of archaeological features. As in many other areas of Wales where there is an abundance of stone for building, it also contains extensive tracts of relict settlements and field systems from the prehistoric period to the recent past. The strong constraints imposed by topography on access and settlement in the area are reflected in a continuity and coherence of territory which is traceable back to prehistoric times.

Historically, the Conwy valley formed the border of the old county of Caernarfon and provided a natural corridor for access and communication, north-south along the line of the valley and east-west across this area. The Roman fort of Canovium (Caerhun) is sited at the confluence of routes, where east-west routes cross those going north-south, and significantly at the highest point to which tides flow up the river. The line of the Roman road west of the fort is still traceable as a substantial earthwork as it approaches Bwlch y Ddeufaen and follows the only natural route out of the area

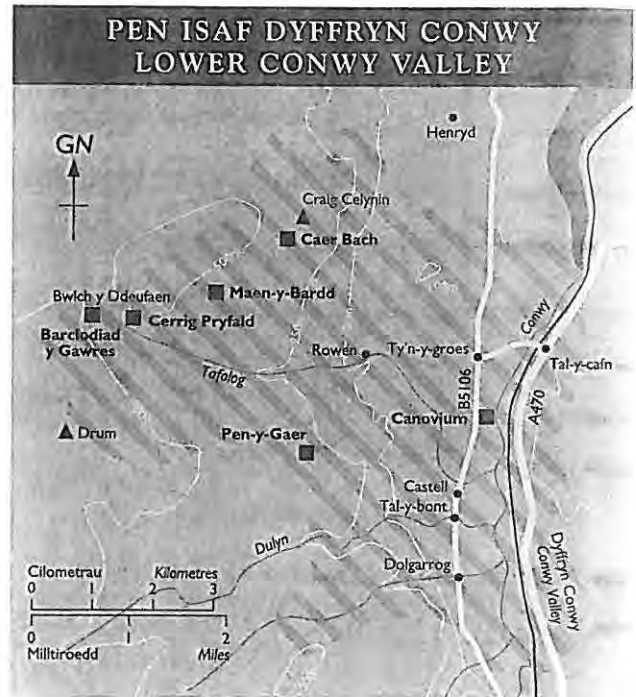
Saif nifer o feini hirion o hyd i ddynodi trywydd ffordd gynhanesyddol gynharach, gan gynnwys y pâr ym Mwlich y Ddeufaen ei hun, sef y rhai y galwyd y fan ar eu hôl.

Y naill ochr a'r llall ar lechweddau llednant Afon Tafolog wrth ddod at Fwlich y Ddeufaen, ceir tirwedd archeolegol creiriol cyfocthog sy'n hynafol a chymhleth iawn, ac yn adlewyrchu cylchoedd o ddefnyddio tir a gweithgareddau dwys, a nifer ac amrywiaeth mawr o gofodeiliau archeolegol yn dyddio o'r cyfnod Neolithig at yr Oesoedd Canol a'r cyfnod ôl-ganoloesol. Mae dau glwstwr o'r fath sydd o ddiddordeb arbennig.

Mae'r cyntaf ohonynt ar ochr ogleddol y dyffryn ac yn ymestyn o Fwlich y Ddeufaen tua'r gogledd ddwyrain rhwng 300m a 450m yn fras uwchben SO, hyd at Graig Gelynin. Yno ceir llu o gofodeiliau angladdol a defodol o'r cyfnod Neolithig ac o Oes yr Efydd, gan gynnwys carneddi a meini hirton ym Mwlich y Ddeufaen, carnedd Barclodiad y Gawres, cylch meini Cerrig Pryfald a siambr gladdu Maen-y-Bardd, ynghyd ag ymhell dros 100ha o gylchoedd cytiau creiriol, grwpiau o gytiau, caeau, waliau caeau, a phonciau a therasau lle byddid yn trin y tir o ddiwedd y cyfnod cynhanesyddol, ar draws y llechweddau sy'n wynebu'r dwyrain ger Maen-y-Bardd hyd at Gaer Bach, bryngaer o Oes yr Haearn yn y gogledd.

Mae'r ail glwstwr ar ochr ddeheuol y dyffryn, a'i ganolbwynt ym Mhen-y-Gaer, sef bryngaer arall o Oes yr Haearn, lle ceir clystyrau o gylchoedd cytiau a llwyfannau tai, yn tynych ynghyd â chyfundrefnau caeau cysylltiol tua'r gogledd orllewin, y gorllewin, ac yn arbennig tua'r de ddwyrain i'r gaer. Mae'r aneddiadau a'r cyfundrefnau caeau y cyfeiriwyd atynt ddiwethaf yn arbennig o helaeth. Ceir amgaeadau ac aneddiadau o'r 16fed a'r 17ail ganrifoedd ac amgaeadau'r Deddfau Cau Tir o'r 19edd ganrif dros y naill glwstwr a'r llall, serch hynny, y cyfan ohonynt bellaach yn ychwanegu'n fawr at gymeriad hanesyddol y tirwedd yma.

Dadlwywyd y gwelir yn yr ardal fel y symudodd grym dros gyfnod o amser o ganolfan i ganolfan, o fryngaer Pen-y-Gaer tua diwedd y cyfnod cynhanesyddol i Ganovium (Caerhun) wedyn yn y cyfnod Rhufeinig; ac o Gaerhun i naill ai Castell neu'r mwnt yn Nhal-y-cafn (neu'r ddau hwyrach) yn yr Oesoedd



across the north eastern flanks of the Carneddau ridge to the west. An earlier, prehistoric route is still marked by a number of standing stones, including the pair in Bwlch y Ddeufaen itself which has given the pass its name.

The slopes on either side of the tributary valley of Afon Tafolog leading up to Bwlch y Ddeufaen contain an exceedingly rich, relict archaeological landscape of considerable antiquity and complexity, reflecting recurrent periods of intense land use and activity, with a great variety and density of archaeological monuments from the Neolithic to the medieval and post-medieval periods. Two such concentrations are of particular interest.

The first is on the north side of the valley and extends from Bwlch y Ddeufaen, north eastwards between roughly the 300m and 450m contours, as far as Craig Celynin. It contains several Neolithic and Bronze Age funerary and ritual monuments, including the cairns and standing stones in Bwlch y Ddeufaen, Barclodiad y Gawres cairn, Cerrig Pryfald stone circle and the Maen-y-Bardd burial chamber, and well over 100ha of relict, late prehistoric hut circles, hut groups, enclosures, field walls, cultivation banks and terraces, straddling the south east facing slopes around Maen-y-Bardd as far as Caer Bach, an Iron Age fort in the north.

The second concentration is on the south side of the valley, centred on the Iron Age hillfort of Pen-y-Gaer, where there are concentrations of hut circles and house platforms, often with associated field systems to the north west, the west, and especially to the south east of the fort. The latter settlements and field systems are particularly extensive. Both concentrations, however, are overlain in parts by enclosures and settlements of the 16th and 17th centuries, and by Parliamentary Enclosures of the 19th century, which by now all add considerably to the historic character of this landscape.

It has been argued that the area demonstrates clear shifts over time in the centre of power, from Pen-y-Gaer hillfort in the late prehistoric period to Canovium (Caerhun) in the ensuing Roman period; and from Caerhun to either Castell or the motte at Tal-y-cafn (or possibly both) in the medieval period. The English conquest saw a further, more radical, shift



Aneddiadau a chyfundrefn caeau Maen-y-Bardd.
Maen-y-Bardd settlements and field system.

Hawfrainth y Goron: CBHC/Crown Copyright: RCAHMW.

Canol. Yn dilyn y goresgyniad Seisnig symudwyd canolfan y grym ymbellach, yn fwy radical, o'r ardal i'r tu allan, yn sgil sefydlu castell a bwrdeisdref Edwardaidd yng Nghonwy.

Yn y ffynonellau dogfennol ceir rhagor o oleuni ar ryw gymaint o fanylion y newidiadau hyn. Yn yr Oesoedd Canol, yr oedd yr ardal yng nghwmwd Arllechwedd Isaf gyda threfgorddau aillt Glyn, Gronant, Castell a Llanbedr ynddo. Ceir rhyw gymaint o ansicrwydd ynglyn â lleoliad y ganolfan weinyddol, neu'r faerdref yn y cwmwd hwn, ond y mwyaf tebygol yw safle yng Nghastell (ger Maes-y-Castell hwyrach) neu wrth y mwnt yn Nhal-y-cafn. Ar y safle diwethaf, rhoed tir i denantiaid Maenan yn iawn am dir a ildwyd am i Edward ddatgysylltu Abaty Aberconwy oddi wrth Gonwy. Awgryma hyn fod y tir yn Glyn a Gronant, yn Nhal-y-cafn, yn wreiddiol yn dir brenhinol. Lle bynnag yr oedd safle'r ganolfan weinyddol, yn ôl pob golwg yr oedd y llys a'r faerdref wedi peidio â gweithredu yn y cwmwd hwn cyn y goresgyniad Seisnig, gan fod y gwasanaethau llafur gwrogaeth i'r llys brenhinol eisoes wedi'u trosglwyddo i lys y cwmwd cyfagos yn Abergwyngregyn tu allan i'r ardal (tt. 113–116).

Defnyddiwyd ffynonellau dogfennol o'r 15fed ganrif ymlaen i gofnodi amgáu'r tiroedd hyn yn raddol gan stadau bonedd newydd y cyfnod ôl-ganoloesol. Daeth y broses i'w hanterth yn llawn yn sgil y Deddfau Cau Tir yn y 19edd ganrif. Ar ddechrau'r 20fed ganrif, sefydlwyd gwaith aliminiwm gyda'i orsaf drydan-dŵr ei hun yn Nolgarrrog yn ei gyllenwi. Yn 1925, torrodd yr argae gan ddirio'n rhannol siambr gladdu Neolithig, Porth Llwyd, cofadail a roesodd am bum mil o flynyddoedd yn y tirwedd amrywiol a chyfoethog ei hanes yma.

in the centre of power from the area to the outside, with the creation at Conwy of the Edwardian castle and borough.

Documentary sources shed more light on some of the details of these changes. In the medieval period, the area fell within the commote of Arllechwedd Isaf, and the bond townships of Glyn, Gronant, Castell and Llanbedr fell within it. Uncertainty surrounds the location of the administrative centre or maerdref of this commote, but a site at Castell (possibly near Maes-y-Castell) or near the motte at Tal-y-cafn is most likely. At the latter location, land was granted to tenants of Maenan in compensation for land surrendered to accommodate the displacement of Aberconwy Abbey from Conwy by Edward. This suggests that land in Glyn and Gronant, at Tal-y-cafn, was originally royal land. Wherever the administrative centre was located, it seems likely that a traditional llys and maerdref complex had ceased to operate in this commote before the English conquest, as the labour services due to the royal court had already been transferred to the llys of the adjacent commote at Abergwyngregyn outside the area (pp. 113–116).

Documentary sources from the 15th century onwards have been used to chart the gradual enclosure of these lands by the emerging gentry estates of the post-medieval period. The process culminated with wholesale Parliamentary Enclosures during the 19th century. The beginning of the 20th century saw the establishment of an aluminium works supplied by its own hydro-electric power station at Dolgarrog. In 1925, the dam burst and partly destroyed the Porth Llwyd Neolithic chambered tomb which had survived for five millennia in this historically rich and diverse landscape.

CRYNODEB

| | |
|---------------------------------|--|
| <i>Rbif cyf</i> | HLW (Gw) 4 |
| <i>Rbif map mynegai</i> | 22 |
| <i>Map AO</i> | Landranger 115 |
| <i>Sir flaenorol</i> | Gwynedd |
| <i>Awdurdod unedol</i> | Conwy |
| <i>Prif ddynodiadau helaeth</i> | <i>Mae rhan orllewinol yr ardal yn Mharc Cenedlaethol Eryri. Mae'r ardal yn cynnwys: Gwarchodfa Natur Genedlaethol Coed Dolgarrog; Safle o Ddiddordeb Gwyddonol Arbennig Morfa Uchaf, Dyffryn Conwy; Henebion Cofrestredig caer Rufeinig Canovium (Caerhun), aneddiadau a chyfundrefn caeau Maen-y-Bardd.</i> |
| <i>Meini prawf</i> | 2, 3 |
| <i>Cynnwys ac arwyddocâd</i> | <i>Mae topograffi'r tirwedd yn amrywiol, yn ymestyn ar draws pen isaf Dyffryn Conwy a'r ucheldir cyfagos ar lethrau gogledd ddwyreiniol y Carneddau yng ngogledd Eryri, ac yn cynnwys tystiolaeth greiriol helaeth dda byd heddiw am ddefnydd tir, tramwyfeydd ac amddiffynfeydd o'r cyfnod cynhanesyddol ymlaen. Mae'r ardal yn cynnwys: siambrâu claddu Neolithig; cofadeiliau angladdol a defodol o Oes yr Efydd; bryngaerau, aneddiadau a chyfundrefnau caeau o Oes yr Haearn; caer a ffordd Rhufeinig; mwnt, aneddiadau a chyfundrefnau caeau'r Oesoedd Canol; amgaeadau'r Deddfau Cau Tir; gorsaf drydan-dŵr a gwaith aliminiwm cymar.</i> |

SUMMARY

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|------------------------------------|--|
| <i>Ref number</i> | HLW (Gw) 4 |
| <i>Index map no.</i> | 22 |
| <i>OS map</i> | Landranger 115 |
| <i>Former county</i> | Gwynedd |
| <i>Unitary authority</i> | Conwy |
| <i>Principal area designations</i> | <i>The western part of the area is within the Snowdonia National Park. The area includes: Coed Dolgarrog National Nature Reserve; Morfa Uchaf, Dyffryn Conwy, Site of Special Scientific Interest; Canovium (Caerhun) Roman fort, Maen-y-Bardd settlements and field system Scheduled Ancient Monuments.</i> |
| <i>Criteria</i> | 2, 3 |
| <i>Contents and significance</i> | <i>A topographically diverse landscape, straddling the lower Conwy valley and adjacent uplands on the north eastern flanks of the Carneddau ridge in north Snowdonia, containing extensive and well-preserved relict evidence of land use, communications and defence from the prehistoric period onwards. The area includes: Neolithic chambered tombs; Bronze Age funerary and ritual monuments; Iron Age hillforts, settlements and field systems; a Roman fort and road; medieval motte, settlements and field systems; Parliamentary Enclosures; an early hydro-electric power station and aluminium works.</i> |

Ffynonellau detholedig / Selected sources

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CREUDDYN A CHONWY CREUDDYN AND CONWY



Hawlfraint y Goron © MIB Crown Copyright: RCA/HMW.

*Castell, tref a phontydd Conwy.
Conwy Castle, town and bridges.*

Disgrifiad o'r tirwedd

Mae'r ardal yn cynnwys rhan isaf aber Afon Conwy a'r tir tu cefn ar y ddwy ochr. Mae'r ochr ogledd ddwyreiniol yn cynnwys hanner gogleddol cwmwd canoloesol Creuddyn ac ynddo Ben y Gogarth a Thrwyn y Fuwch a'r bryniau a'r cefnennau isel sy'n eu cysylltu â'r tir mawr. Tua'r de orllewin mae'r ardal yn cynnwys Mynydd y Dref (Conwy), castell, tref gaerog a phontydd Conwy. Mae'n ardal amrywiol iawn o ran topograffi a golygfa, sy'n darparu amrywiaeth o gefndiroedd naturiol i'r enghreifftiau o waith dyn sydd wedi'u hargraffu'n drwm arni.

Mae Pen y Gogarth yn benrhyn mawr â phen gwastad iddo, yn codi hyd at 207m uwchben SO gydag ochrau a chlogwyni calchfaen mewn haenau llorweddol wedi'u hamlygu'n ddramatig. Mae'r nodweddion naturiol hyn yn darparu cefndir trawiadol i dref a chyrchfan gwyliau Fictoriaidd Llandudno, a saif wrth fôn Pen y Gogarth ar yr ochr agosaf at y tir mawr. Yn yr un modd, mae aber Afon

Landscape description

The area includes the lower part of the estuary of the River Conwy and its hinterland on either side. The north east side encompasses the north half of the medieval commote of Creuddyn, including the Great and Little Orme's Heads and the low hills and ridges linking them to the mainland. To the south west, the area includes Conwy Mountain, Conwy Castle, walled town and bridges. Topographically and scenically the area is very diverse, providing a variety of natural settings for the works of man which are heavily imprinted on it.

The Great Orme is a large, flat topped peninsula rising to 207m above OD with dramatically exposed, horizontally-bedded limestone flanks and cliffs. These natural features provide a spectacular backdrop to the planned Victorian town and resort of Llandudno sited at the base of the Orme on its landward side. Equally, the Conwy estuary and Conwy Mountain rising to over 200m above OD in the west create

Conwy a Mynydd y Dref, sy'n codi hyd at 200m uwchben SO yn y gorllewin, yn creu cefndir addas i'r pontydd, castell Edwardiaidd a thref gaerog trefedigol Conwy.

Mae gan yr ardal amrywiaeth gyfoethog o gofodeiliau archeolegol pwysig sydd wedi'u cadw'n dda ac yn dangos ei datblygiad hanesyddol o'r adegau cynharaf hyd y presennol. Ym Mhen y Gogarth, mae dilyniant eithriadol o lawn o weddillion cynnar, o'r ogofâu Uwch Balaeolithig sy'n cynnwys Ogor Kendrick, trwy siambr gladdu Neolithig Llety'r Filiast, carneddau a mwynloddfeydd copr tanddaearol helaeth o Oes yr Efydd sydd ymysg y cynharaf yn Ewrop, hyd at y cylchoedd cytiau cynhanesyddol diweddar a'r fryngaer o Oes yr Haearn ym Mhen Dinas. Mae hefyd nifer o weddillion perthnasol sy'n cysylltu'r safleoedd hyn â'i gilydd i ffurfio patrwm yn y tirwedd. Y dystiolaeth bennaf o breswylad Rhufeinig yw nifer o ddarnau arian a ganfuwyd yno, tra bo'r enw 'Orme' a ddefnyddir yn y Saesneg, yn deillio o'r Llychlyneg, un o'r ychydig fannau o'r fath yng Ngwynedd. Mae safleoedd Uwch Balaeolithig pwysig ar Drwyn y Fwch yn ogystal, yn cynnwys ogof Pant y Wennol, ac ar gopa Mynydd y Dref mae bryngaer o Oes yr Haearn, Castell Caer Lleion.

Yn y 13edd ganrif, adeiladwyd Maenol Gogarth, sef plasdy esgobion Bangor ar ochr ddeheuol Pen y Gogarth lle gellir gweld yr olion hyd heddiw, ac mae Eglwys Sant Tudno ar yr ochr ogleddol yn deillio o tua'r un adeg. O amgylch yr eglwys, gwelir olion sylweddol gwrymiau a chwysi o ganlyniad i drin y tir, y rhain wedi'u cadw'n dda a thua'r un oed, mae'n debyg. I'r de ddwyrain o Ben y Gogarth, gyferbyn â Chonwy ar lan yr aber, bu Deganwy'n fan pwysig yn hanes Cymru gydol yn yr oes ar ôl y cyfnod Rhufeinig, gan reoli ceg yr afon. Yn ôl traddodiad yma safai llys Maelgwn Gwynedd a sonnir amdano fel Arx Decantorum yn AD 822, a chododd Robert o Ruddlan gastell yma tua 1080, adeilad a ddaeth i feddiant Llywelyn Fawr ym 1200. Mae'n debyg y dinistriwyd y castell olaf gan Llywelyn ap Gruffudd ym 1263, ac mae'r ffaith iddo newid dwylo'n aml cyn hynny'n adlewyrchiad o bwysigrwydd gwleidyddol a strategol y safle.

Yr ochr arall i'r afon, adeiladwyd tref gaerog a Chastell Conwy gan Edward I ym 1283-6 fel un o gyfres i sicrhau



Cadw, Welsh Historic Monuments.

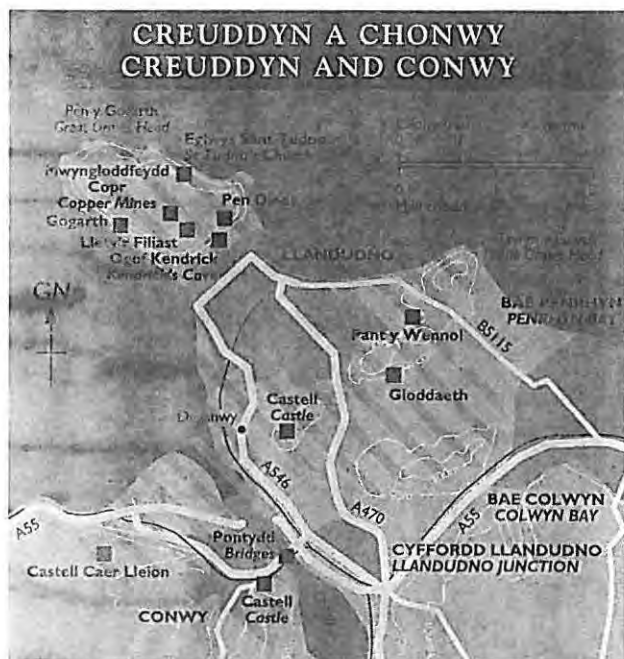
Aber Afon Conwy o Gastell Conwy gyda Pen y Gogarth a Chastell Deganwy yn y pellter y tu draw i'r tîr.

The Conwy estuary from Conwy Castle with the Great Orme and Deganwy Castle in the distance beyond the tower.

a fitting backdrop for the bridges, Edwardian castle and planted, walled town of Conwy.

The area has a rich variety of well-preserved and significant archaeological monuments demonstrating its historical development from the earliest times to the present. The Great Orme contains an exceptionally full sequence of early remains, from the Upper Palaeolithic caves, which include Kendrick's Cave, through the Neolithic burial chamber of Llety'r Filiast, the Bronze Age cairns and extensive underground copper mines which are among the earliest in Europe, to the late prehistoric hut circles and Iron Age hillfort of Pen Dinas. There are also a number of related remains which link these sites together into a landscape pattern. Evidence for Roman occupation comes principally from a number of coin finds, whilst the name of the Orme itself is Norse in origin, one of only a few such places in Gwynedd. The Little Orme also has significant Upper Palaeolithic sites, including the Pant y Wennol cave, whilst the summit of Conwy Mountain is crowned by the Iron Age hillfort of Castell Caer Lleion.

In the 13th century, Gogarth Grange, a palace of the bishops of Bangor, was built on the south side of the Orme where its remains can still be seen, while St Tudno's Church on the northern side dates from about the same time. Around this, there are substantial and well-preserved remains of ridge and furrow cultivation which are assumed to be of a similar age. South east of the Orme, on the opposite side of the estuary to Conwy, Deganwy played an important role in Welsh history throughout the post-Roman period, controlling the mouth of the river. Tradition makes it the llys or court of Maelgwn Gwynedd, and it is mentioned as Arx Decantorum in AD 822, with a castle being built about 1080 by Robert of Rhuddlan, before it was passed to Llywelyn Fawr in 1200. The last castle was probably destroyed by Llywelyn ap Gruffudd in



ei oruchafiaeth ar Ogledd Cymru. Fe'u hadeiladwyd ar safle mynachlog Sistersaidd Aberconwy, a symudwyd i Faenan. Mae muriau'r dref a'r castell wedi'u cadw'n eithriadol o dda, er yr ymddengys na wnaeth y bwrdeiswyr gymryd y cyfan o'r tir o fewn y muriau, ac mai dim ond yn y 18fed a'r 19edd ganrifoedd y datblygwyd llawer ohono. Ychydig o'r adeiladau cynnar a oroesodd hyd heddiw, ond mae Tŷ Aberconwy a Phlas Mawr, tŷ tref diweddarach o oes y Frenhines Elisabeth Iaf, yn werth sylwi arnynt.

Ar Ben y Gogarth, yn rhyng-gysylltu â'r mwngloddfeydd o Oes yr Efydd, mae gweddillion gweithgareddau mwngloddio copr o'r 16fed i'r 19edd ganrifoedd. Mae hanes mwngloddio ar Ben y Gogarth yn y cyfnod ôl-ganoloesol wedi cael ei gofnodi'n weddol dda. Cymerwyd prydlles newydd i ail-ddechrau gweithio'r hen fwyngloddfeydd yn Pyllau ar ôl 1692 a pharhaodd gwaith cloddio ysbeidiol yn ystod y 18fed ganrif, gyda'r prif gyfnod gweithgaredd ym 1820-50 pan gynhyrwyd y mwyn gorau gan fwynglawdd Tŷ Gwyn. Fodd bynnag, daeth y gwaith i ben erbyn yr 1880au.

O'r Canol Oesoedd diweddar ymlaen, cysylltwyd hanes a datblygiad yr ardal â'r teulu Mostyn a oedd â'i brif sedd yng Ngloddaeth. Bu teuluoedd eraill â'u seddau ym Mhenrhyn, Bodysgallen a Marl, hefyd yn ddylanwadol yn ystod y cyfnod hwn. Fodd bynnag, llwyddodd y teulu Mostyn i gynyddu llawer ar eu grym gwleidyddol yn ystod yr 17ail ganrif a serchrau ymhen amser amgáu tir Comin Llandudno ar eu cyfer eu hunain ym 1843. Arwemodd hyn, ynghyd â phoblogrwydd cynyddol ymdrochi yn y môr, at sefydlu a datblygu tref a chyrchfan gwyliau gynlluniedig Llandudno ar y tir fu gynt yn gomm. Cyn hynny, yr oedd Llandudno wedi bod yn gymuned fach anghysbell hunangynhantol yn byw ar fwyngloddio, ffermio a physgota.

Ym 1846, digwyddodd Owen Williams, syrfêwr o Ynys Môn, ymweld â'r ardal a bu hynny'n sbardun i ddechrau datblygiadau pellach. Daeth Williams i'r casgliad fod y comin â'i ddau draeth yn safle ardderchog i dref wyliau glan môr ffasiynol newydd. Gyda dyfodiad y rheilffyrdd yr oedd Llandudno o fewn cyrraedd hawdd i ardaloedd diwydiannol Gogledd Orllewin a Chanoldir Lloegr, a datblygodd yn gyflym dan reolaeth Stad Mostyn o ganol y 19edd ganrif ymlaen. Gwesty'r Empire, a adeiladwyd ym 1854, oedd y bloc modern cyntaf o siopau, cwblhawyd y goleudy ym 1863 ac agorwyd y Pier ym 1877. Cwblhawyd Marine Drive fel cylehdaith o amgylch Pen y Gogarth ym 1878 a'r dramffordd a weithredir â chebl i fynd i gopa Pen y Gogarth ym 1903, wedyn y Summit Café ym 1909. Mae'r dref ei hun wedi cadw'r rhan fwyaf o fawredd ac adeiladau oes Fictoria, ac yn parhau hyd heddiw i fod yn un o'r trefi gwyliau glan môr gorau ei chynllun ym Mhrydain, gyda'r rhodfa grom ar hyd glan y môr y gogledd yn un o'r golygfeydd pensaeriol mwyaf hynod a harddaf yng Nghymru.

Yr oedd y rheilffordd i Llandudno'n cysylltu â'r brif lein o Gaer i Gaergybi yng Nghyffordd Llandudno. A'i'r brif lein i Gonwy ar arglawdd ac wedyn trwy bont diwb haearn a gynlluniwyd ac a adeiladwyd gan Stephenson. Yr oedd hon, â manylion cyfylechog arni, yn cydweddu â'r castell a'r bont ffordd grog a gwblhawyd gan Telford ym 1826. Ychwanegwyd ail bont ffordd ym 1958, ond cuddiwyd y drydedd groesfan ar gyfer Gwibffordd yr A55, sy'n gampwaith beirianyddol ynddi ei hun, mewn rwnel o rannau concrit anferth wedi'u creu ymlaen llaw a'u claddu o dan aber Afon Conwy.

1263, and the frequent changes of possession before this event clearly reflect the political and strategic importance of the site.

Across the river, the bastide town and castle of Conwy was built by Edward I in 1283-6 as one in a series to secure his conquest of North Wales. It was built on the site of the Cistercian monastery of Aberconwy which was moved to Maenan. The town walls and castle are exceptionally well-preserved, although it appears that much of the original area within the town walls was never taken up by burgesses, and only became developed in the 18th and 19th centuries. Few early buildings now survive, but Aberconwy House and Plas Mawr, a later, Elizabethan town house, are notable.

On the Great Orme, interconnecting with the Bronze Age mines, there are remains of copper mining activities from the 16th to 19th centuries. The post-medieval history of mining on the Orme is fairly well documented. The old mines at Pyllau were reworked after 1692 when a new lease was taken out, and mining continued intermittently during the 18th century, with a main phase of activity occurring between 1820-50 when the best ore was produced by the Tŷ Gwyn mine. However, by the 1880s, working had been abandoned.

From the late medieval period onwards, the history and development of the area is linked with the Mostyn family whose principal seat was at Gloddaeth. Other families with seats at Penrhyn, Bodysgallen, and Marl, were also influential during this period. However, the Mostyns were able to greatly increase their political power in the 17th century, and eventually secured for themselves the enclosure of Llandudno Common in 1843. This, coupled with the increasing popularity of the sea-bathing cult, led to the foundation and development of the planned town and resort of Llandudno on the former common. Hitherto, Llandudno had been a small, remote, self-sufficient community living on mining, farming and fishing.

A chance visit by Anglesey-born surveyor, Owen Williams, in 1846, precipitated developments. Williams thought the common an ideal site for a fashionable new seaside resort with its two shores. Within easy reach of the industrial North West and Midlands with the opening of the railways, Llandudno quickly developed under the control of the Mostyn Estate from the mid-19th century onwards. The Empire Hotel, built in 1854, was the first modern block of shops, the lighthouse was completed in 1863, and the Pier opened in 1877. Marine Drive was completed in a circuit around the Great Orme in 1878 and the funicular tramway to the top of the Orme in 1903, followed by the Summit Café in 1909. The town itself still retains most of its Victorian grandeur and buildings, and remains today as one of the best planned seaside resorts in Britain, with the curving marine parade along the north shore one of the most remarkable and finest architectural sights in Wales.

The railway to Llandudno connected with the main Chester to Holyhead line at Llandudno Junction. The latter reached Conwy across an embankment and through a tubular bridge of iron, designed and built by Stephenson. With its crenelated details, this complemented both the castle and the existing suspension road bridge completed by Telford in 1826. A second road bridge was added in 1958, but the decision was taken to hide from view the recently completed third crossing, for the A55 Expressway, which, as an engineering masterpiece in its own right, runs in massive sectional pre-cast concrete tunnels submerged under the Conwy estuary.

CRYNODEB

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|--------------------------|---|
| Rbif cyf | HLW (Gw) 5 |
| Rbif map mynegai | 23 |
| Map AO | Landranger 115, 116 |
| Sir flaenorol | Gwynedd |
| Awdurdod unedol | Conwy |
| Prif ddynodiadau helaeth | Mae rhannau de orllewinol pellaf yr ardal o fewn Parc Cenedlaethol Eryri. Mae'r ardal yn cynnwys: Safleoedd o Ddiddordeb Gwyddonol Arbennig Gloddaeth, Pen y Gogarth, Trwyn y Fuwch, Coed Neuadd Marl a Phydew; Safleoedd Gwarchodaeth Castell a muriau tref Conwy a Pblas Mawr; Ardaloedd Cadwraeth Conwy a Llandudno. |
| Meini prawf | 1, 3 |
| Cynnwys ac arwyddocâd | Mae'r tirwedd hon yn un arfordirol yn bennaf, yn cynnwys Pen y Gogarth, Trwyn y Fuwch a rhan isaf moryd Conwy a'r tir tu cefn yng ngogledd Eryri, ac mae ynddo dystiolaeth o ddefnydd tir ac anheddiad amrywiol iawn o'r cyfnod cynhanesyddol cynnar hyd at y presennol. Mae'r ardal yn cynnwys: safleoedd ogofâu Uwch Balaeolithig; siambr gladdu Neolithig; mwyngloddffeydd copr helaeth o Oes yr Efydd sy'n unigryw ym Mhrydain; bryngaeorau, aneddiadau a chyfundrefnau caeau o Oes yr Haearn; Castell Deganwy; Castell a thref gaealog Conwy, sy'n un o'r enghreifftiau gorau i oroesi yn Ewrop; maenol, aneddiadau a chyfundrefnau caeau o'r Canol Oesoedd; tai'r bonedd o'r cyfnod ôl-ganoloeddol; gweddillion mwyngloddio copr diweddar; pontydd crog a thiwb Conwy; tref wyliau Llandudno, un gynlluniedig o oes Fictoria ac o rau ei phensarniaeth un o'r gorau o'i bath yng Nghymru. Mae Castell a muriau tref Conwy yn Safle Treftadaeth Byd. |

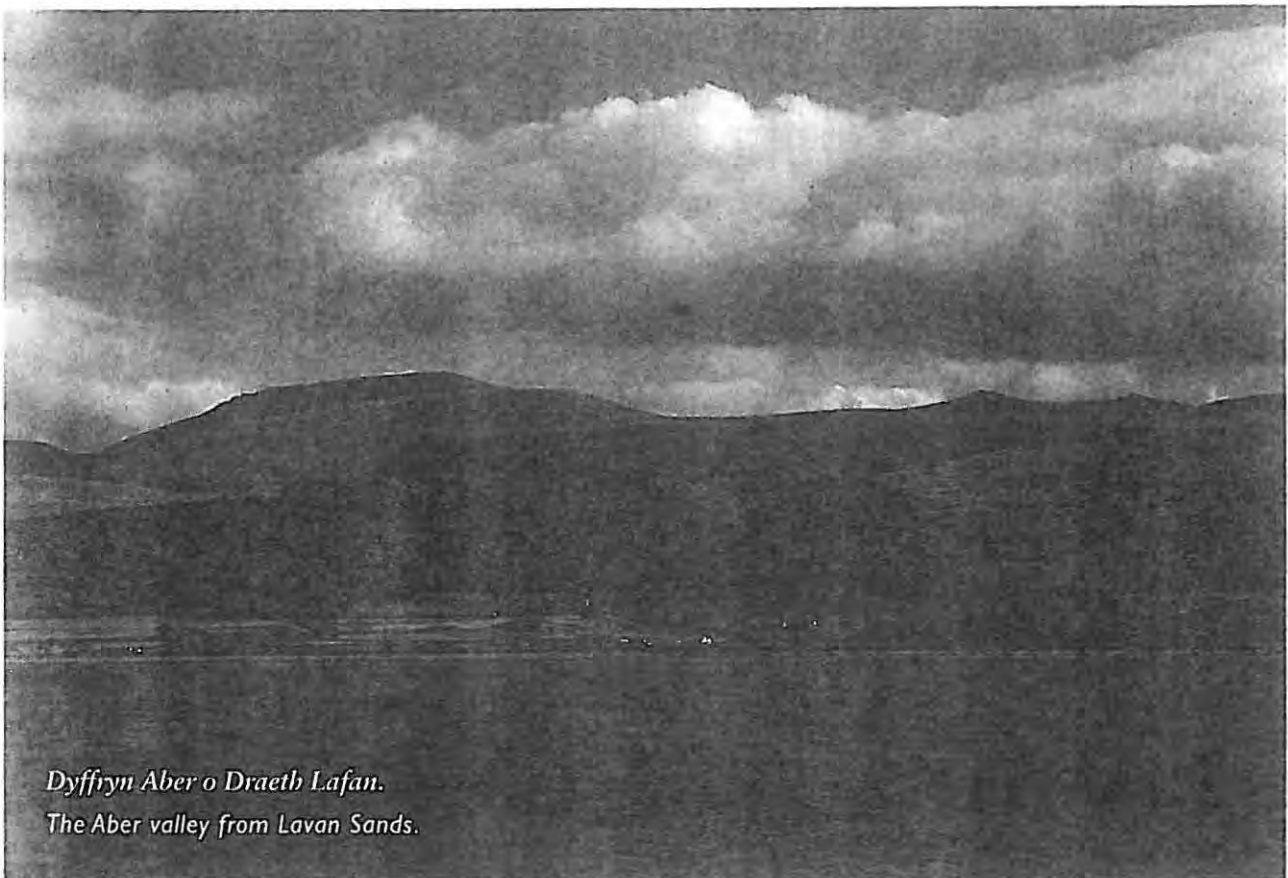
SUMMARY

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|-----------------------------|--|
| Ref number | HLW (Gw) 5 |
| Index map no. | 23 |
| OS map | Landranger 115, 116 |
| Former county | Gwynedd |
| Unitary authority | Conwy |
| Principal area designations | The extreme south western parts of the area are within the Snowdonia National Park. The area includes: Gloddaeth, Great Orme's Head, Little Orme's Head, Marl Hall Woods and Pydew Sites of Special Scientific Interest; Conwy Castle and town walls and Plas Mawr Guardianship Sites; Conwy and Llandudno Conservation Areas. |
| Criteria | 1, 3 |
| Contents and significance | This mainly coastal landscape, comprising the Great and Little Orme's Heads and the lower part of the Conwy estuary and its hinterland in north Snowdonia, contains evidence of highly diverse land use and settlement from the early prehistoric period to the present. The area includes: Upper Palaeolithic cave sites; a Neolithic chambered tomb; extensive, Bronze Age copper mines unparalleled in Britain; Iron Age hillforts, settlements and field systems; Deganwy Castle; Conwy Castle and walled bastide town, one of the best surviving examples in Europe; a medieval grange, settlements and field systems; post-medieval gentry houses; recent copper mining remains; the Conwy suspension and tubular bridges; Llandudno planned Victorian resort town, architecturally one of the finest of its type in Wales. Conwy Castle and town walls are a World Heritage Site. |

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GOGLEDD ARLECHWEDD NORTH ARLECHWEDD



*Dyffryn Aber o Draeth Lafan.
The Aber valley from Lavan Sands.*

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Disgrifiad o'r tirwedd

Mae'r ardal hon yn cynnwys y rhimyn arfordirol cul, yr ucheldir a llechweddau rhanedig gogleddol y Carneddau yng ngogledd Eryri. Mae ei thopograffi yn amrywiol iawn gyda dyffrynnoedd Afonydd Anafon ac Aber yn gafnau dwfn yn ne orllewin yr ardal hyd at gopaon cefn deuddwr y Gyrn, Drosgol, Carnedd Uchaf, Foel Fras a'r Drum sy'n codi rhwng 580 a 926m uwchben SO. Yn yr hanner dwyreiniol, mae'r rhimyn arfordirol cul yn ymdoddi i'r llechweddau a'r pentiroedd ar yr arfordir gan esgyn yn serth at lwyfandir yr ucheldir rhwng 250 a 450m uwchben SO, ac yn ymestyn o ddyffryn Aber hyd at Ddwygyfylchi. Yn y de ddwyrain, mae Bwlch y Ddeufaen yn ffordd naturiol at Ddyffryn Conwy sydd y tu allan i'r ardal (tt. 81–83), tra ceir Traeth Lafan hefyd yng ngogledd orllewin yr ardal lle'r oedd y ffordd hanesyddol o Fôn yn croesi.

Yn yr ardal ceir toreth gyfoethog o olion o'r cyfnod cynhanesyddol, y Canol Oesoedd a'r cyfnodau diweddar, yn arbennig safle ffatri fwyell Neolithig ac un o'r clystyrau pwysicaf o gofadeiliau angladdol a defodol o Oes yr Efydd yng ngorllewin Prydain. Abergwyngregyn oedd canolfan cwmwd Arllechwedd Uchaf a hoff gartref tywysogion Gwynedd yn y 13ed ganrif. Ceir nifer o ffyrdd hynafol yn yr ardal hefyd gan gynnwys y ffordd Rufeinig i Canovium (Caerhun) yn Nyffryn Conwy. Er y cofnodwyd y dystiolaeth yn y maes yn weddol dda, ceir lluo o bosibiliadau o ran rhagor o waith, gan gynnwys astudio ffynonellau hanesyddol, dogfenol.

Landscape descriptions

This area comprises the narrow coastal strip, uplands and dissected northern flanks of the Carneddau ridge in north Snowdonia. The topography is markedly varied with the south west half of the area deeply dissected by the valley of the Rivers Anafon and Aber up to the watershed summits of Gyrn, Drosgol, Garnedd Uchaf, Foel Fras and Drum which rise to between 580 and 926m above OD. In the east half, the narrow coastal strip gives way to coastal slopes and headlands that rise steeply to an upland plateau between 250 and 450m above OD, extending from the Aber valley to Dwygyfylchi. In the south east, the Bwlch y Ddeufaen pass provides a natural route to the Conwy valley which is outside the area (pp. 81–83), whilst Lavan Sands (Traeth Lafan), crossed by the line of the historic route from Anglesey, has been included on the north west of the area.

The area contains a rich wealth of upstanding remains from the prehistoric, medieval and later periods, most notably a Neolithic axe factory site and one of the most important concentrations of Bronze Age funerary and ritual monuments in western Britain. Abergwyngregyn was the commotal centre of Arllechwedd Uchaf, and a favourite residence of the princes of Gwynedd in the 13th century. The area also has a number of trackways of ancient origin including the line of the Roman road to Canovium (Caerhun) in the Conwy valley. Although the field evidence is fairly well-recorded, there is much

Cafwyd pennau bwyell cerrig o safle'r ffatri fwyell Neolithig yng Nghraiglwyd, ac yn ôl yr enghreifftiau hynny a'u darganfuwyd, fe'u dosbarthwyd yn helaeth fel darnau parod i'w caboli mewn manau cyn belled â de Prydain, Yr Alban a'r Iwerddon. Dichon fod lleoliaid yr adnodd hwn, yn rhannol, yn gyfrifol am y doreth o gofadeiliau angladdol a defodol a gaed yn yr ardal tua diwedd y cyfnod hwn ac yn Oes yr Efydd wedyn, yn arbennig uwchben Graiglwyd yng nghyffiniau Cylch y Derwyddon. Mae'r safleoedd, a geir yn fynych mewn clystyrau neu fynwentydd, yn cynnwys gwahanol garneddi, cylchoedd cerrig, cistfeini, meini hirion ac ati, ac yn ymestyn i ddyffryn Aber yn y gorllewin a thrwy Fwlch y Ddeufaen draw i'r de. O ran y math hwn o dystiolaeth, hon yw un o'r ardaloedd cyfoethocaf a phwysicaf yng ngorllewin Prydain.

Ni wyddys lle'r oedd adeiladwyr y safleoedd hyn yn byw, ond dichon ei bod yn arwyddocaol y ceir yn yr ardal hefyd glwstwr o bentyrtau cerrig llog, sef safleoedd coginio cyfunol a oedd yn fynych yn gysylltiedig ag aneddiadau cynhanesyddol. Serch hynny, gadawyd tystiolaeth am aneddiadau cytiau, cyfundrefnau caeau ac amgaeadau o Oes yr Haearn a'r cyfnod Brythonaidd-Rufeinig wedyn yn batrwm di-dor bron yn y dyffrynnoedd ac ar y llechweddau canol ledled y fro. Difethwyd bryngaer Braich y Ddinas ar Benmaenmawr oherwydd y chwarella yn gynharach yn y ganrif hon, sef yr aneddiad fwyaf o Oes yr Haearn, ond goroesodd dwy gaer lai, y naill ym Maes y Gaer uwchben ceg dyffryn Aber a'r llall, sef Dinas, a leolwyd ar gefnfen amlwg uwchben Llanfairfechan.

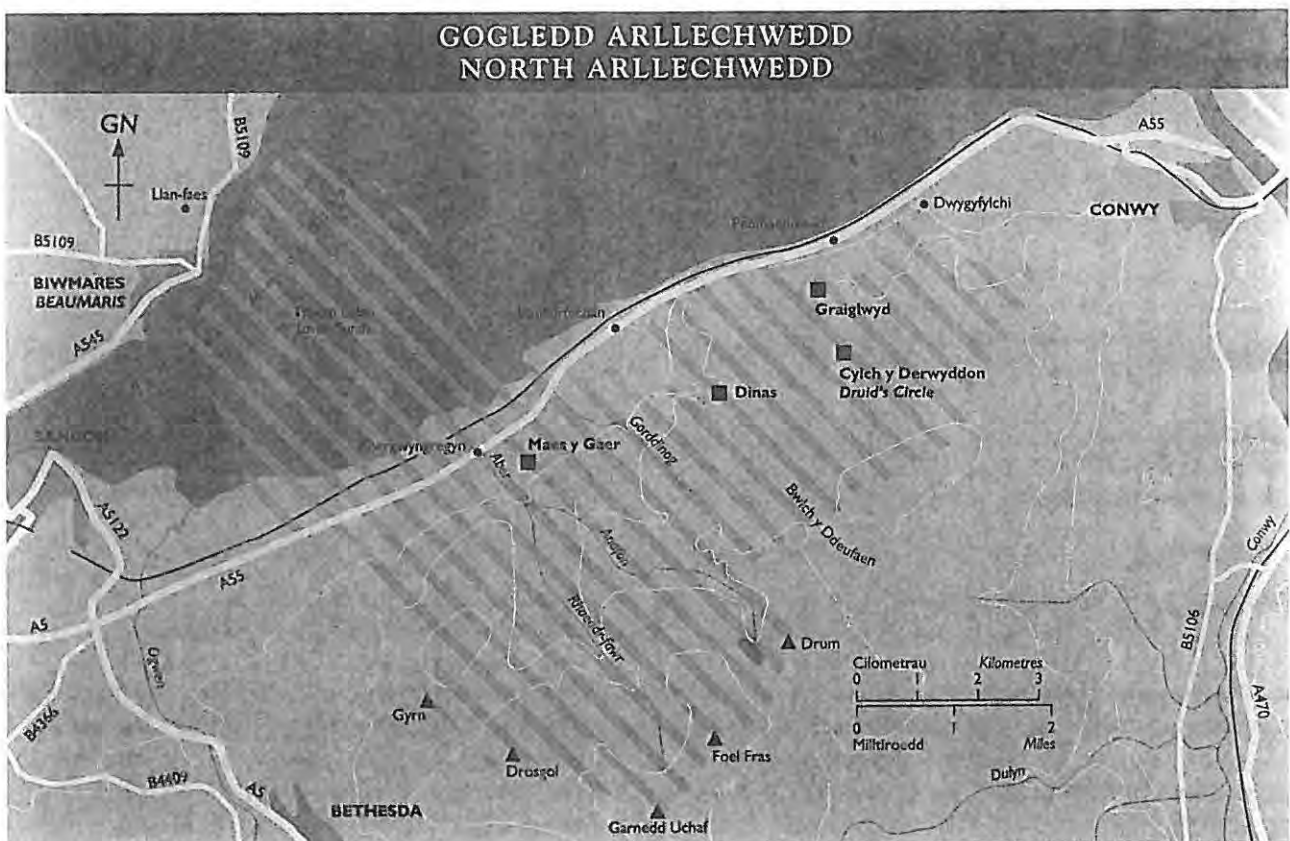
Tybir bod llawer o'r llwybrau yn yr ardal yn rhai cynhanesyddol, yn arbennig y rhai o'r arfordir at Fwlch y Ddeufaen, a than yr adeiladwyd ffyrdd yn yr ardal yn y 18fed ganrif, dyna oedd yr unig ffordd i osgoi'r arfordir peryglus o amgylch Penmaenmawr. Mae'r ffordd Rufeinig o Canovium (Caerhun) yn cyrraedd yr ardal trwy Fwlch y Ddeufaen a gellir ei gweld am gryn bellter hyd at ddyffryn Gorddino, lle mae'n

potential for further work, including the study of historical, documentary sources.

The Neolithic axe factory at Graiglwyd produced stone axe heads which, from examples that have been found, were widely distributed as 'rough-outs' or blanks to be finished off in places as far afield as southern Britain, Scotland and Ireland. The location of this resource may, in part, account for the great concentration of funerary and ritual monuments to be found in the area during the latter part of this period and the ensuing Bronze Age, particularly above Graiglwyd in the vicinity of the Druid's Circle. The sites, often occurring in groups or cemeteries, include cairns of various forms, stone circles, cists, standing stones and so on, and extend to the Aber valley in the west and through Bwlch y Ddeufaen and beyond in the south. The area is one of the richest and most important in western Britain for this type of evidence.

It is unknown where the builders of these sites lived, but it may be significant that the area also contains a concentration of burnt stone mounds, the sites of communal cooking places often found to be associated with prehistoric settlement. However, evidence of the hut settlements, enclosures and field systems of the succeeding Iron Age and Romano-British periods has survived in an almost unbroken pattern in the valleys and on the intermediate slopes throughout the area. The largest of the Iron Age settlements, Braich y Ddinas hillfort on Penmaenmawr, was destroyed by quarrying earlier this century, but two smaller forts have survived, one at Maes y Gaer above the mouth of the Aber valley and the other, Dinas, sited on a prominent spur above Llanfairfechan.

Many of the trackways in the area are presumed to have prehistoric origins, particularly the routes from the coast to Bwlch y Ddeufaen, which, until roads were constructed in the area in the 18th century, was the only way of avoiding the treacherous coastline around Penmaenmawr. The line of



Cylch y Derwyddon.



Hawlfraim y Gwern: CBIIC/Crown Copyright: RCAHw.

Druid's Circle.

mynd ar i waered at yr arfordir. Yn ddiweddarach, rhoddwyd blaenoriaeth i fynd i lawr at yr arfordir trwy ddyffryn Aber. Ar ôl adeiladu ffordd dollborth yn y 18fed ganrif, ymddengys mai Abergwyngregyn oedd y man cychwyn i groesi Traeth Lafan i gyrraedd fferi Biwmares, ond mae'n debyg mai'r man lwn a fu'r man cychwyn am ganrifoedd cyn hynny.

Cododd y Normaniaid domen neu fwnt yn yr 11fed ganrif ar lan orllewinol Afon Aber a bellach mae'n ganolog yn y pentref presennol. Abergwyngregyn oedd maerdref neu ganolfan weinyddol cwmwd Arllechwedd Uchaf, a hoff gartref tywysogion Gwynedd yn y 13edd ganrif. Yn dilyn y gwaith cloddio diweddar yn y cae wrth y mwnt, ymddengys y cadarnhawyd bodolaeth neuadd adeiniog dair-uned yno o'r Canol Oesoedd, yn gysylltiedig â chrochenwaith o'r 13edd ganrif. Dichon mai'r unig enghraifft debyg o gyfosodiad mwnt a neuadd yw'r safle cyffelyb ym Mhrysor yn ardal Trawsfynydd (t. 111), sef ffaith sy'n tanlinellu pa mor bwysig oedd y ddau safle.

Goroesodd olion aneddiadau cyfoesol a diweddar yn nyffryn Aber ac ar y llechweddau uwchlaw, gyda cyfundrefnau caeau creiriol sy'n ymestyn mewn llawer man am nifer o hectarau. Yn fynych, gellir gweld eu hamlinellau ar ffotograffau o'r awyr, gan gynnwys marciau gwrymiau a chwysi lle buwyd yn trin y tir. Mae'r olion yn gorwedd dros y patrymau cynhanesyddol cynharach a cheir llawer o bosibiliadau o ran arolygon pellach yn y maes yn gylltiedig ag astudiaethau palaeoamgylcheddol, ac o ran ymchwil dogfennol ar y cyfnodau diweddarach, fel y gellir archwilio'r dulliau a arweiniodd yn barhaus at weithgarwch a dibenion tir mor ddwys yn yr ardal.

Mewn amseroedd mwy diweddar, cafodd Graiglwyd ei chwarella ar raddfa ddwys am gerrig adeiladu a cherrig ffyrdd, ac mae nifer o nodweddion archeolegol diwydiannol yn

the Roman road from Canovium (Caerhun) enters the area through Bwlch y Ddeufaen and can be traced for some distance as far as the Gorddingog valley, where it drops to the coast. Later routes down to the coast favoured the Aber valley. Following the construction of the turnpike road in the 18th century, Abergwyngregyn appears to have been the starting point for crossing the Lavan Sands for the Beaumaris ferry, but it is likely that this area had in fact been the starting point for many centuries before.

A motte was constructed by the Normans in the 11th century on the west bank of the River Aber and now stands central to the present village. Abergwyngregyn was the maerdref or the administrative centre of the commote of Arllechwedd Uchaf, and a favourite residence of the princes of Gwynedd in the 13th century. Recent excavations in the field adjacent to the motte seem to have confirmed the presence there of a medieval three-unit, winged hall, associated with 13th century pottery. The juxtaposition of motte and the hall or neuadd can possibly only be paralleled by what might be a similar complex at Prysor in the Trawsfynydd area (p. 111), a fact which underlines the importance of both sites.

The remains of contemporary and later settlements survive in the Aber valley and on the slopes above with relict field systems extending in some places over several hectares. Their outlines, including ridge and furrow cultivation marks, can often be traced on aerial photographs. The remains overlie the earlier prehistoric patterns and there is much potential for further field survey allied to palaeoenvironmental studies, and for documentary research for the later periods, so as to examine the mechanisms which have continually led to such intense land use and activity in the area.

goroesi yn y manau lle na fyddir bellach yn eu chwarael. Datblygodd Llanfairfechan a Phenmaenmawr (y naill a'r llall ar hyn o bryd y tu allan i'r ardal a ddisgrifir yma) yn sylweddol yn sgil y fenter hon tua diwedd y 19edd ganrif. Yn ystod yr un cynnod, bu profion aflwyddiannus am fwyn hacarn ar nifer o safleoedd uwchlaw Abergwyngregyn, a gellir gweld olion y lefelau a'r tomennydd gwastraff hyd heddiw. Yn yr 20fed ganrif, parhaodd yr ardal yn dramwyfa naturiol gydag amryw o brif bibellau nwy tanddaearaol ar bwysedd uchel a llinellau trydan foltedd uchel yn ei chroesi i osgoi'r arfordir. Mae ymestyniad 725m ceblau lein 400kv y Grid Cenedlaethol ar draws dyffryn Aber yn un o'r rhai hwyaf yn y byd.

In more recent times, Graiglywd has been intensively quarried for building and roadstone, and there are a number of industrial archaeological features surviving in the areas no longer worked. The villages of Llanfairfechan and Penmaenmawr (both currently outside the area described here) developed considerably as a result of this enterprise in the late 19th century. During the same period, unsuccessful trials for iron ore occurred at several sites above Abergwyngregyn, and the remains of the levels and waste tips can still be seen. In the 20th century, the area has maintained its preminence as a natural route corridor, with several underground high pressure gas mains and high voltage electricity transmission lines crossing through it to avoid the coast. The 725m cable span of the 400kv National Grid line across the Aber valley is one of the longest in the world.

CRYNODEB

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|---------------------------|--|
| Rhif cyf | HLW (Gw) 12 |
| Rhif map mynegai | 30 |
| Map AO | Landranger 115 |
| Sir flaenorol | Gwynedd |
| Awdurdod unedol | Gwynedd, Conwy |
| Prif ddyngodiadau helaeth | Mae rhan helaethaf yr ardal ym Mbarc Cenedlaethol Eryri. Mae'r ardal yn cynnwys: Gwarchodfa Natur Genedlaethol Coedydd Aber, Traeth Lafan a rhan ogleddol Safleoedd o Ddiddordeb Gwyddonol Arbennig y Carneddau; Heneb Cofrestredig ardal cylch meini Penmaenmawr; Ardal Gadwraeth Aber. |
| Meini prauw | 2, 3 |
| Cynnwys ac arcyddocâd | Ardal ranedig, ucheldir gan fwyaf, ar lechweddau gogleddol y Carneddau yng ngogledd Eryri, lle ceir tystiolaeth greiriol dda am aneddiadau a defnydd tir cychol o'r cynnod cynhanesyddol hyd at y Canol Oesoedd a'r cynnodau diweddar. Mae'r ardal yn cynnwys: safle ffatri fuceill Neolithig; toreh hynod o gofadeiliau angladdol a defodol o Oes yr Efydd; bryngaer, au, aneddiadau a chyfundrefnau caeau o Oes yr Haearn; ffyrdd cynhanesyddol; ffordd Rufeinig; aneddiadau, cyfundrefnau caeau, munt a chanolfan cwmwd yn Abergwyngregyn o'r Canol Oesoedd; olion diweddar mwyngloddio a chwarael. |

SUMMARY

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|-----------------------------|--|
| Ref number | HLW (Gw) 12 |
| Index map no. | 30 |
| OS map | Landranger 115 |
| Former county | Gwynedd |
| Unitary authority | Gwynedd, Conwy |
| Principal area designations | The greater part of the area is within the Snowdonia National Park. The area includes: Coedydd Aber National Nature Reserve, Traeth Lafan and the north part of Carneddau Sites of Special Scientific Interest; the area of the Penmaenmawr stone circle Scheduled Ancient Monument; Aber Conservation Area. |
| Criteria | 2, 3 |
| Contents and significance | A dissected, mainly upland, area situated on the northern flanks of the Carneddau ridge in north Snowdonia, containing well-preserved relict evidence of recurrent land use and settlement from the prehistoric to medieval and later periods. The area includes: a Neolithic axe factory site; dense and remarkable concentrations of Bronze Age funerary and ritual monuments; Iron Age hillforts, settlements, field systems; prehistoric trackways; a Roman road; medieval settlements, field systems, a motte and commotal centre at Abergwyngregyn; recent mining and quarrying remains. |

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