
Urban Characterisation: **Pwllheli**



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and Gwynedd Council

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Urban Characterisation: Pwelli

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PWLLHELI: URBAN CHARACTERISATION

1. INTRODUCTION

1.1 General introduction

This is one of a series of projects jointly funded by Cadw and Gwynedd Council and carried out by Gwynedd Archaeological Trust. Similar projects are being undertaken throughout Wales funded by the relevant Local Authority and Cadw.

The aim of the characterisation survey is to describe and explain the historic character of towns in order to inform and support positive conservation and regeneration programmes. They will improve the quality of planning advice, and contribute to local interpretation strategies. The survey will define the distinctive historical character of Pwllheli, and identify the variety of character within it. The aims of the survey are based upon the understanding that the variety of character identified during the survey is fundamental to local distinctiveness and pride of place, and these are to be seen as assets within the process of regeneration.

1.2 Acknowledgements

The rapid assimilation of knowledge required to understand the development of a town cannot be achieved without considerable help from local historians and others working in the same field. I am very grateful to J Dilwyn Williams, Gwynedd Archives, for all his help, and Gwynfor Roberts, Conservation Architect, Cyngor Gwynedd for help and advice. Mr and Mrs Harden kindly allowed estate maps to be examined at Nanhoron. Adam Voelcker was generous in allowing the text of his forthcoming Pevsner volume to be consulted in advance of publication. Judith Alfrey, Cadw, has given help and advice throughout the project.

1.3 Street names

Pwllheli is unusual in having a series of street names which have different meanings in English and Welsh. The names are discussed by Lloyd Hughes (1991). In this report the English names are generally used simply because the report is written in English, and it seemed best to be consistent in approach. The Welsh names are appended in brackets when the name is first mentioned.

2. METHODOLOGY

2.1 Introduction

The methodology employed to undertake the project is based upon that developed by Cadw following initial projects undertaken by Cambria Archaeology of Carmarthen (Cambria 2005) and Gwynedd Archaeological Trust of Bangor (GAT 2007). These in turn were based upon a methodology developed in England for urban characterization and assessment, and in particular the studies undertaken by the Cornwall and Scilly Urban Survey (see details at <http://www.historic-cornwall.org.uk/>).

The following methods were used to achieve the stated aims.

Data collection

This phase included the collection of data from regional and national historic environment records, including those kept at Gwynedd Archaeological Trust, RCAHMW, Cadw and National Museums and Galleries of Wales. Archive records were obtained from Gwynedd Archives, University of Wales, Bangor and National Library of Wales. The records were entered onto a database that was compatible with the regional Historic Environment Record, and their location identified through a geographical information system (MapInfo). Additional records and information sources were identified from historic maps, prints and photographs, and literature sources, including early antiquarian works.

Interpretation

This phase involved the compilation of a report that described the archaeological and historical development of the town, as indicated by the data gathered during the first phase.

Characterisation

The characterisation process combined the understanding gained from the historic and archaeological survey with a visual assessment of the surviving historic fabric. The development of the topography of the town was noted, and phases of historic settlement identified. Distinctive architectural forms, materials and significant elements of town and streetscapes were recorded.

Strategy

The final phase of the project used the information gained from the earlier phases to provide a series of strategic policies that can feed into local authority plans and documentation. The archaeological and character zones were used to identify planning aims and recommendations.

Wherever possible the work has been undertaken in conjunction with Local Authority planning officers, and has taken into account relevant documentation such as local conservation plans and policy documents concerning urban and brown-field regeneration.

The information gathered as part of this project will be held by the regional Historic Environment Record to allow future advice on developments within historic urban areas to

be relevant and up to date, and ensure that policies involving the built environment are based on accurate knowledge.

2.2 Bibliographic sources

A list of works consulted, combined with bibliographic references is given at the end of this report.

Three major studies have been published on the history of Pwllheli: namely T Jones Pierce's study of the medieval borough (Pierce 1941-4); a history of the town by D G Lloyd Hughes (Hughes 1991), which is a culmination of many years work, and combines the results of earlier publications in article and book form; a study of maritime Pwllheli by Lewis Lloyd (Lloyd 1991). The history of Solomon Andrew's work is covered by Andrews 1976 and 1995. Two collections of early photographs have been edited by Alister Williams (1990 and 1991).

General histories of Welsh towns which discuss Pwllheli include Lewis (1912), Carter (1966) and Soulsby (1983).

Contemporary descriptions of Pwllheli by topographical writers of the 18th and 19th centuries include Pennant (1781); Bingley (1800); Hyde-Hall (Jones 1952); Fenton (Fisher 1917) and Lewis (1833).

Pwllheli did not attract many early topographic artists, though Moses Griffith and Richard Colt-Hoare painted scenes here, and the photographic work of John Thomas is valuable also.

2.3 Previous archaeological work

Archaeological studies have been very few. Medieval aspects are examined by Johnstone (2000), as part of a wider examination of Llys and Maerdref sites in Gwynedd. The archaeology of the harbour was assessed as part of the Cadw funded review of ports and harbours around the Welsh coast (Davidson 2003). An archaeological assessment was undertaken in advance of the construction of the Azda store at Pentre Poeth (Giffords 1999). The Afon Rhyd-Hir and Abererch tidal gates have been recorded in advance of repair and renewal (Milne 2001; Roberts 2005). A building record was completed of the former tram ticket offices by the West End hotel prior to demolition (Jones 2007). A well was observed in the former timber yard at Lon Abererch during renovation works (PRN 1306: FI file)

No excavations have been undertaken within the medieval town, though, as will be seen, there is considerable potential for the recovery of archaeological evidence from medieval and later times.

3. THE PLANNING PROCESS

3.1 Current legislation

The local Planning authorities are recognised and identified as having the key role in protecting our archaeological heritage. Government advice and planning case law clearly establish archaeology as a 'material consideration' in the planning authorities' assessment and determination of a planning application. This is seen both in national and regional policy documents and guidelines.

The protection of the vulnerable historic environment falls into two broad categories: Statutory protection and non-statutory protection.

Statutory protection is provided by the following Acts and Orders:

- The Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983
- The Town and Country Planning Act 1990
- The Planning and Compensation Act 1991
- Statutory Instrument 1199, the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988
- Statutory Instrument 1995 No. 419, The Town and Country Planning (General Development Procedure) Order 1995

Designations arising from these Acts and Orders are Scheduled Ancient Monuments, Listed Buildings and Conservation Areas.

Non-statutory protection is provided by national policies and guidelines contained within:

- Planning Policy Wales, March 2002
- Welsh Office Circular 60/96, Planning and the Historic Environment: Archaeology, December 1996
- Welsh Office Circular 61/96, Planning and the Historic Environment: Historic Buildings and Conservation Areas, December 1996.

The key document in Wales which expands on the legislative background and provides detailed guidance on the handling of archaeology within the planning process is Welsh Office Circular 60/96 - Planning and the Historic Environment: Archaeology (1996). This Welsh Assembly guidance expands on Planning Policy Wales (March 2002), Chapter 6 'Conserving the Historic Environment; particularly paragraphs 6.5.1 to 6.5.6 (see Appendix I for extracts from 60/96).

3.2 Local Plan Policies

Current regional and local plan policies are defined in Gwynedd Structure Plan (adopted 1993) and Dwyfor Local Plan (adopted 1996). These are in the process of being superseded by the Gwynedd Unitary Development Plan, which is intended for adoption in 2008, though its policies can be used as a material determinant in current planning decisions. The

weight to be given to the UDP policies depends upon the current status of the policy and if outstanding objections exist to the policy. The Draft Unitary Development Plan was deposited in 2004, and it is those policies which are given in Appendix II to define the manner in which archaeology is considered within the local and regional planning context.

3.3 Conservation Areas in Pwllheli

The 1990 Town and Country Planning Act defines a conservation area as 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. The centre of Pwllheli was originally designated a Conservation Area in 1986, and extended in 1992. The defined area consists of the historic core of the town centred around the High Street, Gaol Street and Penlan Street.

A Conservation Plan and Delivery Strategy were produced by TACP in 2002 (TACP 2002). Though no radical changes to the boundary of the conservation area were recommended, it was suggested that a separate conservation area might be created to include the 'new town', that is the developments at South Beach and West End.

3.4 Heritage and Local Planning Context

Advice on the management of the archaeological heritage is provided for the Planning Department by Gwynedd Archaeological Planning Service (GAPS), and the Authorities planning officers and GAPS staff combine and contribute to the decision making processes to inform on the likely impact of development on the historic environment and how best to mitigate the impact.

Archaeology is the process by which we can understand past societies through their material remains. These archaeological remains are a finite and non-renewable resource. They are vulnerable to modern development and can, in a short space of time, be entirely destroyed by modern machinery and building methods.

The level of archaeological response is guided by the nature of the archaeological remains and the significance of the impact. Archaeological mitigation is usually imposed through planning conditions, and a relevant programme of archaeological works is advised by archaeologists from GAPS. On occasion a programme of assessment and evaluation may be required prior to the determination of a planning application, so that the appropriate mitigation can be advised.

3.5 Regional Historic Environment Record

The regional Historic Environment Record (HER) is a database of archaeological sites and finds with details of interventions (surveys, excavations, previous work etc) and references. It consists of both a computerised record and a paper record, and is held at the offices of the Gwynedd Archaeological Trust in Bangor. The digital record combines database and GIS functionality, and forms the key component of the planning and archaeology decision making process. The experience and knowledge of the development control archaeologists is used to interpret the record, and provide relevant advice to the planning officers.

3.6 Other relevant strategic documents

3.6.1 Historic Landscape Characterisation

Pwllheli falls within the Lleyn and Bardsey Island Landscape of Outstanding Historic Interest (HLW GW8). The contents and significance of this area are described as follows.

'Lleyn is a large and topographically varied peninsula lying to the south west of Snowdonia, with composite, yet highly integrated and well-preserved evidence of land use, showing continuity and territorial unity possibly from prehistoric times. The area includes: Mesolithic coastal sites; Neolithic chambered tombs and axe factory; upstanding and crop-mark Bronze Age funerary and ritual sites; large Iron Age hillforts; Early Christian sites and associations; Bardsey Island; medieval churches; Nefyn and Pwllheli towns; small dispersed villages and settlements in a distinctive enclosed landscape of stone walls, banks and hedges; Parliamentary Enclosures; recent mineral quarries and associated settlements' (CCW, Cadw and Icomos, 1998, 100).

3.6.2 North Cardigan Bay Shoreline Management Plan

The Shoreline Management Plan has been produced by Gwynedd Council Coast Protection Unit (1999) in order to provide a framework for sustainable future coastal defence.

4. THE PHYSICAL SETTING

4.1 Extent of Area

The extent of the area included within this study is shown on figure 1. It includes all built-up areas of Pwllheli, the harbour, and associated green areas. The original borough boundary is also shown, as well as later extensions into Abererch and Llannor parishes.

4.2 Landscape and Setting

4.2.1 Geological setting

Pwllheli lies mid-way along the southern coast of the Llŷn peninsula, and approximately opposite its neighbouring market town of Nefyn, which lies on the north coast. The peninsula is partially an extension of the Snowdonia massif, and consists of a lowland plateau of Ordovician rocks with an undulating surface varying between 50m and 100m OD,

though on the north side the Precambrian rocks of Anglesey are dominant. There are occasional lower areas formed by shallow valley basins and coastal margins. Rising out of the plateau are steep-sided hills formed of igneous rocks, and, particularly on the south coast, prominent headlands formed of hard microgranites which alternate with long sweeping beaches of softer Ordovician rocks or boulder clay. These headlands provided greater shelter for shipping than did the north coast, though this advantage is partly off-set by the dangers of the wide bay of Porth Neigwl (Cattermole and Tomano 1981; Challinor and Bates 1973, 24-33; Gwynedd Council 1998, 17-25).



Aerial photograph of Pwllheli from the west which shows the original town built on a level terrace below Yr Allt

4.2.2 The development of the coastline

The development of the coastline at Pwllheli is a complex one. Saxton and Speed in 1578 and 1610 both show three rivers, Afon Erch from the east and Afon Rhyd-hir and Afon Penrhos from the west, running into the sea in a single large estuary at Pwllheli. Hughes (1991, 7-11) argues that prior to the 16th century these rivers each had their own estuary, the Afon Penrhos at Tan y Bwlch (SH 355337), the Afon Rhyd-hir at Bwlch y Tywod (SH 377342) and the Afon Erch close to the village of Abererch (SH 394398). If this was the case, the date of the creation of the single estuary is not known with any certainty. The south coast of the Llŷn peninsula has long curving bays that sweep from one rocky headland to the next. Either side Pwllheli they exist from Carreg y Defaid in the west to the rock of Carreg yr Imbill, and east again to the headland of Penychain. The three rivers merge into one estuary, and enter the sea on the east side of Carreg yr Imbill. Prior to the construction of the embankments this created a huge tidal estuary, and Lewis Morris's chart of 1736/7 shows significant salt water estuaries of the Afon Erch and Afon Penrhos lying to the east and west, separated from the sea by sand spits which, on their south side, formed long sandy beaches. Pwllheli was established on the north side of this estuary, alongside an inlet into which flowed a small stream called Afon Golchi. This inlet was, in medieval times, the inner harbour. Hughes suggests this was the original salt water pool to which the name Pwllheli was given. This may be correct, and yet the name may just as aptly have been given to the much larger tidal pool that formed the primary estuary of the three rivers.

The medieval borough was established on a relatively narrow terrace some 350m wide, above which rose the steep slopes of Y Garn and Yr Allt. The original layout of the town was confined by the space available between the sea, the large combined estuaries of the river's Erch and Penrhos, and the steep slopes to the north. The subsequent growth of Pwllheli is the result of successive phases of land reclamation, which allowed expansion of the settlement to the south and west. Much of Pwllheli is now built on areas which were formerly tidal estuary, and this is largely the consequence of the Enclosure Act of 1811, which effectively prevented sea access into the east and west arms of the estuary, and left a rectangular pool that became the inner harbour. This resulted in the development of Y Maes and Glan y Don, and eventually Morfa Mawr and Morfa Garreg. Further harbour works in the early 20th century reclaimed land on the north side of the harbour, along which the railway was extended.

5. HISTORICAL DEVELOPMENT

5.1 Prehistoric and Roman archaeology

Though no prehistoric or Roman settlements are known from Pwllheli, there is evidence from stray finds that they did exist, but have been destroyed by subsequent development. For example, finds from Carreg yr Imbill include a Bronze Age adze and Iron Age spindle whorl (PRN 2212 and 2213; see Green 1981 for details of the adze). Three quern stones and a mortar of late prehistoric or Roman date were found in the vicinity of Pwllheli, though the exact findspot is not known (PRN 2259; RCAHMW 1964, xl).



Carreg yr Imbill

5.2 Pwllheli in medieval times

The origins of Pwllheli are obscure. What is certain is that under the later Welsh princes in the 12th century it was to become the administrative centre of the commote of Afloegion, and like Nefyn on the north side of the Llŷn it was to develop into a town and port, eventually to be granted borough status. Whilst it was the benefits of a secure harbour that encouraged the growth of the town, the location of the original medieval centre of the commote, the llys or court where the princes would have stayed during their peripatetic journeys, remains uncertain. There is evidence, however, to suggest that the original commotal centre may have lain closer to the parish church of Deneio, north-east of which is the farm of Henllys, perhaps denoting the site of the earlier llys.

The first real information we have about Pwllheli is from post-conquest surveys and taxation documents. The extent of 1284, incorporated in later Minister's Accounts, confirms the existence of a court which was maintained by the tenants, and a home farm, estimated at about 180 acres, of which at the time of the extent two thirds was let to the community of Pwllheli and one third to Rhirid ap Cadwgan, chief bailiff. There was a mill, (the mill of Deneio) to which the tenants were obliged to take their grain to be ground. The extent records that 20 shillings was paid by the tenants at 1 shilling per household. This figure of approximately 20 households contrasts with the 120 householders recorded at Nefyn, and it is clear that at this stage Pwllheli was a relatively small settlement. The small size, and in particular the evidence for a shift to the coast, has led Professor Jones Pierce to

suggest that Pwllheli was a purposeful creation, perhaps by Llywelyn ap Iorwerth, to establish a combined commotal centre and trading port, so complimenting the successful boroughs of Llanfaes and Nefyn (Pierce 1972, 142-4). This idea is re-enforced by the references to 'burgages' within the extent, a term that had a distinct tenurial meaning, and the use of the standard rent of 12d per burgage (idem, 143).

Repairs were made to the chamber, solar and hawk house in 1306-7, when the solar was thatched, and large new beams were placed in the hall (Pierce 1930, 151). The location of these buildings is in some doubt, but if the shift in settlement location had occurred by this date, they would have lain on the area later known as Gadlys (see below).

Though Pwllheli was not formally granted borough status until 1355, the surviving documents would suggest it was operating under a similar tenure to other boroughs of Welsh origin such as Llanfaes, Nefyn and Tywyn. The crown farmed out the customary rents and profits of the borough, and this, combined with the presence of a court and bailiff distinct from those of the commote, would have placed the borough on a similar footing to the English boroughs, despite the lack of formal recognition.

Crown grants of Pwllheli are first recorded in 1317, when it was committed to Edmund de Dyneieton. In 1349 it was granted to Sir Nigel Loryng, one of the original Knights of the Garter, and a member of the personal body guard of the Prince of Wales. Six years later in 1355, partly at the instigation of Sir Nigel, Pwllheli was created a 'free borough'. Two annual fairs were to be held, and a weekly market on Sunday. The privileges granted to the burgesses were based on those of Newborough, and in turn Rhuddlan and Hereford. The heirs of Nigel Loryng held Pwllheli until 1397, when it reverted to the Crown, and was subsequently let to Thomas Percy.

The revolt of Owain Glyndwr had a profound impact upon the economy of Wales, and in particular those features of the economy which were seen to be alien to the native institutions of the country. Pwllheli suffered as much, if not more, than other Welsh boroughs, and paid no rents between 1401 and 1412. In 1409 the sheriff says in his return 'Nothing this year because the manor is in ruins and the lands laid waste as a result of the rebellion of the Welsh' (Pierce 1972, 156). The town was slow to recover, and in the mid-15th century it was only yielding £4, in contrast to the pre-revolt fee-farm rent of £14, set in 1359. Many of the burgage plots came to be held by the new estate-building families that lived outside the borough, such as that of Hugh ap John Madryn of Llanerch Fawr, and the Bodfel family, but though they lived outside the borough they still claimed the full rights of the resident burgesses. The resident and non-resident burgesses were, however, given a rude awakening when the manor of Pwllheli was granted to George Sheppard in 1586. The town was emerging from its former economic recess, and the dues now collected from trade in the town would provide a useful income. In addition to these Sheppard also attempted to take full control of the borough lands, and charge full rent on all property. Lengthy court cases ensued, and though Sheppard failed to obtain all he wanted, these actions resulted in greater concentration on legality of tenure

and an increase in the sale and purchase of lands. Many inherited lands consisted of scattered strips within the fields outside the town, however the trend was now towards the acquisition of larger, more coherent, blocks of land by new owners who were busy building up large estates throughout Caernarfonshire. By the 18th century most of the scattered quilllets had been incorporated into farms that are identifiable on the Tithe award map of 1844.

5.3 Pwllheli in post-medieval times

The growth of the town was relatively slow between the 16th and 18th centuries. It is unlikely that many of the earlier medieval buildings would have been suitable for use, and there must have been substantial rebuilding of all houses and buildings after the Glyndwr revolt and during the slow recovery. There are references to several new substantial houses being built within the town in the 16th and 17th centuries. Plas Tanrallt was built by William ap Robert c. 1600, and Plas Tai Tan yr Allt by his son-in-law Harri Humphreys (Pierce 1972, 190). The Madryn's of Llanerch had a town house not far from Gadlys on the Abererch road, and close-by was a horse mill and a tannery (Pierce 1972, 184). The population expanded in the 16th century to some 72 households (PRO, E.178/380, quoted in Pierce 1972, 183), and the housing formerly clustered around the harbour would now have expanded along what was to become the High Street.

Maritime trade was important, and played a significant role in the growth of the town. A mid-16th century description describes the harbour as 'A proper haven for a shippe of 100, bare of corne but enoughe of cattell' (description by Dr Thomas Phaer c. 1551, transcribed in Robinson 1972, 500). In a survey of 1566 the town had no vessels of its own, and consisted of 36 households (Lewis 1927, 308). Leland describes it as a 'poore market' though a contemporary poet mentions the paved area where a large market was situated (Ieuan Tew in the late 16th century, quoted by Pierce 1972, 185). Trade was conducted in agricultural produce, malted barley and coal, and by 1603 Pwllheli had contacts with ports all round the Irish Sea, and two vessels of its own (Lloyd 1991, 12-13; see also Lewis 1927 for details of trade in the 16th and 17th centuries). Fishing also played an important role, and Lewis Morris records 'Beds of Oysters, and plenty of other Fish, and some years they have a good Herring fishery here; but the chief commodities of the place are butter and cheese' (Budenberg 1987, 14). Piracy and smuggling were lucrative trades, encouraged by local land-owners, and Pwllheli was often deeply involved with both.

The earliest harbour is thought to have lain within a tidal pool north of the High Street that extended to Llawr y Gors, where the present Asda supermarket is now sited. This became silted up in late medieval times, and the principal quay was moved to Ty Eiddew at the lower end of the High Street. The limits of the port were laid down in 1723 as from a 'cornall of a wall of Gadlis ground lying south-west to ye southern corner of garden wall of Tu Iddew' (quoted in Hughes 1991, 12). Lewis Morris does not show this clearly, but certainly the limits of the town seemed to form the south and east sides of a square, with the corner being located approximately at Penymount and Ty Eiddew. Woods map of 1834 clearly marks the top of the High Street (which he



*One of the 19th century yards next to Penmount Chapel
(Williams.W, 'Pwllheli', 1991, No 17)*

Strand Street) 'The Port'. He also shows 'The Quay' and 'Custom House Square' at the south end of Penlan Street, though the quay was no longer available to ships following the construction of the embankment in 1811. It seems probable, therefore, that in the late 18th century a new quay was constructed at the lower end of Penlan street, and the Custom House was moved there. This quay was more exposed than the other, and in 1808 the Corporation leased the shoreline at Ty Eiddew to three English merchants who built a quay from the north corner of the harbour by the Black Lion to Ty Eiddew and beyond, possibly as far as where New Street was to be built in the 1860's. The Afon Olchi was culverted, and the Llawr y Gors area was fully reclaimed from tidal waters.

The event to have the greatest impact upon the topographical development of Pwllheli was, however, not undertaken until the second decade of the 19th century. The Enclosure Act of 1811 included several sites on the Llŷn peninsula, though Pwllheli was the largest. The commissioner for the Act was Richard Ellis, a local attorney and burgess of Pwllheli, and a local landowner. He was accused of a number of sharp practices, and the enclosure did not run smoothly (Chapman 1992, 41; the Act is discussed by Dodd 1971, 83; Hughes 1991, 14-20 and Lloyd 1991, 22-4). Nonetheless, by 1815 two new embankments to the east and west of the harbour had resulted in the reclamation of over 300 acres on the west, and a similar area on the east in Abererch parish. To the west the combined estuary of the Rhyd-Hir, Penrhos and Ddwryd rivers, which previously had been tidal, was now protected by the town embankment over 700m long, with sluice gates at the north end. The estuary of the Afon Erch was similarly protected by an embankment that lay between the rock outcrops of Allt Fawr and Glan y Don, thereby utilizing the existing sand banks that formed the east side of the harbour. The scheme resulted in the addition of over 600 acres of reclaimed land and an improved harbour. There were other impacts also. The town embankment now made access to Morfa Mawr much easier, and opened up the way for development there, though it would be several decades before advantage was taken of this. In the shorter term, the land available for building was considerably increased to the south-west, where the Maes and adjacent development now took place. The quay at Penlan, which had become redundant following the construction of the embankment, was demolished in the 1840's to make way for the Mitre Hotel, though a new quay was built alongside the embankment.

The construction of the harbour at Portmadog during the early 19th century as part of William Madocks inspiring scheme provided severe competition for Pwllheli, and though the former was eventually to become the more important, the new inner harbour at Pwllheli created by the construction of the two embankments, was busy throughout the middle decades of the 19th century, both for trade and for ship building and repairing. Ship building was carried on in Pwllheli from as early as the 17th century, but it came to form a significant industry in the 19th century, and over 400 ships were built there, from small sloops of seven or eight tons to the 693 ton Margaret Pugh, the largest ship to be built in north Wales. The timber, scarce in Llŷn, was initially brought in from Ardudwy, though greater use was later made of imported timber from North America. In 1801, Colt Hoare records 'I found a comfortable inn lately built at Pwllheli, a little town on the coast without a church, the one appropriated to it at Denyo being at some distance.... This little town seems in a flourishing condition. I saw a large Guineaman on the stocks fitted for 600 slaves' (Thompson 1983, 189). The shipbuilding industry was particularly influenced by William Jones, who became a shipbuilder in 1835, and was a major shipowner and a timber merchant dealing in Canadian timber. William Jones lived in Brynhfryd, one of the few large houses that lay on the outskirts of the town. He was Mayor of Pwllheli on more than one occasion, and was a leading Baptist. The brothers John Arthur and Richard Arthur Prichard ran a successful shipbuilding yard at Glanydon. The most active period of shipbuilding was between 1835 and 1862. The last ship was built at Pwllheli in 1878 (see Lloyd 1991 for further details of the rise and decline in ship building at Pwllheli).

Pwllheli is known for being a centre of Non-conformism, and chapel buildings of the different denominations form a very physical presence within the town. The Independent chapel at Penylan was one of the earliest to be established, and a chapel was built there by 1744. The first Methodist chapel was built at Penmount in 1780. Both chapels were subsequently rebuilt and enlarged, and Penmount dominated the coastline, just as its breakaway chapel at Salem dominates the north view up Gaol Street, and Penylan the lower end of the same street. The decision early in the 19th century to rebuild the parish church of Deneio within the town on land at Lleiniau led to the rapid development of the former strip fields north of the High Street (Hughes 1991, 242-284 details the religious development of the town).

5.4 Development at South Beach and West End

In 1867 the Cambrian Railway was opened to a station constructed a short distance east of Pwllheli. Its arrival helped fuel ideas to develop the tourist potential of the town. William Potts was already buying up land for development, and though he built the house at Talcymerau no large scale development took place. His lands were bought by a relative, John Churton, who was later approached by three local businessmen who hoped to build a resort at South Beach on Morfa Mawr. They succeeded in building roads, two hotels, houses and the promenade. The project eventually foundered through lack of finance (Hughes 1991, 25-7). However further development was boosted by the arrival of Solomon Andrews, a Cardiff businessman who visited



Soloman Andrews hotel at west end under construction 1898. (Andrews. J, 'The story of Soloman Andrews and his family, 1976, p.103)

the town in 1893, after seeing land advertised for sale. He bought a large plot of land west of the embankment, much of it reclaimed land, which was to form the basis of his development at West End, starting with the construction of the West End Hotel (see Andrews 1976 for a detailed account of Solomon Andrews undertakings). A tramway was built to Llanbedrog, initially to obtain stone from a quarry, but it also carried passengers, and another one was built to run into the town along Cardiff Road (Andrews 1995 contains details of the tramway and its development). The developments funded by Andrews created an economic boost that also impacted upon the old town, and many of the shops still show evidence of rebuilding during this period, though the most dramatic development there was, perhaps, the new red brick town hall.

5.5 The new harbour

The rise in prosperity also encouraged the harbour improvements of 1904-8. An embankment was built along the north side of the harbour from the first railway station to Pen y Cob. This had the effect of reclaiming 18 acres of land, and facilitated the extension of the railway into the town. A new embankment was also constructed on the east side of the harbour at Glan y Don. The inner harbour was dredged to provide a depth of 11ft at High Water, and the dredged material was used to create an 8 acre island in the harbour. A weir and tidal gates were built across the entrance to the harbour, and the outer harbour between the gates and Carreg yr Imbill was dredged (Hughes 1991, 21-35).

The new harbour did not prove a great financial success, and was never fully utilized. In the late 1980's a marina was constructed on the west side of the harbour following dredging. The dredged material was used to build an embankment from the island within the harbour to the 1809 embankment, thus linking the two.

6. ARCHAEOLOGICAL RESOURCE

There is very slight evidence for pre-medieval settlement at Pwllheli, the principal finds to date coming from the area of Carreg yr Imbill. The potential for archaeological remains surviving in that area must be considered low, given the extent of quarrying that took place there, and subsequent landscaping. Nonetheless, in order to understand the development of Pwllheli, it is necessary to obtain a clearer understanding of the development of Morfa Garreg and Morfa Mawr, and the sands may retain evidence for prehistoric occupation, or it might be possible to date periods of accumulation and stabilisation using OSL dating techniques.



Carpark at Gadlys

The potential for medieval archaeology is high within the old town. The mound behind Penmount may be a medieval motte, and this hypothesis should be tested. The placename 'gadlys', which is applied to the present carpark behind Penlan Street, indicates the site of the 12th century llys. The junction of the High Street with Penlan Street and Kingshead Street was the centre of the medieval borough, and the location of the market place. Medieval development is likely along Kingshead Street, which would have lain alongside the medieval harbour, and perhaps North Street, which lay down the far side of the harbour, and certainly later had its own name of Pentre Poeth. Any development within the centre of the old town has good potential for



Aerial photograph showing the medieval coast edge and roads

recovering information relating to the medieval and early modern periods.

The potential for the recovery of organic artefacts, including former boats, from waterlogged deposits is high. This would include the area of the medieval harbour, now the Azda carpark, and areas close to Y Maes.

Though no known medieval buildings survive in Pwllheli, there is potential for earlier building remains to survive encased within later façades. An historic building survey should be undertaken within the old town. This would make use of a mixture of archive and field survey techniques to identify earlier buildings. Renovation work within the old town should be preceded by historic building surveys to assess the survival of historic fabric.

7. PRESENT SETTLEMENT CHARACTER: A SUMMARY

7.1 Historical topography: The pattern of settlement and land use

The section on landscape development above (paragraph 3.2) describes how the original medieval settlement was located on a relatively narrow terrace of land lying between a coastal estuary to the south and the steep wooded slopes of Y Garn and Yr Allt to the north. The settlement was sited alongside a coastal inlet, which provided a protected harbour. The extent to which the sand spits either side Cargreg yr Imbill had become established is not known, though they were certainly there by the early 18th century, as Lewis Morris shows them on his chart of 1736. The mound at Penmount lay at the seaward end of a peninsula jutting south into the sea, and the site of the medieval court lay adjacent on its north-west side. Initial communications by road were along the High Street and out west to Llŷn, east around the harbour up Kings Head Street and North Street to Caernarfon and Abererch, and north to the church up Troed yr Allt. Penlan Street, linking the High Street with the harbour is an early development, and probably medieval in origin, whereas Gaol Street is somewhat later, though certainly in place by the 18th century. The town fields, divided into curving strips, lay between the steep rise of Yr Allt and the High Street, though they might originally have run through to the coast, crossing the line of the High Street. The area north of the High Street is still called Lleiniau, and at the northern end Penlleiniau, referring to the headland at the upper end of the strips (Pierce 1940 discusses in detail the medieval landscape).

By the 18th century the town had developed west along the High Street as far as Gaol Street, and down to the coast edge. Also fully developed were Penlan Street, Kingshead Street and much of North Street. The grammar school was established above the junction of Kingshead Street with North Street, on Troed yr Allt.

The creek that had formed the original harbour had silted up by the early 18th century, and the principal landing places lay at Penmount at the south end of the lower High Street, and at the bottom of Penlan Street and Gaol Street. A road linking the Crown Inn, which lay by the market place, to Caernarfon Road was built across the silted up creek, thereby avoiding the detour around Kingshead Street and North Street. Later another road was built across the east end of the creek, and the area now landlocked became known as Y Gors, or Llawr y Gors, and was slowly developed as local industries, housing and the cattle market were established on it.

The Enclosure Act of 1811 resulted in significant changes to the natural landscape, and created the potential for major growth, the results of which are visible in the layout of the present town. Development could now take place south onto the newly reclaimed land, and we see the slow growth of building at Y Maes and Penhrydlyniog. Ala Road was built along the flatter reclaimed lands to replace the inconvenient Llŷn Street as the principal route west, and Abererch Road was built along the foot of the rock escarpment to the east.



*Gas works and other industrial below the town embankment
(Williams.W, 'Pwllheli', 1991, No 17)*

Wood's map of 1834 shows the development of the town at that time. There was still open space on the slopes of Lleiniau to the north of the High Street, though development in that area had started with the construction of St Peter's church. The majority of residential and commercial development still lay along the principal streets. Timber yards and shipbuilding yards fronted the coast edge from Abererch Road round to the end of Penlan Street. The former 18th century quay is shown now landlocked to the west of the embankment. Industry, for example brewery, slaughter house and limekiln are shown on the east side of town, close to the coast edge. The market place still lay at the junction of Penlan Street and the High Street, but the pig market had been moved to Gaol Street (Stryd Moch in Welsh) and the cattle market had been moved to the reclaimed lands west of the town embankment. Though by 1834 there was little other development by the cattle market, this was to change during the second half of the 19th century, when industry, including the gasworks, tannery, slaughter house and smithy were all sited in this area, away from the main residential areas. Shipbuilding yards were established on the Glanydon embankment in the early 19th century, if not before, and remained busy until the end of that century. Slight development occurred on the west edge of the town, in particular

as far as the workhouse on Ala Road opened in 1837. The Cambrian Railway was built on partly reclaimed lands on the east side of the town as far as the edge of the harbour, though this lay some way from the town centre, and required a long walk or ride for passengers down Abererch Road.

In the last decade of the 19th century the developments at South Beach and West End significantly extended the town to the south. Access to this area had always been possible once the town embankment had been built, but development had been partly hampered by the lack of a suitable water supply, a problem finally solved in 1878. Once started, development on Morfa Mawr was rapid, aided by the capital resources and energy of Solomon Andrews. Further development of the harbour in the early 20th century allowed the railway to be extended into the centre of town, and created new reclaimed areas on the south edge of the old town. The 19th century shipbuilding yards, which had previously dominated the town, had become dormant and with the new harbour their sites were landlocked. Two timber yards are still shown on the 1923 OS map, separated from the sea by the railway, and one at least continued operating until recently.

Principal expansion of the town after 1923 was the consequence of council housing built on the recently reclaimed land north of the harbour along Abererch Road, on Morfa Garreg, and on Ffordd Mela between South Beach and West End. The schools were moved down to West End, and the Council Offices developed at Muriau y Dre. Private development extended west along Ala Road, and this has been the principal area of growth of residential development during the second half of the 20th century. Industry has moved to the outskirts, principally to the industrial estate at Glanydon. The other principal change has occurred south of here, with the establishment of the marina, and the growth of chandlery, boat sales and maintenance workshops, both at Glanydon and at the east end of Morfa Garreg.



Marina at Glan y Don

7.2 Standing fabric: buildings and architecture

7.2.1 Building materials



Scribbled render and brick are two of the principle variations on the High street

The principal building material until the later 19th century was stone. Some of this was from the Carreg yr Imbill quarries – a very dark, hard stone that formed regular blocks. Other buildings, particularly those on the Lower High Street, Kingshead Street and North Street are of a lighter golden brown, and presumably come from the Ordovician mudstones and sandstone of Yr Allt and Y Garn. Buildings using this lighter stone are visible at Ty Eiddew terrace, built c. 1830, where very regular coursed blocks are used. Round the corner at Penmount two more contrasting styles are visible, the earlier one using rounded stones but again in regular courses, and the later row using un-coursed masonry with flush mortar.



Ty Eiddew terrace

There is no evidence for timber buildings here, though one would expect greater use of timber in the Middle Ages, and particularly for the pre-1400 buildings. Similarly there is now no evidence for clay or cob built structures, though these are prevalent elsewhere on Llŷn, and used to exist in Pwllheli also, as shown by a conveyance of 1744 when two mudwall houses were conveyed, with part of a garden and the Meeting House called Pen y Lan, to Trustees (Hughes 1991, 250).



Small early slates on the roof of 18-20 Gaol street

The roofing material is slate, though thatch would have been used for lesser buildings up to the late 18th century. A good example of small early slates is visible at 18-20 Gaol Street.



A row of pebble dashed buildings with door and window architraves on Ala street

Many buildings are now pebble-dashed. This is largely a 20th century technique, and in Pwllheli is usually accompanied by lugged window and door architraves in a raised flat render.



Red brick in Ala street

Brick built houses are relatively few before the last quarter of the 19th century. The Police Station and court were built in 1874 using yellow Ruabon brick, with bands of red brick, however this was relatively rare, and brick was not used extensively until Solomon Andrews developments in the 1890's and early 1900's. Cardiff Road is the best place to see examples of Andrew's work, where the bricks on the front of the house came from the Terra Cotta Works, the brickworks of J C Edwards at Ruabon. Other bricks were obtained locally from the Porth Neigwl brickworks and a small brickworks near the end of Golf Road. He obtained his stone from a quarry at Carreg y Defaid, and built the tramway along the coast to transport it. It is also claimed the West End Hotel and first four houses adjacent were largely constructed of concrete (Andrews 1976, 102-5).

Red Brick is used to good effect on the Midland Bank and Pwlldefaid Stores built 1900, and somewhat dominatingly for the Town Hall built 1902. The terrace of red brick houses in Ala Road is likely to be of similar date.

7.2.2 Building styles

(note: further details of many of the themes discussed below can be found in the descriptions of the character areas)



Penlan Fawr Inn

Classical styles are predominant, and gothic is rarely seen. Two of the earliest buildings are, however, more vernacular in style, namely the 17th century Penlan Fawr Inn, which has a simple single pile plan, but with an unusual open entrance porch with chimney above the gable. On Gaol Street No's 16-20 are a good example of an 18th century, or earlier, vernacular row with steep sloping roofs of graded small slate, tall stone chimney stacks, and eaves slightly overhanging the low first floor windows.

The earliest buildings to survive in any number are of the late 18th century, and Georgian in style. Typically of three storeys, with ashlar scribed rendered fronts and small pane sash windows, they are principally found on the High Street close to the former market square. Others were never rendered, and depending upon the stone are either regularly coursed with thin pointing, or un-coursed with flush pointing. Good examples are visible at the north end of Penlan Street of both types. Many were built as hotels or inns, whilst others started as town houses of the county families. The old town hall, built 1810, is of a dark coursed stone



Georgian 3 storey buildings. High street

from the quarry at Carreg yr Imbill, and other buildings on the High Street can be seen built of this stone also. Long slate lintels were used, and in places, for example at Ty Eiddew, these nearly form horizontal string courses along the length of the building.



Stone shops above Y Maes

The 3-storey stone built terrace tradition continued into the first half of the 19th century, and can be seen on the Maes facing Mitre Terrace, though the windows are now of the later Victorian style, usually of four panes.



Decorative classical detail on the High street

In the later 19th century highly decorative classical fronts were popular in the High Street, and these used a variety of motifs, though denticulated cornices were a particular favourite. Examples include 33-35 High Street, and also into this category would fall the Tower Hotel, in Italianate style. The former Metropolitan Bank (built 1894, demolished 1980) at the lower end of the High Street had a façade with capitals of Doric, Ionic and Corinthian style on the ground, first and second floor respectively. Houses were generally less flamboyant, and those at St Peter's terrace are in a simpler Tuscan style.

Gabled dormers become particularly popular in the later 19th century. The terrace at the top of Salem Crescent has gabled porches and dormers; St Peter's Terrace uses high steep sloping front gables to good effect. Earlier dormers without gables can be seen in Kingshead Street and North Street.



Terrace at Llawr y Gors

The early examples of small terraced houses were largely cleared away during re-housing schemes in the 1930's, but a later terrace from the mid-19th century survives at Llawr y Gors and North Terrace, and another at Penmount Terrace. The houses at Penmount Square are good examples of the smaller terraced house. Those on the lower part of the High Street at Ty Eiddew seem to have been designed by Glynliffon Estate, as plans for very similar houses exist in their archive.



St Peters church

Architect designed buildings are few, and include the relatively small number of buildings in gothic style. The church of St Peter's by J Oldrid Scott is in Decorated gothic, whilst an earlier example of gothic was the British School by Wehnert & Ashdown, now rebuilt as flats following a fire. The use of gothic for the largely non-conformist backed school forms an interesting contrast with the chapels that were being erected during the same period. These, with the exception of the Tabernacle Chapel in Penlan Street, were classical in style, with strong horizontal forms and a mixture of classical ornament. Two of these were designed by Thomas Thomas, and contain his characteristic great arch in the main front.



Coach stable yard behind The Tower

Functional buildings include the stable yard behind the Tower Hotel, and another that formerly served the Madryn Arms hotel behind 32 High Street. Behind the former Bodawen Hotel, reached through an arch, is an unusual triangular building that, by tradition, is the food store for the stables. A former two-storey long warehouse on the east side of the Maes has been converted into a clothes shop.



House at South Beach



Houses at West End

Housing of c. 1900 is particularly well represented by the South Beach and West End developments. These houses are usually of three or four storeys, and brick built. The slightly earlier houses that front South Beach, in Victorian style with tall bay windows and gabled dormers form an interesting contrast with the West End style, which is much less fussier, and leans towards the Arts and Crafts style. The Assembly Rooms on Cardiff Road are in a simple Tuscan style, with a row of arched windows on the first floor.

Later examples of housing include the council houses at Morfa Garreg and Abererch Road, and the private developer funded houses along Ala road beyond the hospital.

8. STATEMENT OF SIGNIFICANCE AND MANAGEMENT

8.1 Landscapes

Pwllheli is an example of a medieval borough and comotal capital that developed into a regional market town and seaside resort. Its coastal location with good harbour facilities and long sandy beaches was instrumental in its foundation and later success. Agriculture, fishing and trade were dominant until the 19th century when ship building became significant. In the early 20th century the seaside resort replaced ship building as the principal element in the economy. The resident population has never been high, and is currently below 4,000. It was not until 1801 that it rose to above 1,000; during the height of the ship building industry in the mid-19th century the population was approximately 2,500.

The history of the town is reflected in its topography and buildings. The medieval remains are of particular significance, and these are discussed in section 4 above. The medieval origins are reflected more clearly in the layout of the old town than in the standing buildings, of which the earliest are 17th century in date. The complex junction where the lower High Street meets the upper High Street, Kingshead Street and Penlan Street was the centre of the medieval town, which developed west along the High Street, and south towards the quays. Kingshead Street and North Street formed a triangle around the earlier medieval harbour to the north. Reclamation and harbour works have resulted in the original function of these streets being lost, and all are now land-locked. This has resulted in a feeling of dislocation in areas of Pwllheli, particularly for example at the lower end of the High Street and its junction with Sand Street, and also at the lower end of New Street. There is little doubt that the successive phases of reclamation, combined with the extension of the railway, have presented a series of difficult planning issues. These particularly reflect the need to link the old with the new in a more coherent manner. This might be best achieved by acknowledging and enhancing the differences in style that occur at the lower ends of High Street, Penlan Street and Gaol Street, though traffic management is also problematic in these areas, as the principal through route runs along the end of them all.

The earlier routes into and out of the town changed after the reclamation of 1811. Two early routes – Llŷn Street and Kingshead Street – retain their original narrow width and variety of style. They have not become the focus of modern industry or out of town shopping, and this is because they ceased to function as through-routes, and neither is easily accessible by car. They therefore retain a much earlier character. It is important to manage this by respecting the existing built heritage, by ensuring future developments are appropriate in scale, and by careful selection of street furniture.



Cardiff road

The High Street also has a particular character of its own, with a wide variety of styles reflecting the economic growth of the town from the 18th century through to 1900. Later buildings exist, including the Woolworths store, but it is the earlier buildings that are dominant, and in particular the eclectic use of classical motifs on the upper façade. It is important that future renovation works retain and enhance the style and scale of the existing buildings.

The former market place has, unfortunately, lost some of its earlier character, partly because it is no longer the market place. However, the buildings still largely survive, and careful management and renovation of the currently redundant buildings could retrieve the situation.

The landscapes of the ‘new town’ at West End, South Beach and Cardiff Road provide a completely different character to that of the old town. This is a good example of a planned resort, and it is important to retain, where possible, the open, resort ambience that Andrews successfully achieved. Whilst maintenance of the houses along the West End promenade must be problematic, they provide an excellent example of seaside development by someone operating at the forefront of Welsh commerce and industry, and who was responsible for the construction of several iconic buildings within the nation’s capital. Constant maintenance of the houses fronting the promenade has resulted in the loss of some original features, but sufficient remains to retain much of their original character. The inclusion of West End and South Beach in a conservation area would ensure this important landscape and the buildings within it are managed sympathetically.



The Market Place

8.2 Buildings

The few early buildings that remain add considerable character to their immediate surroundings and one has only to think of the impact that the Penlan Fawr Inn has upon Penlan Street, or the terrace at 16-20 upon Gaol Street, to realise how unfortunate it is that so few survive. Mathan House on Penlan Street is no longer recognisable as an 18th century building, but it could have made a significant contribution to the character of the street had it been more sympathetically modernised. Other early buildings may survive encased within later façades. A general assessment of historic buildings within the old town, using both archival and field survey techniques, would help identify any surviving examples. Historic building surveys should also be undertaken prior to renovation or rebuilding works.



Mathan House



Early sash windows on the High street

The surviving town houses of vernacular Georgian style, whether rendered or stone-faced, are principally gathered around the location of the former market square, and are significant reminders of the regional importance of the town in the late 18th and early 19th centuries. Many still retain their original small pane sash windows, and some early panelled doors with fanlights remain. Every effort should be made to keep these, or replace them with appropriate modern versions if required.



Penmount Chapel

The regional importance of Pwllheli is reflected in several of its public buildings as well as in its religious buildings. The former British school and adjoining school house have not been sympathetically modernised, though the former open school at Frondeg and the National School at Penleiniau have fared better, as has the conversion of the Secondary school to the college of further education, though it is, perhaps, unfortunate that the façade is no longer visible through the trees. The old town hall, with its council chamber above, is a significant landmark, and is presently sympathetically managed, as is the new town hall, in which is housed the library. Religious buildings are becoming more difficult to manage as congregations dwindle. The former Baptist chapel on North Street has been unsympathetically modernised, and it is now difficult to recognise its previous history. Other chapels have been demolished, as was the medieval church at Deneio. The chapels at Penmount, Penlan, Salem and the Tabernacle in Penlan Street all make a significant contribution to the character of their area, as does the church of St Peter. The architecture around them tends

to reflect their presence. They are important focal points, and tangible reminders of our Christian heritage. It is important that these buildings are taken into consideration in any future development



Glan y Don embankment

The harbour has played a key role in the development of the borough. The marina has given it a new lease of life, and has resulted in new industry at Glan y Don and Morfa Garreg. Any future development needs to take into account the surrounding heritage, particularly the late 19th century houses at the south end of the embankment which mark the start of the South Beach development, and those in Station Square at the north end.

8.3 Development areas

There are a number of areas of the town that, from their appearance, might be developed in the near future. These include the following.



Development area at West End



Unusual triangular stable block behind Bodawen Hotel

The former tram station at West End. Any development here should reflect the existing original buildings by Solomon Andrews.

The buildings between Station Square and Y Maes. There are a several semi-derelict or un-modernised stone buildings here that reflect a former partly industrial use. The stone-built character and varied building size should be retained to reflect this.

The buildings south of Ala Road. Several houses are boarded up opposite the hospital and by the post office sorting yard. Whilst this area contains a variety of building styles, the dominant one is that of Solomon Andrews, and new development should reflect this, whilst also taking into account the presence of earlier buildings such as the hospital and Neigwl.



Semi derelict buildings behind Ala road

9. CHARACTER AREAS

Each of the character areas are described in terms of their historical development, current urban character area and archaeological potential. Management recommendations are given for each area, preceded by a summary definition of the key characteristics of the area.

Area 1: Penmount

Historical development

This area was the terminus of a small promontory that jutted out into the tidal estuary protected by Morfa Mawr and Carreg yr Imbyll. The name suggests the presence of a raised mound, and indeed there is the remnant of a mound in the gardens to the rear of the chapel. The status of the mound is more difficult to define: no motte is recorded at Pwllheli in medieval times, though this applies to several better examples of motte, so need not be a determining factor. It does, however, lie very close to the shore, and such a location is unusual. Without further evidence, it is not possible to confirm whether the raised mound was ever used as a medieval fortification, or the extent to which the mound is a natural feature. This area lay on the shore line, and was the site of the principal quay, probably from medieval times onwards, despite there being another quay at Penlan. The lower end of the High Street runs from here to the former market square, and Ty Eiddew was an inn from at least the late 17th century to c. 1830 when it was replaced by the present terrace of No's 4-10 High Street (Hughes 1991, 120). A chapel was built here as early as 1780, rebuilt in 1802 and again in 1841 by William Thomas. However the appearance of the present building dates largely from 1881 when it was remodelled by Owen Morris Roberts and William Jones. The vestry had been added in 1861 and the school room was added about the time of the 1881 rebuilding. The cottages that form Penmount square are not on the 1834 town map, so must date from about the middle of the 19th century, though built in different phases. No 4 may be the earliest of those in the square, as it intrudes onto the plan of No 3. No's 5 to 7 are a coherent terrace of one build, as are No's 1 to 3, and No's 4 to 14 on the High Street. Plans amongst the Glynllifon Estate manuscripts are almost of the houses at no's 4-14, which would have been built to house the increasing population when ship building was starting to flourish. Changes within the area since c. 1900 include the demolition of buildings to the north and the reclamation of land to the east where the railway now lies.

Current Urban Area Description

The area is now dominated by Penmount chapel, Sunday school and Penmount Square, resembling in some respects a small close. It is the sheer size of the chapel that dominates, particularly from the carpark on the east side, with its two storey tall windows. The classical north front is partly hidden in a corner by the presence of the vestry, which deviates from the classical by having pointed windows. The Sunday school presents an attractive west front to the road. The painted rendered finish of the chapel buildings contrasts with the stone finish of the terraced cottages, which can be reached by foot only. The two terraces are of slightly different character and period, and the better masonry definition with pebbly mortar, 12 pane sash windows, and open gabled



Penmount Chapel

porches, all denote a distinct character to No's 5 to 7. The masonry of No's 1 to 3 is more heavily pointed, resulting in poor stone definition, and the windows have been renewed. The terrace on the High Street is of regularly coursed buff coloured stone, with long sills that nearly meet to form a string course (a characteristic seen elsewhere in Pwllheli). There are cellars in No's 4 to 8. Though the original setting of this group of buildings, in particular its location alongside a busy harbour with an inn on the north side and warehouses around, is now lost, it still forms a significant and attractive group.

Archaeological potential

This area was the principal quay from late medieval times onwards, and would have been a focus for settlement and maritime activities from then onwards. The survival of the mound behind Penmount Square is significant, and its status needs to be ascertained. There is good potential for the survival of medieval remains within this area.

Management recommendations

Key elements

Key elements of this area include the chapel and school-room representing the strong Calvinistic tradition within Pwllheli, and the mid-19th century terraces of Penmount Square and Ty Eiddew. The three terraces, though superficially similar, are built using different masonry styles.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Retain and enhance the views of the chapel and school from Sand Street
- Undertake sympathetic improvements to the car park south of the chapel.
- Assess the archaeological potential of the motte



Ty Eiddew terrace, Lower High street

Area 2 New Street (Lon Dywod) and Penmount Terrace

Historical development

Up until the quay improvements of 1808 this area would have been subject to flooding, if not actually tidal, and unsuited to development. The 1834 town map shows a small terrace of houses off Penmount, on a similar alignment to Penmount Terrace, though the terrace appears to have been rebuilt by the time of the 1898 OS map. The difference in alignment between Penmount Terrace and New Street would suggest the terrace pre-dates the construction of the street in the 1840's, the lower end of which lay along the shore, and hence its Welsh name of Lôn Dywod. Chapel Seion was built here in 1861, and a school room was built to the north of the chapel after 1900. The chapel has been demolished, but the school room is still used for services. The lower part of the street, that followed the shore line round to the lower end of Penlan Street, developed more slowly. Wood's map shows a timber yard and quay at the end of Penlan Street, though by 1889 this appears to have gone out of use. A smithy was the sole occupier of the landward side of the road. Following the harbour improvements of 1904-8, the railway was laid along the south side of the area, and commercial buildings were built along the road, including a terrace of shops with arcade of the same style as those on Cardiff Road.

Current Urban Area Description

Penmount Terrace is a terrace of stone built single fronted houses with a footpath running immediately in front. No's 4 to 8 form a coherent block, and though no original windows survive, it remains an attractive terrace. A large fireplace has been exposed within No 7 during recent renovations, giving some indication of the layout and character of the terrace when built. No's 1 and 2 have been more heavily renovated than the remainder. A covered passage runs past the south-west end to reach New Street.



New street

New Street contains blocks of terraced houses, those to the north backing on to Gadlys are two storey, whereas those to the south are three storey with basement. The difference in height is largely because of the way the ground slopes, providing much greater depth on the south side. The houses are generally single fronted of door plus single window on the ground floor, and two windows on the upper. Most houses are of rubble masonry construction with exposed stone and flush pointing, though a number, including the chapel

school room, are rendered. The windows have simple stone lintels and slate sills. Few original windows survive, though they would have been small pane sash. Railings survive in front of the south side. The character changes slightly towards the High Street, where some double fronted houses survive with bay windows, and the masonry is more regularly coursed and of a dark stone. A detached block of red brick lies close to the High Street. A new block of houses has been built on the site of the former chapel, roughly in keeping with the remainder of the street.



Lower New street

The character of the lower part of the street (Area 2b) is different, being wider and notably later in date, being developed after the construction of the new harbour and railway line in 1908/9. The area changes from residential to commercial, and suddenly opens up with the carpark and railway on the left. This road forms one of the principal through-routes, and so is always fairly busy with traffic. The Bay View Terrace is a typical Victorian terrace with bay windows and gabled dormers above. Thomas Buildings of 1923 is a small row of arcaded shops, influenced by the arcaded shops built elsewhere by Solomon Andrews. Later development includes the supermarket on the south side of the road.

Archaeological potential

The majority of the area lies on the former shoreline. There may be some potential for waterlogged deposits. The greatest potential lies on the higher parts backing on to Gadlys and Penmount, where medieval layers could survive.

Management recommendations

Key elements

The development of New Street reflects the growth of population and housing in the mid-19th century. Key elements of the upper part of the street include the stone-built terraced houses, with some original railings, and its almost entirely residential use. The lower part of the street is more open, with later architecture and more commercial use, and forms the boundary between mid-19th century development and that belonging to the Solomon Andrews era of c. 1900. Areas 13 (Promenade and Station) and 17 (Y Maes) are alongside, and any recommendations for the lower end of New Street would need to take into account their impact upon these areas, and vice versa. Recent renovation along the lower end of New Street has failed to acknowledge earlier styles, which has resulted in unsympathetic appearance of a number of the buildings.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Retain existing fittings, such as the railings on the east side of the street, and arcade on the Thomas building
- If opportunity arises, reverse some of the more recent renovation work that has been undertaken along the lower end of New Street.

Area 3: Lower High Street (Stryd Fawr, also Ty Eiddiw, and Strand Street on Wood's map)

Historical development

This is called 'Strand Street' on the 1834 town map, and it led from the port, or quay, at Ty Eiddiw to Caroline Square, where the street divided into King's Head Street and the High Street. The older buildings (largely 18th century) are clustered around Caroline Square, a name that must have come into use in the early 19th century, and this is where the High Street proper starts, and where the market cross was situated. The square is the most likely location for the centre of the medieval borough. The north side of the street defined the edge of the former pool, and this part of the street was only finally developed by Lord Newborough (Glynllifon) in the 1820's – 1830's, though it is shown as fully built up on the 1834 map (Hughes 1991, 22). The south side follows slightly higher ground, and links Penmount to the market square. It is more likely, therefore, that this side was built up first, though nothing earlier than mid-19th century occupies the lower part. A number of 18th century buildings occupy the upper end of the street, in particular the former Madryn town house on the south side, which became the Madryn Arms, and later (1892) housed the post office (Cadw LB). Between 1891 and 1898 the southern side of the Madryn Arms was converted into a bank, and a classical front was added. Behind these is the former courtyard of the inn, with two rows of stabling and cartsheds. On the opposite side of the street the Crown and Anchor, the principal inn at Pwllheli for many years, was built c. 1800 on the site of an earlier inn. Later development is clearly visible in the late 19th century classically embellished building at No's 33 and 35. These buildings on the north side of the street are sited on ground that slopes away, and from the rear can be seen to be four storeys high, though are only three storeys high from the front. The majority of the rest of the street is made up of early 19th century terraced housing, which is of three storeys with basement and attics close to the town, but of two storeys further away.



Lower High street

Current Urban Area Description

The lower half of the High Street is a mixture of residential, commercial and retail use. The character of the buildings at the upper end is set by a series of late 18th century Georgian town houses or inns, typically with scribed render fronts, small pane sash windows and casement doors. The

Crown at No 37 is typical of these, though a short distance below are two stone fronted houses of a similar period. Opposite are the former Madryn Arms and No 38, which are shown on Wood's map as the George and Dragon, though its large 16 pane sash window and wooden entablature remain from later shop days. Later classical embellishments were sometimes added to these relatively severe facades, and No's 33-5 on the north and 34 on the south are typical of this. No 34 was converted into a bank in the 1890's, when round arched windows with prominent key-stone were added to the ground floor, and segmental headed windows with bracketed architrave to the first floor. Lower down the street the buildings become smaller and are typically of 2-storey terraces which are rendered or pebble-dashed. The overall impact when walking from Penmount and Ty Eiddew is of increasing wealth and size of house from the former port up to the market square.

Archaeological potential

No archaeological remains are known from here, but medieval buildings must have lain along this street, and there is excellent potential for the recovery of medieval structures in this area.

Management recommendations

Key elements

There is a change in emphasis from the lower end of the High Street to the junction with Kingshead Street from 2-storey single fronted houses to 3-storey double fronted houses, and a natural increase in commercial buildings as one gets nearer to the town centre. The earlier, and larger more imposing buildings, are close to the centre of the town and the former market place. This area retains some of the best examples of late 18th century town houses. Some good examples also survive of later 19th century classical ornament (no's 33-35 High Street), which are a reflection of the regional importance of the town in that period, as is also the Queen Anne style Williams Pwlldefaid and adjoining bank by Woolfall and Eccles. This area, with the immediate adjoining areas of Penlan Street and High Street, is the historic town centre, with relatively closed-in views, narrow streets and 3-storey buildings.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Encourage the use of appropriate windows and doors if replacements are needed
- Respect the nature and scale of the existing historic fabric in any future development
- Retain existing fittings, such as shop fronts, as at no. 24 'Urban Coast'
- Encourage sensitive development of the former stables and coach house behind no. 32
- Undertake a historic building assessment.

Area 4: Market Square

Historical development

This area connects the upper ends of Penlan Street and the High Street. The market square is shown in its present form by 1834, though shortly prior to that the market cross would have been located on the High Street. Penlan Street, leading from the market down to the sea, is probably medieval in origin, and contains some of the earliest buildings in the town. The area includes the first Town Hall, rebuilt as a market hall and council chamber in 1820, possibly on the site of an earlier building (Hughes 1991, 60). It was remodelled in 1836, and the clock tower was added c. 1880 (Cadw LB). Immediately to the south is Penlan House, described as late 17th/early 18th century (RCAHMW 1964, 32; Cadw LB) though it has been refurbished since the Listed Building description. To the north of the town hall are two 19th century stone built town houses, with shops on the ground floor. The interior of the market square contains the Market Hall arcade, now an antique shop, and buildings of the early 19th century, at least two of which were public houses (No 2 was The Corporation Arms, No 5 was the Liverpool Arms).



The Market Place

Current Urban Area Description

The buildings are typically early 19th century, and still reflect that despite modern refurbishment. It is no longer in use as a market square, though the majority of the units are still retail outlets. The new town hall in red brick dominates the rear of the square. The old Town Hall of 1820, now an antique shop on the ground floor and with a council chamber still on the first floor, is of a coursed dark stone, and adds a touch of formality with its arched arcade. This contrasts with the restaurant at No 2 Market Square, which is currently painted in white with red woodwork, and on the other side is the rear of the modernised Penlan House, now a convenience store, but the tall chimneys are a reminder of its early origins. It is unfortunate that No 5 is currently unoccupied as the three storey building tends to dominate the interior of the square, and its current drab appearance detracts from the otherwise attractive buildings. It is later in appearance, with a shop front on the ground floor (windows currently boarded up) and four pane sash windows above with central vertical glazing bar missing in three of the windows. The moulded architraves (with keystones on

the first floor), cill and lintel bands are all painted blue. Art Nouveau tiles surround the large shop window. No's 6 and 7 are a reflected pair, but otherwise differ visually with No 6 in coursed stone, and No 7 rendered and painted white, with a full height bay window.

Archaeological potential

There is a record of earlier cellars underlying the 1820 Town Hall (Hughes 1991, 60). This area, lying so close to the medieval centre, has potential for the survival of medieval remains, both underground and, perhaps, in parts of the surviving buildings.

Management recommendations

Key elements

The market place contains very varied styles of architecture, and small details. The style is largely classical and Georgian in origin, though Victorian elements are present also. The red-brick town hall does overshadow the square, but the plan layout remains, and the enclosed nature which encourages a visitor to be led on by curiosity is an important element. The open arcade of the old town hall is significant, and so is the classical door to no. 50 High Street.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the existing layout of the market square
- Respect the nature and scale of the existing historic fabric in any future development
- Ensure sensitive development of No. 5

Area 5: High Street (North side)

Historical development

Though this side of the High Street was built up by 1815, there are no pre-19th century buildings surviving, and it is likely that much of it was open fields until, perhaps, the 18th century. The junction with Gaol Street (Stryd Moch), and the lower end of the High Street, would have become of increasing importance following the location of the pig market in Stryd Moch in 1752. The Whitehall was opened in 1818, but on the site of an earlier structure (Cadw LB), again emphasising the importance of the High Street and on into Llŷn Street as a significant route. Early 19th century building is apparent along the street, both at the east end (No 47 Commercial House) at No 63 (Polecoffs) and at the west end (No's 77-91) which was built by Lord Newborough c. 1830 (Hughes 1991, 22). The Tower Hotel occupies the centre part of the High Street, and was built in its present form in 1875 on the site of an earlier shop and tavern (Cadw LB). Church Street (Stryd y Llan) was added as a principal way to the new church after the construction of the latter in 1834.



Tower Hotel

Current Urban Area Description

From the corner with King's Head Street, the High Street closes in, and tall three-storey buildings lie either side. Above the shop fronts, the norm is late Georgian, either rendered or stone fronts with small pane sash windows, such as No's 47 and 49 at the east end, No 81 the jewellers, and No 89 The Castle. However many of the windows have been renewed and are two-pane only, whereas others are now plastic small-pane windows, such as those in No 81. There are, however, variations to the Georgian style, and none more so than the Tower Hotel in the centre of the High Street, a large dominating building in Italianate classical style, that is set slightly back from the buildings either side. The high stone wall that surrounds the former stables and carriage houses to the hotel runs up Stryd y Llan and along Lleiniau. These remain in use as workshops, and form an interesting contrast with the shop fronts in the High Street. In recent years there has been a tendency to paint the rendered front of several of the building in more dominating colours, and this can be seen in the blue and green of No's 71 and 73.

Archaeological potential

It is probable that much of the north side of the High Street was not developed until the 18th century, however the street

almost certainly follows the medieval route westwards out of Pwllheli, and as such has potential for the survival of medieval and later archaeological deposits under the existing buildings.

Management recommendations

Key elements

The character of the High Street is set by the variety of architectural styles. In the centre the Tower Hotel divides the street into two parts. West of the Tower Hotel there is a nearly continuous run of scribed rendered 3-storey buildings, of which the Castle is one of the best preserved. East of the hotel, and towards the medieval centre, is a wider variety of stone and rendered buildings. The stables behind the Tower Hotel could play a significant role in any future development.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors
- Encourage appropriate development of the coach yard behind the Tower Hotel
- Undertake a historic building assessment.

Area 6: High Street (South side)

Historical development

The south side of the High Street is closest to the harbour, and was linked to the quays via Penlan Street and Gaol Street. The building plots follow a specific pattern, swinging round to the south-east to meet those from Penlan Street. These are likely to be surviving medieval burgage plots. Initial development of the town was at the junction of High Street and Penlan Street, and it is unlikely medieval development continued much beyond the present Market Square. The date at which the lower part of the High Street was developed is not known with certainty. The corner between Gaol Street (Stryd y Moch) and the High Street would be an early site for development, and the Whitehall Inn is certainly 18th century in origin, and possibly earlier, and similarly No's 16 to 20 Gaol Street are 18th century. The area would have become busier after the pig market was moved in 1732 to common land in the Ala Road area, so one would expect a steady increase in development along the lower part of the High Street from at least the early 18th century. In confirmation of this the Lewis Morris's map of 1736/7 shows (in diagrammatic form) quite a significant concentration of houses, and an estate map of 1815 shows the High Street fully developed.

There are no surviving early buildings along this side of the street, and the majority were re-fronted, if not rebuilt, in the second half of the 19th century. Several plots were rebuilt in the first half of the 20th century. The rebuilding of the late 19th century is most clearly visible in No's 74-78 which show an intriguing mix of classical styles, whereas the 20th century rebuilding includes Woolworths (No 86), built on the site of the former vicarage and Barclays Bank (No 64). Occasional fittings, such as the downspouts on No 78 which could be late 18th century, suggest earlier origins to some of these buildings. More recently, the classically ornate former Metropolitan Bank of England (No. 84) was demolished in the 1980's (Williams 1990, fig 26).



Classic styles on the High street

Current Urban Area Description

The mixture of styles along the street is primarily a reflection of the commercial development of the town in the second half of the 19th century and first half of the 20th century. Barclays Bank, in severe dark stone, belongs to the later period, whereas further along No 68 is one of only two buildings to retain the earlier 19th century style of scribed render. A series of late 19th century shop fronts, particularly No's 70 and 74, are surmounted by upper stories of considerable classical embellishment, including a Queen Anne style parapet with balustrade, decorated eaves corbel, bracketed string course and moulded architraves. Slightly later in date is the Gwalia, which has a traditional shop front on the ground floor, with four pane sash windows, lugged architraves and pebbledash above. The buildings now occupied by Stead and Simpson are modern. Beyond is Woolworths in red brick and typical Woolworths shop front of 1930's style. At the end of the street the Lloyd's TSB bank is the only building to retain traditional 12-pane sash windows with walls of scribed render.

Archaeological potential

It is probable that much of the south side of the High Street was not developed until the 18th century, however the street almost certainly follows the medieval route westwards out of Pwllheli, and as such has potential for the survival of medieval and later archaeological deposits under the existing buildings.

Management recommendations

Key elements

There has been more rebuilding and renovation undertaken on this side of the High Street. The buildings are generally later in appearance compared to those on the north, and are if anything more varied. It is, perhaps, this variety of style, combined with the use of classical embellishment, which sets the style for this side of the street.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors
- Undertake a historic building assessment.

Area 7: Gaol Street (Stryd Moch)

Historical development

This area covers the west side of the commercial part of the town. Stryd Moch leads south of the High Street, where the latter becomes Llŷn Street, and effectively marks the end of the commercial High Street. Across the High Street from Gaol Street is Salem Terrace, a 19th century road that would appear to have cut through part of the medieval open field system (see Wood's map of 1834, which shows curving lines of the open fields stopping abruptly where the road cuts through), so Stryd Moch formed a 'T' junction, not a cross-roads, with the High Street, which led down to the shore, and in the 18th century the site of a quay and the Custom House. The origin of the street is uncertain, but it is likely that from Ala Uchaf southwards the area was subject to periodic flooding prior to the construction of the embankment, so whereas the east side contains buildings of at least the 18th century, the west side contains nothing earlier than the 19th century. The earliest building on the west is No's 16-20, a long low structure with tall chimney stacks. This building is certainly 18th century in appearance if not earlier, and is one of the very few buildings with small graded slates remaining on the roof. An early map, undated but late 18th century, shows this building as a row of three terraced houses – no other structures are shown (but the map only indicates those owned by Glynllifon Estate). The road is not given a name, but is labelled 'street to seaside' (GAS XD2A/1348 and XD2A/1482) and is shown curving round to Penlan Street, north of Mitre Place, at what must have been the former shoreline. Following the construction of the embankment, the shoreline was pushed further back and the Mitre Hotel was built on the site of the former quay (Hughes 1991, 23). The pig market was moved to the junction with Ala Uchaf in 1732, and is shown there on the 1834 town map, though the cattle market is shown further south at Y Maes. The town gaol was built on the lower corner with Ala Uchaf in 1829, and became the town police station in 1857 until it was sold in 1892. The ironmongers, R Gwynedd Evans & Son at No 9 may be the building shown on the 1834 map in this location, and has retained a good example of a later 19th century shop front. No's 7 and 5 above are mid-19th century. Chapel Penlan at the south end of the street was built 1863, designed by the chapel architect Thomas Thomas (Hughes 2005, 147). The development of Y Maes, which opens out at the south end of Gaol Street, was slow, and the buildings are later in character, particularly on the west side (see character area 17).

Current Urban Area Description

Gaol Street, unlike the other early streets, is fairly wide and open, and from the High Street end opens out onto Y Maes. Looking up the street away from Y Maes, Salem chapel forms the focal point, as does Penlan chapel on the lower part of the street, both chapels designed by the same architect. Whilst the majority of buildings are rendered and painted (No's 5-9 are typical), this is contrasted by some stone, in particular the former gaol, which is of coursed rubble. The cut-back corner shop doors either side Ala Ucha are a particular characteristic seen elsewhere in the town. On the west the majority of buildings are three-storey, whilst on the east they are two storey, and particularly low are No's 16-20 (Alcatraz) which successfully defines the

18th century origins of the street. At the top of the street, the Whitehall provides the focus for the junction with the High Street, its early 19th century origins apparent in the two-storey double-fronted style.



Gaol street

Archaeological potential

No early remains are known from this area, though development along Gaol Street may have started in late medieval times.



18-20 Gaol street

Management recommendations

Key elements

This street has a more open character – the full length is clearly visible from one end to the other, and it opens out onto Y Maes. Key buildings within this area include no's 16-20 Gaol Street, Penlan Chapel and Salem Chapel, and the buildings either side Ala Uchaf.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors
- Undertake a historic building assessment.

Area 8: Penlan Street

Historical development

Penlan Street forms part of the original medieval layout of the town, and linked the High Street to a quay below. By the 18th century at least it curved round to the west, past the Custom House, to join onto the south end of Gaol Street. The upper end of the street formed part of the market place, and this is considered in Area 4 above. It is probable that the entire length of the street was built up in medieval times. On the west side the street was considerably changed by the construction, first of the Tabernacle Baptist chapel in 1861, and second by the construction of the dominating red-brick town hall in 1900. Prior to that this side had contained a series of two and three storey stone built houses, shops and inns. The lower end of the street contains a terrace of early 19th century houses, though now much modernised. The former Broom Hall Arms with its carriage door lies within this three storey terrace. Adjacent and lower down the street are two storey buildings that look early 19th century, though again they have been modernised. In the middle of the street land was granted to the Wesleyan Methodists who built a chapel and several houses in 1804, access to the chapel being down Wesley Street. The chapel was replaced by Seion in New Street in 1861, and the building became a woollen factory using a steam engine for power. It ceased to operate during the First World War, and in 1920 the building was occupied by the Waverley Cake Factory owned by Josiah Williams (Hughes 1991, 189). It has now been demolished, however a terrace of three two-storey former cottages remain, now converted into garages. The east side of the street retains more buildings which reflect development in the late 18th and early 19th centuries, particularly No's 6 – 10 at the upper end. At the bottom of the street the Penlan Fawr Inn is one of the earliest buildings in Pwllheli, dating from the first part of the 17th century. It may well have lain close to the waterfront when built, and on a 1781 map is still the building closest to the waterfront, though a short distance from it. The burgage plots associated with the inn and adjoining property do reach down to lie along the water's edge, the boundaries of which partly survive into the present day.



Terrace off Penlan street

Current Urban Area Description

The upper, north, part of the street retains the Georgian character that is also typical of the High Street. The houses on the east are of coursed rubble, with characteristic long

sills that nearly form a continuous band, and small pane sash windows. On the west side the 17th century Mathan House has been poorly modernised, though the two tall chimneys are indicators of its early origins. Dominating the centre part of the street, and indeed the view of the town from the east, is the red brick town hall, built by the Borough surveyor A J Dickinson in the heady days of the early 20th century, when Pwllheli, with its new harbour and prestigious developments at South Beach and West End was in need of a hall compatible with its expectations of growth as a resort. The hall was built largely as an assembly hall and stage, and became a cinema also in 1911. It now houses the library and a cinema. Alongside is the Tabernacle chapel in gothic style. Below this the street contains a terrace of three storey rendered houses, all with modernised windows and shops on the ground floor. Either side Wesley Street the doors are, as elsewhere in the town, set into the recessed corner of the building. Below again, close to the old waterfront and the turning into Custom House Square, are two-storey buildings, the lower now with architrave and sill bands typical of c. 1900, but the part dormers and tall chimney indicate an earlier origin. On the east side many of the fronts have been modernised, and are characterised by lugged window architraves of c. 1900. The Penlan Fawr Inn, with its protruding open porch, characterises the lower part of the street, and will have done so for nearly four hundred years. Immediately below is Cilcoed, a late 19th century house in classical style with wide eaves, strongly horizontal sill and lintel bands on brackets, and four pane horned sash windows.



The new Town Hall

Archaeological potential

Penlan street is medieval in origin, leading down to the quay. There is good potential for the survival of early buildings and medieval boundaries along the full length, down to the former shoreline just below the Penlan Inn, though the Town Hall and adjacent Tabernacle chapel will have impacted upon the central west side.

Management recommendations

Key elements

Penlan Street is one of the defining streets of Pwllheli, and one of the earliest. Key buildings include Penlan Fawr, Cilcoed, the old Town Hall, the new Town Hall, the Georgian houses close to the High Street, and the Tabernacle chapel.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors
- Encourage careful development at the lower end of the street, and the junction with the A497, where new development is out of keeping with the remainder of the street
- Undertake a historic building assessment.



Lower Penlan street

Area 9: Gadlys

Historical development

This area formerly ran from the rear of Penlan Street and High Street to the shore. It has been called Gadlys from at least the 17th century, and is thought to refer to the location of medieval buildings contained within a ditched enclosure and adjacent to the motte. It is shown as open garden on Wood's map of 1834, owned by Lord Newborough. The east side has been encroached upon by the buildings along New Street, and on the south by St Tudwal's terrace, both built in the second half of the 19th century. There is no evidence that the remainder has ever been developed. The 1889 OS map shows orchard or gardens with some small buildings, and internal divisions. Behind St Tudwal's terrace is an undeveloped strip that preserves one of the medieval plots.



St Tudwal's terrace

Current Urban Area Description

This area is now largely an open carpark. The rear of the buildings along Penlan Street, lower High Street and New Street surround three sides, whereas St Tudwal's terrace, of two-storeys and largely pebble-dashed with modernised windows, looks onto the carpark. The open space is not obvious from outside, and is reached by narrow entrances off Penlan Street, and also by footpath off New Street.

Archaeological potential

The archaeological potential of the open carpark is high, with the possible survival of medieval archaeology underneath the existing carpark.

Management recommendations

Key elements

The open car park surrounded by houses and approached by narrow poorly defined entrances provides an intriguing space that is unsuspecting for the casual visitor. More could be made of this, as the present buildings and street furniture is not particularly sympathetic. Whereas most of the carpark looks onto the rear of houses which front other streets, St Tudwal's Terrace fronts onto the carpark.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing build

ings

- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive renovations to the carpark, whilst retaining the feel of an enclosed space
- Any development must respect the high archaeological potential of the area.

Area 10: King's Head Street, North Street (Pentre Poeth) and Llawr y Gors

Historical development

This area includes King's Head Street, North Street (Pentre Poeth) and Sand Street (Y Traeath), which enclose a former tidal inlet. It has been suggested this formed the original harbour at Pwllheli. The inlet is clearly shown on Lewis Morris's map of 1736, though no anchorage is shown within it. It became a salt marsh, and in 1799 the Corporation authorised the landlord of the Crown Hotel to make a road across the marsh, linking the hotel with Caernarfon Road. The area became known as Y Gors or Llawr y Gors, reflecting the marshy nature of the ground. The main entry into the town from the east was along North Street (Pentre Poeth) to King's Head Street and back into the market place where King's Head Street, High Street and Penlan Street all joined. In 1808, a new quay was constructed along the eastern edge which effectively prevented tidal access into the marsh. A small river, called Afon Olchi, flowed through the area and out to sea – it is shown on Wood's map of 1834 flowing under the Crown Inn road and under Sand Street (Hughes 1991, 12-13). The horse, cattle and sheep market lay north of the lower High Street on common land. After the enclosure of 1811 the area was divided into plots and slowly sold off for development. An estate map of 1781 (UWB Mostyn 8459) shows virtually no development within the interior, but by 1834, nearly all, with the exception of the north-east corner had been subdivided and built over.

On the north side of North Street, built into the slope, lay the former plas of of Tan yr Allt. It was rebuilt on several occasions, the latest being a Victorian house demolished in the 1980's (Williams 1990, fig 8). The first was built by Harri Humphreys in the early 17th century (Pierce 1940-4, 189-90). The remains of a substantial but simple fireplace remain in the revetment wall at the entrance to the modern housing estate.

Examples of pre-1800 development along the two streets are scarce, but a terrace of 18th century houses, now much modernised, lies on the south side of King's Head Street (No's 16-20), and occasional houses along North Street, though also now modernised (for example No's 14 and 15) may be 18th century in origin. A Baptist chapel was built on former common land in 1816. It fell out of use in the 1960's, after which it became a workshop, and has now been converted into a house. It is still possible to recognise within the window and door layout the original side wall façade with doors flanking two central sash windows. Below the chapel is a good surviving example of mid-19th century terraced housing. Localised industries established themselves within the reclaimed marsh, including smithies, ship building and timber yards and tannery. In later years it became a carpark, and more recently a large supermarket and carpark have been built.

At the east end of North Street 19th century housing was demolished to make way for the modern housing estate of Bro Cynan and adjacent sheltered housing.

Current Urban Area Description

10a King's Head Street

The sharp contrast between the retail and commercial High Street and the largely residential King's Head Street is very evident, as is the sudden narrowing of the width of the street. The tall 3-storey town houses and shops are quickly, though not immediately, left firmly behind, to be replaced by 2-storey terraces, of which the majority reflect 20th century modernisation, with new windows surrounded by lugged architraves and pebble-dashed walls. Some stonework remains, an attractive pale golden and brown stone which is built in regular courses. Unfortunately there are examples of ribbon pointing which detract. No 32, with its three gabled dormers, forms a good focal point at the upper end of the street, looking down North Street, and pre-dates the road leading to the church, so forcing the road to sweep around its gable. No's 14-20 in the centre of the south side retain their earlier low roofline, though their appearance is now a reflection of rebuilding in the early 20th century with good examples of cement architraves and half dormers. A small terrace on the north side at the west end similarly retains a low roof line.



Kings head street

10b North Street (Pentre Poeth)

North Street formerly skirted the north side of the tidal pool, and lay between the pool and the steep wooded slopes that marked the north edge of the town, and this marginal feeling is still apparent. Like King's Head Street, North Street retains its narrow width. Limited development had always taken place along the north side of the road, including Plas Tan yr Allt, and industries later grew up on the reclaimed marsh, however the area is now almost entirely residential. No 13 may be one of the earliest houses to remain, but it has been unfortunately modernised and now has pebble-dash walls, though its original window openings, on a markedly different alignment to its neighbour, reveal its earlier origins. The stone-built terraces of Tanrallt south of the road and North Terrace north of the road recall the earlier higgledy-piggledy layout of the area. The former Baptist chapel has been unfortunately modernised and the stone-work ribbon-pointed, but the stone-built terrace below retains many original features including 12 and 9-pane sash windows, deep reveals and characteristic long lintels. The long terraced row that lies at the east end of the street is of darker grey stone, in contrast to the golden brown that can be seen in some of the houses towards King's Head Street. It is of late 19th century date, though many of the features are modernised.



No. 13 Pentre Poeth

10c North Street (east end)

Opposite the 19th century terrace are modern housing units, built by the council in the 1970's. Though partly in terraces, these have a distinctly modern feel, partly because of the modern building materials, but also because of the alignment and spacing of the units, which lie contrary to the earlier buildings.

10d Llawr y Gors

This area is now occupied by a supermarket and carpark. It is overshadowed by the steeply rising ground to the north, and is overlooked by long rows of the rear of terraced houses that front onto the surrounding roads. Those to the south along the High Street have long gardens, and the houses, situated on sloping ground, rise up majestically to four or five storeys, though the majority elsewhere are 2-storey.



Former Baptist Chapel. Pentre Boeth

Archaeological potential

There is potential here for obtaining a clearer understanding of shoreline movement and development. Waterlogged deposits may contain organic remains.

Management recommendations

Key elements

Key buildings are those on the west side of Kingshead Street, the terrace at Llawr y Gors and North Terrace. The former Baptist chapel, though still listed, has been insensitively modernized, though this could have formed a significant focal point for North Street.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors.

Area 11: Sand Street (Y Traeth)

Historical development

It is not known with certainty when a track was first developed across the mouth of the former inlet, but it is likely to have occurred during the second half of the 18th century. It would have become a more viable route following the construction of a new quay in 1808, and again after the enclosures of 1811-14. The area is primarily residential with some retail outlets closer to the High Street. The west side facing Llawr y Gors lay largely undeveloped until the later 19th century, when the present terrace was built. On the east side lay the quay, ship building yards and other industrial concerns, including a limekiln and slaughter house. A mission school was established here in the late 19th century. This all changed after the construction of the new harbour in 1908, and though some stone built buildings from this era, including the former school, are visible from the carpark which now lies to the rear of the street, the majority of maritime related buildings have been cleared away. Fronting the street is a terrace of late 19th century 2-storey stone built houses. On Abererch Road the Black Lion was established in the second half of the 19th century, and opposite is the site of a timber yard and shipbuilding yard. One of the principal ship builders of the mid-19th century, William Jones, lived in Bryn Hyfryd, the first of the large houses on this road.



Sand street

Current Urban Area Description

The street is now largely residential, and when approaching the town has Penmount chapel and school room as a principal view, where the road turns sharply to the right to start up the lower High Street. This view was, formerly and prior to its demolition in 1931, the Ship Inn, with the chapel rising behind (Williams 1990, fig 5). The new roundabout to the supermarket divides the road along its length. Victorian stone built terraces, rendered on the west, of 2-storeys with gabled attics and scribed render walls line the street, with evidence of brick reveals and, further north, brick built houses of c. 1900. The construction of the new harbour, coupled with the extension of the railway line in 1909, effectively divorced a maritime community and workforce from the sea, resulting in a slightly isolated and unfocused feel to the area.

Archaeological potential

There is potential here for obtaining a clearer understanding of shoreline movement and development. Waterlogged deposits may contain organic remains. Remains of stone buildings behind Sand Street (between the street and the carpark to the east) relate to the time when the harbour edge lay immediately adjacent, and are of archaeological interest.

Management recommendations

Key elements

There are no listed buildings within this area, however the former timber yard below Brynhyfryd and the Black Lion opposite retain elements of the former maritime settlement, as do some of the stone-built structures west of Sand Street alongside the carpark. The houses are typical of mid-19th century development, when shipbuilding was flourishing and the town was expanding.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage sensitive replacement of windows and doors
- Encourage sensitive development of the former timber yard on Abererch Road
- Carry out a building survey of the structures west of Sand Street which form part of the former ship building and waterfront development
- Encourage sensitive development of the structures west of Sand Street.

Area 12: Lôn Abererch (south side)

Historical development

This area was reclaimed from the sea following the construction of the new harbour in 1904-8. It was developed for housing by the council from 1925, and contains examples of both pre-war and post-war council housing.

Current Urban Area Description

An area of council housing developed between the First and Second World Wars.

Archaeological potential

There may be slight potential for the preservation of underground waterlogged deposits and organic remains.

Management recommendations

Key elements

An area of 1920's and later council housing.

Recommendations

Area 13: Promenade and station

Historical development

The construction of the new harbour 1904-8 allowed the existing railway line, which finished on the outskirts of the town at Glanydon, to be extended into the centre of the town along the newly reclaimed land. This was completed in 1909, when the new station was opened. The promenade has since been improved with new shelters, railings and lighting. The northern sidings at the station were removed and the present supermarket and carpark built over them in the 1980's.



Station Square

Current Urban Area Description

The promenade, though squashed between the railway and harbour edge, is a pleasing place to walk, with good views over the harbour and marina. Some industrial and commercial developments back onto the railway.

Archaeological potential

There may be slight potential for the preservation of underground waterlogged deposits and organic remains.

Management recommendations

Key elements

Harbour location, with railway along one side.

Recommendations

- Encourage sensitive development of the properties that back onto the railway, so that they enhance the maritime setting and walk alongside the harbour
- Encourage sensitive renovation of the arcaded shops on the north side of the square.

Area 14: Abererch Road (south side)

Historical development

This area consists of the sloping rocky ground of Allt Fawr between Abererch Road and Caernarfon road. Though it is likely that a route always ran along the coast, Abererch Road does not appear to have been improved until the Porthdinlaen Turnpike Trust undertook works there in 1814 (Hughes 1991, 111). A limekiln is marked on the 1889 OS map, which was probably served direct from the shore. Several rows of terraced houses were also built on the north side of the road, often requiring the cutting back of the rock face to make room for them. Closer to the centre, on more level ground, lay several town villas, of which Bodhyfryd was built for Williams Jones, one of the principal ship builders in Pwllheli, in the 1840's. His shipyard lay just below, in the corner between Abererch Road and the quay leading to Penmount.

Current Urban Area Description

This road once ran alongside the shore, but following the harbour improvements of 1904-8 the south side was eventually used for establishing new council houses in the 1920's. On the north side, backed against the steep rock outcrop of Allt Fawr, are terraces of houses, fitted in where space allowed. These are mostly of rendered stone, and modernised. Closer to the centre the ground rises less steeply, and this area is occupied by larger town villas, including Bodhyfryd. Other large houses have subsequently been added along Allt Fawr, accessed from Caernarfon Road, but taking advantage of the views over the harbour.

Archaeological potential

None known.

Management recommendations

Key elements

The rock outcrop of Allt Fawr, with Abererch Road below lined with 19th century terraced houses backed against the rock. Larger villas have been built on the rock.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Avoid dominant building on Allt Fawr

Area 15: Glan y Don and Marina

Historical development

A sand spit had developed along the east side of the harbour by at least the 18th century, for it is clearly shown on Lewis Morris's chart of 1738. The River Erch lay between the spit and the shore. The passage into the harbour passed between the south edge of the Glanydon spit and the rock of Cargreg yr Imbill at the end of Morfa Mawr. Morris shows no development on the Glanydon spit, and it is likely to have been used for grazing only, as access would have been difficult. Following the enclosures of 1808, when an embankment was built to control the tidal waters into the estuary of the Erch, access became possible across the embankment. It must have been about then that the brothers John and Richard Arthur Pritchard established shipyards there, which continued in use for most of the 19th century (Lloyd 1991, 120-2), though their father and grandfather had also built ships at Pwllheli, and their yard might also have been at Glanydon. Following the cessation of boat building there was apparently little activity on the embankment until the second half of the twentieth century, when the marina was established in the 1980's. The area has now become an important focus for ship repair, storage, chandlery and related uses. An industrial estate lies at the north end of the embankment.

The harbour was first clearly defined in its present shape after the construction of the embankments proposed in the 1811 Enclosure Act, and built 1813. Between 1904 and 1908 a new embankment was built along the north side of the harbour, reclaiming some 18 acres, along which the railway was extended. The existing embankments were strengthened, and new embankments built along the west side of Glanydon and at the south-west corner of the harbour. The harbour was dredged, and an island formed within the harbour using the dredged material. A weir was constructed between Glanydon and Morfa Garreg to retain water within the inner harbour. The outer harbour, which lay between the weir and the open sea, was also dredged. The weir was removed in the 1960's. A marina was established alongside the Glanydon embankment in the 1980's. This involved considerably more dredging, and the island which had been created in 1908 was now linked to the main embankment by an extension. A war memorial was erected on the embankment in 1924.



The marina

Current Urban Area Description

This area lies on the fringe of the urban centre of Pwllheli. An industrial estate occupies the north part of Glanydon, but the road then leads down through boatyards and past the marina to look out over to Morfa Mawr and Carreg yr Ymbill. Good views of the town are to be had from the embankment, and a walk exists along the promenade which emerges on the main embankment by the station. The area is otherwise characterised by the marina and related activities. The island within the harbour, now accessible off the main embankment, is undeveloped and is accessible to all.

Archaeological potential

None known. There is potential for organic remains, such as timber structures or boats, within the waterlogged silts of the harbour.

Management recommendations

Key elements

The harbour and the embankments form the principal elements. The marina developments, particularly at Glanydon, are evident.

Recommendations

- Ensure future development takes account of the harbour setting, both in design and scale
- Encourage careful and sensitive use and development of the island within the harbour

Area 16: Morfa Garreg

Historical development

Morfa Mawr was a large area of coastal dune and marsh which stretched from Penrhos in the west to Carreg yr Ymbill in the east. Morfa Garreg was the east end of the Morfa. It remained very difficult to access until after the enclosure act of 1808 when the main embankment provided direct access from the town centre. Carreg yr Ymbill at the end of Morfa Garreg was a high rock outcrop which provided a well-known landmark for the harbour entrance. The finds of a 'stone tool' and spindle whorl (PRN 2212, 2213) on the rock suggest possible prehistoric occupation, though no settlement remains have been recorded. Even after 1808 the lack of water on the Morfa prevented development, though quarrying of the rock at Carreg yr Ymbill may have started in the 18th century (Hughes 1991, 174). In the mid-19th century, however, quarrying started in earnest, and in the 1880's over 150 men were employed there. Work continued into the 1930's, by which time the rock had been virtually quarried away, and a significant landmark had been removed (Hughes 1991, 174-9). A lifeboat house was built on the Morfa in 1889, and by 1900 the lifeboat house and quarry were virtually the only developments to have taken place. This was to change when the council built a new housing estate here. Boat yards have been established by the lifeboat house, and a caravan site occupies the former quarry.



Morfa Garreg and Carreg yr Ymbill

Current Urban Area Description

The road along the Morfa passes through the carefully and symmetrically arranged council housing, to reach boat yards and the caravan site at the end. The western end of Morfa Garreg is residential in character, almost to the exclusion of its maritime location, but this changes abruptly when the road passes through boatyards and maritime related industries, to reach a caravan park. The lifeboat house is an attractive stone building, but virtually hidden amongst the boat-building sheds either side. The rock outcrop of Carreg yr Ymbill has been reduced to a small stump, over which people can now roam freely.

Management recommendations

Key elements

The maritime location is the principal theme here. There are no listed buildings, though the lifeboat house is in keeping.

Recommendations

- Future development needs to be in keeping with the maritime location, and in scale.
- Street furniture and traffic management through the housing is not particularly sympathetic towards the location.

Area 17: Y Maes

Historical development

Y Maes was a reclaimed area that became available for development following the construction of the main embankment in 1813. Prior to then, the custom house and port had lain at the bottom of Penlan Street and Gaol Street, and much of the surrounding area must have been salt marsh, crossed by Penrhydliniog ford which led on to Morfa Mawr, and then on to Llanbedrog and western Llŷn. This became Penrhydliniog Road, which was established by 1834. Other than a few buildings along this road virtually no other development is shown on John Wood's map within the area of Y Maes, except for the cattle market, which lay between the new road and the embankment. Around the middle of the 19th century, however, several industrial developments were established here, including a gas works (established 1854), tannery, slaughter house, smithy etc. Houses were built along Penrhydliniog (see Area 22), and in 1859 Tarsis chapel was built on the south side of Y Maes, primarily as a school for the children in that area, though it later served as a chapel (Hughes 1991, 269). Close to town the Mitre Hotel and terrace were built on the site of the former port buildings in the 1840's, and a row of stone built three storey houses and shops were built opposite. The area was to change substantially in the later 19th and early 20th century during the era of Solomon Andrews. Many of the buildings now reflect this later period, including Caxton House and the estate agents alongside, built on the site of Plas y Ward shown on Wood's map. A plaque on the Pet Supplies commemorates the establishment of Plaid Cymru on August 5, 1925.



The Mitre Hotel in Y Maes

Current Urban Area Description

The large carpark in the middle of Y Maes preserves the open feeling of the area, and is used by the weekly market. Shops now occupy many of the buildings, and there is little in the way of industrial use remaining. A former warehouse and workshop on the east side of the square are now retail outlets. The grey stone-built shops and houses opposite the Mitre Hotel, with white painted sash windows, are good examples of buildings from the pre-Solomon Andrews era, as is the Mitre Hotel, though Mitre Terrace has been modernised to the point where it is difficult to recognise the earlier origins of the buildings. A series of modernised,

rendered and painted, three storey buildings occupy part of the eastern side of the square, including the former Bodawen (Temperance) Hotel, and are now all shops, including a former warehouse. Sandwiched between Station Square and Y Maes are a series of semi-redundant yards and buildings, including the rear yard of the Bodawen Hotel, with a stone-built triangular building, now a bottled gas sale room. South of these, bordering on Pwll Du, is the bus station, on the site of the former gasworks. South again is a fun-fair, providing a splash of colour. The west side of Y Maes is occupied by shops, an area originally developed in the first two decades of the 20th century which has been successively re-developed, though some original buildings remain. The Village Bistro and Coffee House, with Spar below, is a former garage, but looks an unashamed building of the 1960's, with its canopy and expansive first floor glass front. North of Ala Road, and merging into the west side of Gaol Street, are a series of early 20th century shops, including the red brick Caxton House, with its strange animal head sculptures in yellow brick.



West side of Y Maes

The lower part of Gaol Street, and the housing between Upper and Lower Ala Road is included within this area because it was developed with the rest of the Maes after the construction of the embankment. Upper and Lower Ala Road is nearly all residential, with the exception of the yellow brick Police Station at the west end. East of the police station is a large three-storey block also of yellow brick, though without the banding of red brick which characterises the former, with attractive gabled dormers above bay windows. The east end of Ala Uchaf was developed earlier, and is included in the adjoining character area (No. 7). The western half of the street was not developed until the early 20th century, and is residential with a mixture of styles, including a large red-brick block similar in style that in yellow brick on Ala Road. West of this is a terrace of two storey dwellings, rendered with typical cement lugged architraves around the windows and doors and a continuous horizontal band at first floor cill level.

Archaeological potential

None known.

Management recommendations

Key elements

Y Maes is one of the best-known areas of Pwllheli, as it is

necessary to drive through here to continue west beyond the town. Key buildings include the stone-built row opposite Mitre Terrace (no's 9-14, and including the Bodawen Hotel on the corner), Caxton House, Tudor House and the other buildings that lie between the end of Gaol Street and Ala Road and the Mitre Hotel.

Recommendations

- Respect the open nature of Y Maes in future developments
- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Encourage suitable and sensitive development of the buildings within the square behind the former Bodawen Hotel.

Area 18: Llŷn Street.

Historical development

Llŷn Street is the continuation of the High Street, and before the construction of the embankment in 1811-13 was the principal western route. The Whitehall public house, on the corner of High Street and Gaol Street, marks the end of the commercial part of the town, and Llŷn Street is almost entirely residential. Development along the street looks largely 19th century, and there is very little building shown along here on any of the eighteenth century maps. The road was turnpiked in the early 19th century, and a toll house (Penlon gate) established there in 1814 (Hughes 1991, 111). The plots either side the road, on map evidence, retain vestiges of the probable medieval land divisions shown on Wood's map of 1834 as wide sweeping strips running from north-west to south-east in a curve. These are difficult to identify on the ground, but it is likely that some plot boundaries are of an early date. These ran south nearly to Ala Uchaf to where they must have met the salt marsh. Ala Uchaf, shown as the 'Pig Market' on Wood's map, may pre-date the 1811 enclosure, as Plas y Ward south of it was built in the late 18th century, under the site of the present Ethel Austin shop, though this must have been right against the shoreline (Hughes 1991, 13). The workhouse, now the hospital, was built in 1837 on the edge of the town. Frondeg Secondary Modern School was built in 1930-1 as an 'open-air' school by Westbury Lloyd Jones, County Architect, and converted to Canolfan Frondeg after its closure in 1970.



Llŷn street

Current Urban Area Description

The houses along Llŷn Street are a varied mixture, though the overall impression is initially one of a narrow street flanked by 19th century terraced houses which have been modernised, but retain their 2-storey single-fronted shape. A covered through passage remains between No's 3 and 5. Higher up the street no's 39 – 41 are three-storey Georgian houses, with scribed render fronts and small pane sash windows, though only those in No. 41 are original. No's 6 to 71 make up a slightly forbidding terrace built in 1907, a good example from this date. Elsewhere there are a variety of double fronted houses facing the street, some with small gable porches, nearly all either rendered or pebble-dashed. However, in contrast on the south side, opposite No 49, Pen

Lon is a double fronted house in coursed dark stone. This is close to the site of the toll-gate, and alongside the former house of Richard Ellis, The Lodge, which is a square Georgian house with pyramidal roof, but now heavily modernised.

The area between Llŷn Street and Ala Road was developed late on. Canolfan Frondeg, the former secondary modern school retains much of its original appearance. The hospital marks the west end of this area, and until the development of housing after 1945 it lay on the edge of the town.

Archaeological potential

None known.



The Lodge. Llŷn street

Management recommendations

Key elements

Llŷn Street shows a tremendous variety of style, though it is nearly entirely residential, with 2-storeyed terraced houses, the majority of later 19th century date. No's 2-4 are the only listed buildings, but of importance also are The Lodge and no's 39-45, both Georgian in appearance, and Penlon House. At the top of the street the slightly forbidding terrace dated 1907 with heavily bayed windows, and just beyond is Argraig, an Edwardian villa. Ala Road is also varied, but here the key buildings are Canolfan Frondeg and the hospital. The boundaries between the two roads appear to respect curving strips that were part of the medieval field system.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development
- Assess the archaeological importance of the plot boundaries between Ala Road and Llŷn Street

Area 19: Troed yr Allt, Lleiniau, Salem and St Peter's

Historical development

The name 'Lleiniau' recalls the strip fields which lay here almost unscathed until the early 19th century, when land was given for the construction of St Peter's church. In 1629-30 William Humphreys, who was busy gathering a substantial estate in Pwllheli, leased from Sir John Bodvel 'a house or messuage with the barley ground appertaining called Lleiniau' (UWB Garthewin, 829-30). Wood's map shows a series of wide parallel fields curving through towards the High Street, but stopping at the relatively new churchyard of St Peter's and Church Place. Penlleiniau, marking the northern end of the strips, is also shown on Wood's map, running roughly along the upper part of the present Salem Crescent to the top of Troed yr Allt. This footpath that leads from the top, northern, end of King's Head Street and up Yr Allt is one of the earliest ways out of the town and towards the parish church. It has never been made into a through road, but was a busy footpath serving the primary and secondary schools here, and is still a route through to the college of further education situated above.

Development within the area west of Troed yr Allt seems to have started with the church, built originally on this site in 1832-4 to designs by William Thomas, the County Surveyor. The church was rebuilt in 1886-7 by J Oldrid Scott in its present Decorated style. Salem chapel, probably designed by Thomas Thomas, was built in 1862, and remodelled in 1893. The interior was damaged by fire in 1913, and refurbished. Houses were built along the new streets, the earliest c. 1850 being Church Place (Lleiniau Uchaf), but followed by Salem Terrace, Salem Crescent and finally St Peter's Terrace in the 1870's. A National School was established off Salem Crescent in 1843-4, and enlarged in 1896. It was closed in 1978 and has since been converted into domestic accommodation.



St Peter's terrace

On the east side of Troed yr Allt lay the Free School, shown on Wood's map. A Free Grammar School was established here in the 17th century, and this operated intermittently until the 19th century (see Hughes 1991, 199-225). Financial problems, apparently caused by the original provisions for

the foundation of the school not being honoured by later descendants, led to the re-establishment of the school as a British School in 1856, when the foundation stone was laid for a new building designed by the London and Llandudno architects Wehnert & Ashdown, the choice of architect perhaps influenced by the Mostyn family, who used them for much of the work in Llandudno. The school was damaged by fire in 1962 and subsequently converted to houses. A new school for infants was built on the corner of King's Head Street and North Street in 1890. This was also closed in the 1960's, after which it became the present law courts. At the top of the hill a county secondary school was opened in 1903 in buildings designed by Rowland Lloyd Jones. This school was transferred to a new site at South Beach, and a college for further education, now Coleg Meirion Dwyfor, was founded on the site. At the upper end of Troed yr Allt is Picton Castle, a small castellated house originally called Castle Cottage. It must have been built in the mid-19th century (it is not on Wood's map), and a day school for girls was run from there in the 1860's (Hughes 1991, 230).



Troed yr Allt and Picton Castle

Current Urban Area Description

Whereas, with the exception of the college, the earlier domination of educational establishments in this area has considerably diminished, the impact of the church and chapel at St Peter's and Salem is still present. Immediately west of the church, and behind the houses fronting Church Place, is a ruinous stone building, apparently a former workshop. St Peter's terrace with its Tuscan columns and gabled fronts provides a good example of later 19th century building, and enhances the church. Looking down Gaol Street, Salem chapel dominates the west corner of Church Place, and with the school room to the rear it occupies a large space. It is accompanied by the more sedate stone-fronted two-storey terrace with four-pane sash windows along the south side of Church Place. Salem terrace contains a series of terraced houses of three storeys of the later 19th century. Many are stone faced, with solid horizontal lintels to the doors and windows. Some still have sash windows with marginal glazing bars, which are likely to have been the original style, and panelled front doors. Troed yr Allt is a significant thoroughfare, and its early origins combined with the former school associations and elevated location above the town provide it

with a character of its own, enhanced in part by the unusual impact of the folly Picton Castle. The County Secondary School, built in 1903 and now the college, was designed to sit proudly above the town, and is a fine building by an architect who was prolific throughout the county.

Archaeological potential

There is potential within this area for medieval buildings, particularly along Troed yr Allt where the medieval grammar school was built, and for the recovery of information concerning the development of the strip fields (lleiniau) that lay above the town.

Management recommendations

Key elements

Whilst the church and Capel Salem are the principal buildings in the area, of interest also are the former schools, now all converted to different use, the houses along St Peters Terrace, and the long curving row of 3-storeyed terraced houses on Salem Terrace.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development

Area 20: Wooded slopes on above North Street

Historical development

This area has not been developed.

Current urban area description

None.

Archaeological potential

None known.

Management recommendations

Key elements

Wooded slopes.

Recommendations

- Retain as wooded slopes.

Area 21: Penrhydliniog

Historical development

This is named after the ford that lay across to Morfa Garreg. The road was built after the construction of the embankment, and Wood's 1834 maps shows the beginnings of development here on the south side of the road, as does the Tithe Survey. By 1889 a small settlement existed here, with some local industry including a tannery. The terrace on the north side (Ty Melyn) was built by local farmer and builder Griffith Thomas in the late 19th century (Andrews 1995, 7). He objected to the construction of a tramway by Solomon Andrews, and so forced the construction of Cardiff Road. Nineteenth century modernised terraced houses now line the road, with modern housing behind.



Penrhydliniog

Current urban area description

This is a small area lying between Cardiff Road and Pwll Du, now nearly entirely residential. On the north side is a terrace of 2 storey single front houses, nearly all pebble-dashed, though one towards the centre shows rubble stone construction with yellow brick jambs around door and windows. At the far end a small work shop is preserved as an electrical wholesaler. On the opposite side are a series of similar but possibly slightly later terraced houses, whilst behind lies a small modern housing estate (Glan Rhyd).

Archaeological potential

None known.

Management recommendations

Key elements

Late 19th century terraced housing, contrasting with the later Cardiff Road with Andrews influenced buildings.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development

Area 22: Ala Road (north side)

Historical development

There was virtually no development in this area until the twentieth century, and the only buildings were those belonging to the farm of Bryn y Berllan south of Llŷn Street. The land was divided into a series of relatively straight sided fields, which by 1923 had been partly sub-divided into a series of long strips, and the first few houses are shown on the OS map of that date. The long plots in which these were built are still largely preserved. In the second half of the twentieth century, the remainder of the area up to the junction of the A499 and A497 west of the town was fully developed, and in this area three rows of houses take up the space previously occupied by one.

Current urban area description

The area is characterised by 20th century housing lying in several estates. This is visible from the A497 as two or three rows of housing rising up the slope behind.

Archaeological potential

None known.

Management recommendations

Key elements

Twentieth century housing in ribbon development lying parallel to the road.

Recommendations

- Respect the nature and scale of the existing buildings

Area 23: Ala Road (south side) and Cardiff Road (east end)

Historical development

This area includes the east end of Cardiff Road, built by Solomon Andrews to link his development at West End with the town. Some development on Ala Road pre-dates this, in particular Neigwl, a house opposite the hospital which must be nearly contemporary with the work house (built 1837). In the later 19th century a row of terraced houses was built west of Neigwl. In the late 20th century development continued east, though not so far as on the north side of the road. Much of this area is still fields, which separate Ala Road from Cardiff Road. The latter was built in 1895, and by 1896 a tramway was running from West End to the junction of Cardiff Road with Ala Road. Talcymerau Road is shown on the 1844 tithe map, and must have been built relatively soon after the construction of the embankment. The house at Talcymerau must also have been early 19th century. It was bought by Solomon Andrews in 1899, damaged by fire in 1907 and subsequently rebuilt (Andrews 1976, 107). At the east end of Lower Cardiff Road Andrews built two initial shops at the junction with Ala Road in 1897, to which were added a further seven in 1901 – with a slightly different façade. He constructed the English Congregational Church in 1899, having submitted a tender of £530 (Andrews 1976, 106). The post office was built in 1906 opposite the shops. The tramway was closed in 1928.



Cardiff road

Current urban area description

Ala Road pre-dates Cardiff Road, and this is reflected in the Georgian façade of Neigwl and the late 19th century terrace with gabled bay windows opposite the hospital. However, Andrew's work can be seen in the yellow-brick terrace on the north side, almost opposite the congregational chapel of dark stone with red brick detail. Further west down Ala Road is 20th century housing, and at the far end, by the A499/A497 junction is a petrol station.

Cardiff Road is much more influenced by Andrews, particularly in the yellow brick arcaded shops and the post office on the other side of the road. The buildings are functional in design: the glass roof arcade along the front of the shops is

typical of his work, as are the large windows with segmental brick arches. Further from town, where Andrew's never developed, the buildings are recent, and largely commercial or retail.

Archaeological potential

None known.

Management recommendations

Key elements

The east end of Cardiff Road contains significant buildings from the Solomon Andrews era.

Recommendations

- Respect the nature and scale of the existing historic fabric during renovation of existing buildings
- Respect the nature and scale of the existing historic fabric in any future development

Area 24: Lon Bach and Marian y De

Historical development

This area lies west of the main embankment, and is on land reclaimed after the 1811-13 embankment was built. Pwll Du is where the backwater to the tidal gates is retained, and is now a nature reserve. Lon Bach was built alongside the south side of Pwll Du and into Talcymerau road. No development took place within this area until the construction of Ysgol Glan y Mor (secondary comprehensive) in 1970 and Ysgol Cymerau (the primary school) later in the same decade. The Council Offices were built 1980 by Lewis and Percival of Wolverhampton with J Arfon Hughes, the District Council Architect.



Ysgol Glan y Mor

Current urban area description

There is still a large proportion of green, undeveloped land, within this area, much of it used as playing fields for the schools. Pwll Du is a nature reserve, and Lon Bach a walk alongside. The council offices are set low down, so certainly do not intrude, though their construction from dark brick, unrelieved by other colour, does not necessarily enhance either. Ysgol Glan y Mor is of the late 1960's style - flat-roofs and elevations with the emphasis on the horizontal. It certainly makes no effort to impress, and forms an interesting contrast in styles with the earlier schools on Troed yr Allt, which were designed to reflect the importance of education.

Archaeological potential

None known.

Management recommendations

Key elements

The key elements are the schools and council offices.

Recommendations

Area 25: South Beach and West End

Historical development

The historical development of these areas is examined jointly, as they are so intertwined. They include Morfa Mawr, an area of sand-dune, and the reclaimed areas of land between Morfa Mawr and Afon Rhyd-hir. There was no development on Morfa Mawr prior to the late 19th century. Development on land reclaimed by the 1811 Enclosure was slow. Talcymerau Road is shown on the 1844 tithe map, and must have been built relatively soon after the construction of the embankment. The house at Talcymerau must also have been early 19th century, and was owned by William Potts, who c. 1850 bought land within the area with the intention of developing it, but was apparently held back by the lack of suitable supply of drinking water (Hughes 1991, 24). The house at Talcymerau was bought by Solomon Andrews in 1899, damaged by fire in 1907 and subsequently rebuilt (Andrews 1976, 107). The only developments to show on the OS map of 1889 are Talcymerau and the houses/farms of Talcymerau Bach, Talcymerau Uchaf and Talcymerau Isaf. This was to change dramatically in the 1890's. Potts had sold his land to a relative John Churton, and when the Churton estate were approached by two local businessmen, David Evan Davies and Robert Jones (later joined by another businessman Edward Jones) to develop the area, the estate agreed to build roads and a promenade if the businessmen built the houses. By 1893 two hotels and 26 houses had been built at South Beach (Hughes 1991, 27). In that year Solomon Andrews visited Pwllheli, and bought the adjoining block of land. He laid a tramway west to a quarry at Carreg y Defaid, Llanbedrog, to carry stone and also operate a public service. A hotel was built on the corner of West End and Cardiff Road, and Cardiff Road was built to connect the development with the town. A tramway was constructed down Cardiff Road in 1896. Houses were built along the promenade, and along Cardiff Road. An Assembly Room was built behind the hotel. By 1900 most of the building was complete, though some building continued up to 1906, when the Post Office in Cardiff Road was built. The South Beach developers were unable to capitalise on their initial development, and the partnership was dissolved in 1895, leaving Andrews, with huge resources available, to dominate. In 1916 the parade at West End was linked to that of South Beach, so joining the two developments. In-fill housing, the majority of it post-1945, has now filled in the gaps between the developments and along Cardiff Road and Talcymerau Road.

Current urban area description

a. South Beach

Though the hotel at South Beach has now gone, houses from the original development still remain – tall 3-storey houses with bay windows and gabled attic dormers. They are rendered and generally painted in pastel colours, though the former Victoria Hotel on the corner of Churton Street has remained resolutely brown. Similar houses were built along the east end of the promenade west of the hotel. East of the original development there are terraces of modern 3-storey houses along the promenade, and behind in Churton Street and Ffordd Mela a series of council and private houses and flats, much of it of modular build, and contrasting with the late Victorian houses.



Victoria Hotel . Churton street

b. West End

The houses along the promenade at West End exhibit an interesting contrast with the houses at South Beach. Though built within a few years of each other, the former appear distinctly Victorian, whilst the latter look forward in style to the 20th century. The houses are flat-roofed (but with brick chimneys), of 3-storeys and basement with embayed fronts. They have a high proportion of windows, each with slightly segmented lintels giving an 'eye brow' affect, and flat rendered walls painted in pastel colours. The houses down Cardiff Road are all of yellow Ruabon brick, and are single fronted terraced houses, of 3-storeys, and with bay windows on the ground and first floor. A group of five (no's 33-7) were built at the south end as shops, and some original shop frontage remains. The assembly rooms, an imposing 2-storey classical building in Tuscan style was built end-on to Cardiff Road next to the hotel. This is now a restaurant. The hotel has been replaced by a modern block of apartments in a style which matches the original. The modern leisure centre now occupies the former recreation ground built to accompany the original development.

Tightly packed estates of modern detached houses lie either side Talcymerau Road and down to the club house of the golf course, which lies on the western edge the developed area. Talcymerau Bach, a stone-built house set back from the road with a large garden, and Talcymerau Uchaf by the entrance to the golf course are the only two pre-1900 houses. Ty'r Bont occupies one of the first plots to be developed west of the original Solomon Andrews development, and is now occupied by a house built 1982 and reputed to be the first post-modernist Classical house in Wales by Oiver Richards and Paul James under the aegis of Terry Farrell (Voelcker forthcoming).

Archaeological potential

The potential for underground archaeology must be considered low in this area. The developments at South Beach and West End are important examples of late 19th/early 20th century resort development.

Management recommendations

Key elements

The developments of Davies and partners and later of Solomon Andrews are important within this area. These make

up a planned resort that contains good (and contrasting) examples of period architecture. The two hotels that formed the focal points have now gone, but sufficient remains to provide distinctive character areas.



West End parade

Recommendations

- Retain the differences in character between the two development areas
- Respect the nature and style of the buildings in each area
- Encourage sensitive renovations of the houses along the promenade at West End
- Encourage sensitive renovations to the houses along Cardiff Road, including the Assembly Rooms
- Consider creating a conservation area to include South Beach and West End

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APPENDIX I

Extracts from Welsh Office Circular 60/96

Archaeological remains are a finite, and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. [Paragraph 3]

Archaeological remains are part of our cultural heritage, not least in terms of the information they provide about the past, valuable both for their own sake, and for their role in education leisure and tourism. [Paragraph 3]

The key to the future of the great majority of archaeological sites and historic landscapes lies with local authorities, acting within the framework set by central government, in their various capacities as planning, highways, education and recreational authorities. [Paragraph 7]

Local planning authorities should expect developers to provide the results of such appraisals, assessments and/or evaluations as part of their applications for sites where there is good reason to believe there are remains of archaeological importance. [Paragraph 14]

Authorities will need to consider refusing permission for proposals which are inadequately documented. [Paragraph 14]

When planning applications are made without prior discussion with the local planning authorities, the authorities should seek to identify those applications which have archaeological implications, and to assess their likely impact by consulting the local authority Archaeological Officer, National Park Archaeologist or regional Welsh Archaeological Trust. [Paragraph 15]

In the case of a development proposal that is likely to affect the site of a scheduled ancient monument, planning authorities are required to consult the Secretary of State (Cadw). [Paragraph 15]

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation in situ i.e. a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains. [Paragraph 17]

It may be possible to preserve important archaeological remains where developers prepare sympathetic designs using, for example, foundations which avoid disturbing the remains altogether or minimise damage by raising ground levels under a proposed new structure or by careful siting of landscaped or open areas. [Paragraph 17]

Archaeological investigations such as excavation and recording should be carried out before development commences, working to a project brief prepared by the planning authority (with reference to their archaeological advisers). [Paragraph 20]

It is open to the local planning authority to impose conditions designed to protect a monument. [Paragraph 22]

APPENDIX II

Extracts from Gwynedd Unitary Development Plan (2004)

Policies B1 to B3 concern Listed Buildings.

Policy B1 - Demolition Of Listed Buildings

Proposals for the total or substantial demolition of Listed Buildings¹ will be refused unless there are exceptional circumstances. Such proposals will need to provide clear evidence of all the following:

- 1. the condition of the building, repair and maintenance costs;*
- 2. that every effort has been made to retain the current use or seek a new viable use and that these efforts have failed;*
- 3. that the property has been on the market for at least two years at a fair price that reflects the true condition of the building and that no reasonable offer has been rejected;*
- 4. that it is not possible or appropriate to retain the building under charitable or community ownership;*
- 5. that there is a detailed plan for redevelopment of the site and that redeveloping the site would offer significant benefits to the local community and override the need to retain the building.*

If permission is very occasionally granted to demolish the building or structure, conditions will be attached to the permission prohibiting demolition work until the contract to redevelop the site has been let and to ensure that building materials from the original building are used in the plan to redevelop the site or are available to reuse in another development scheme.

Policy B2- Alterations to Listed Buildings or Buildings in their Curtilage

Proposals for external or internal alterations, additions, or change of use of Listed Buildings or curtilage buildings (which form part of the land since before 1 July 1948) will only be approved provided that the proposal will not have an unacceptable impact on the special architectural or historical character of the Listed Building.

Policy B3- Development affecting the setting of Listed Buildings

Proposals on sites affecting the setting of Listed Buildings will only be approved provided that all the following criteria can be met:

- 1. that the design of the development enhances the special quality of the main building as well as the positive qualities of the local environment;*
- 2. that it does not lead to the loss of features such as walls, railings, ancillary buildings, landscaping, hedges, trees, associated objects, surfaces or archaeological remains that contribute to the special character of the Listed Building;*
- 3. that it does not have an unacceptable impact on important views of and from the building.*

Conservation Areas

Policies B4 to B6 concern Conservation Areas. The plan states

Section 72 of the 1990 Planning Act (Listed Buildings and Conservation Areas) places a duty on local authorities to note in particular the desirability of preserving or improving the character or appearance of Conservation Areas. Existing Conservation Areas are shown on the relevant Proposals Maps and Inset Maps. This Policy will also apply to Conservation Areas designated after the Plan's publication. The relationship between buildings and open spaces and the quality of those open spaces is equally important to the character and appearance of a Conservation Area as the buildings and structures within the Area. This is not limited to an area within the Conservation Area. In determining an application for a development, which would affect a Conservation Area, the Local Planning Authority will consider the development's impact on views across, within and outside the Conservation Area as well as the effect that the development would have on natural features that play an important role in the setting of a Conservation Area.

In assessing applications thorough consideration will be given to Gwynedd Design Guide 2002, any published Conservation Area Appraisals, any published Conservation Area Plans and Delivery Strategies, and (in the case of the Caernarfon Conservation Area) to the Caernarfon Castle and Town Walls World Heritage Site Management Plan.

Policy B4 - Developments in or affecting the setting of Conservation Areas

Proposals in or near conservation areas will be refused unless they preserve or enhance the character or appearance of the conservation area and its setting. All proposals should:

- 1. retain the historic street pattern and the character of individual streets or public spaces;*
- 2. ensure that the scale, mass, form, use of materials and building techniques harmonise with the buildings and features that contribute positively to the character of the Conservation Area;*
- 3. ensure that important views across, into or out of the Conservation Area are retained.*

Thorough consideration will be given to the information provided by any published Conservation Area Appraisals or Conservation Area Plans and Delivery Strategies.

Policy B5 - Demolition of Buildings in Conservation Areas

Proposals to demolish buildings that make a positive contribution to the character and appearance of the Conservation Area will be refused unless there are exceptional reasons for granting permission. In such cases the following matters will be considered:

- 1. the condition of the building and the possibility of renovation or alternative use;*
- 2. the contribution the building makes to the special architectural and historical quality of the conservation area;*
- 3. the effect of demolition on the surrounding area and on the character or appearance of the whole conservation area;*
- 4. the reasons for the demolition and whether those reasons are more important than the importance of the building to the character and appearance of the conservation area.*
- 5. the existence of a detailed plan for redevelopment of the site, and that redevelopment of the site would offer significant benefits to the local community and override the need to retain the building.*

When conservation area consent for demolition is granted, conditions will be attached prohibiting demolition work until the contract to redevelop the site has been let, and that either building materials from the original building are used in the scheme to redevelop the site or they would be available for reuse in another development scheme.

Sites of Archaeological Importance

Policy B7 refers to archaeological sites which are identifiable as being of national importance and sites which do not meet the criteria for national importance.

Policy B7 - Sites of Archaeological Importance

Proposals that will damage or destroy archaeological remains of national importance (whether scheduled or not) or their setting will be refused.

A development which affects other archaeological remains will be permitted only if the need for the development overrides the significance of the archaeological remains.

In areas where there are likely to be archaeological remains, the developer will be required to commission either an archaeological assessment and/or field evaluation in order to determine the archaeological impact of the proposed development before the planning authority determines the application. The assessment/evaluation results must be submitted with the planning application, in addition to a plan showing how the impact of the proposal on the archaeological remains will be mitigated.

If a proposed development will have an adverse impact on archaeological remains, then the developer should prepare sympathetic plans, which retain the remains in situ. Planning conditions or agreements will be used in appropriate cases to ensure that the work of excavating and recording the remains takes place prior to commencement of the development.

Schemes that will facilitate the management and interpretation of archaeological sites for educational or tourism purposes will be supported.



Figure 1. Location map of Pwllheli (1:25,000)



Figure 2. Tithe map of Pwllheli (1:6,000)

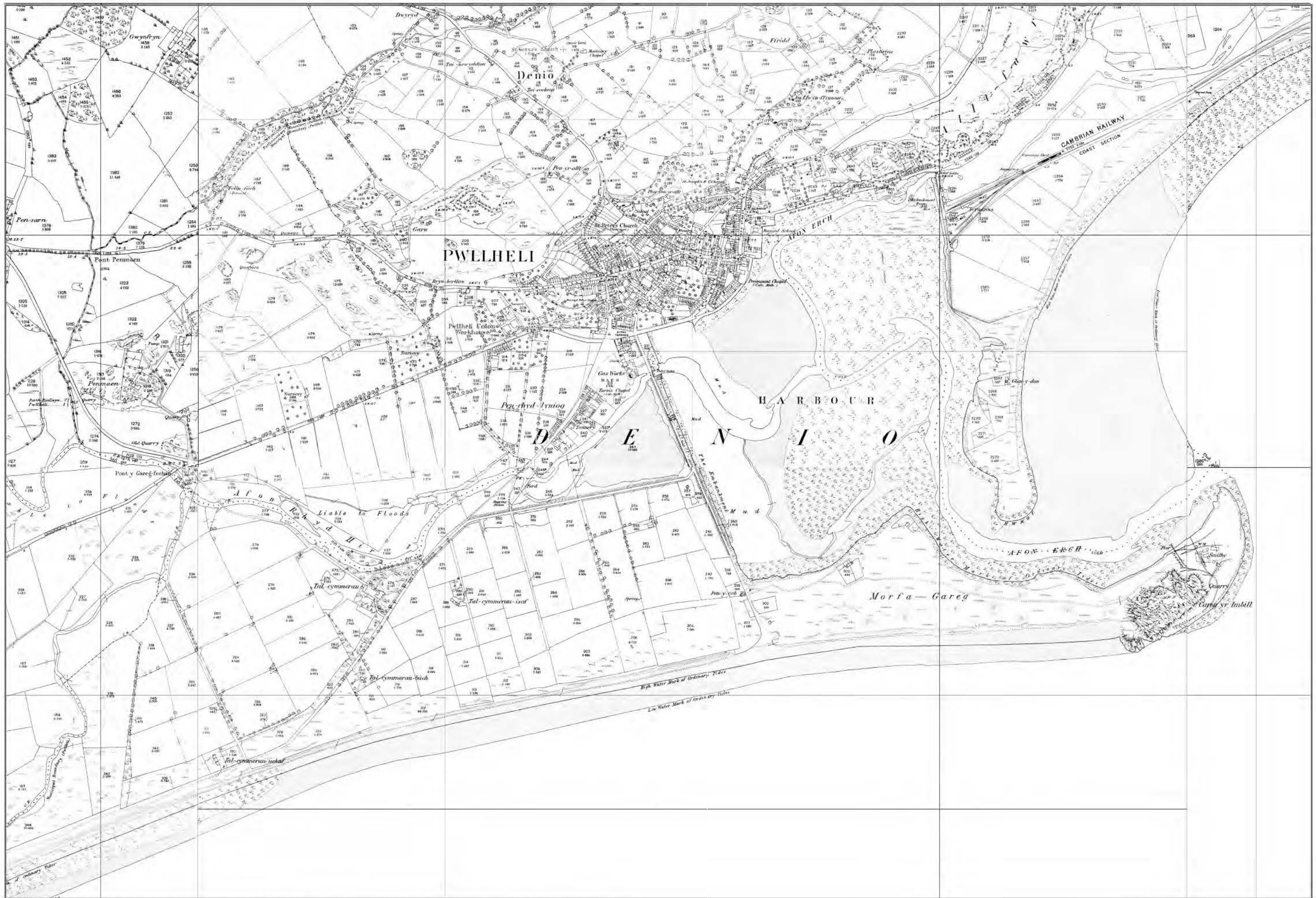


Figure 3. Pwllheli 1889. Ordnance Survey 25". 2nd Edition. County Series. Caernarvonshire. X.5&9-4,0.7&8. I.2&1. (1:8,000)

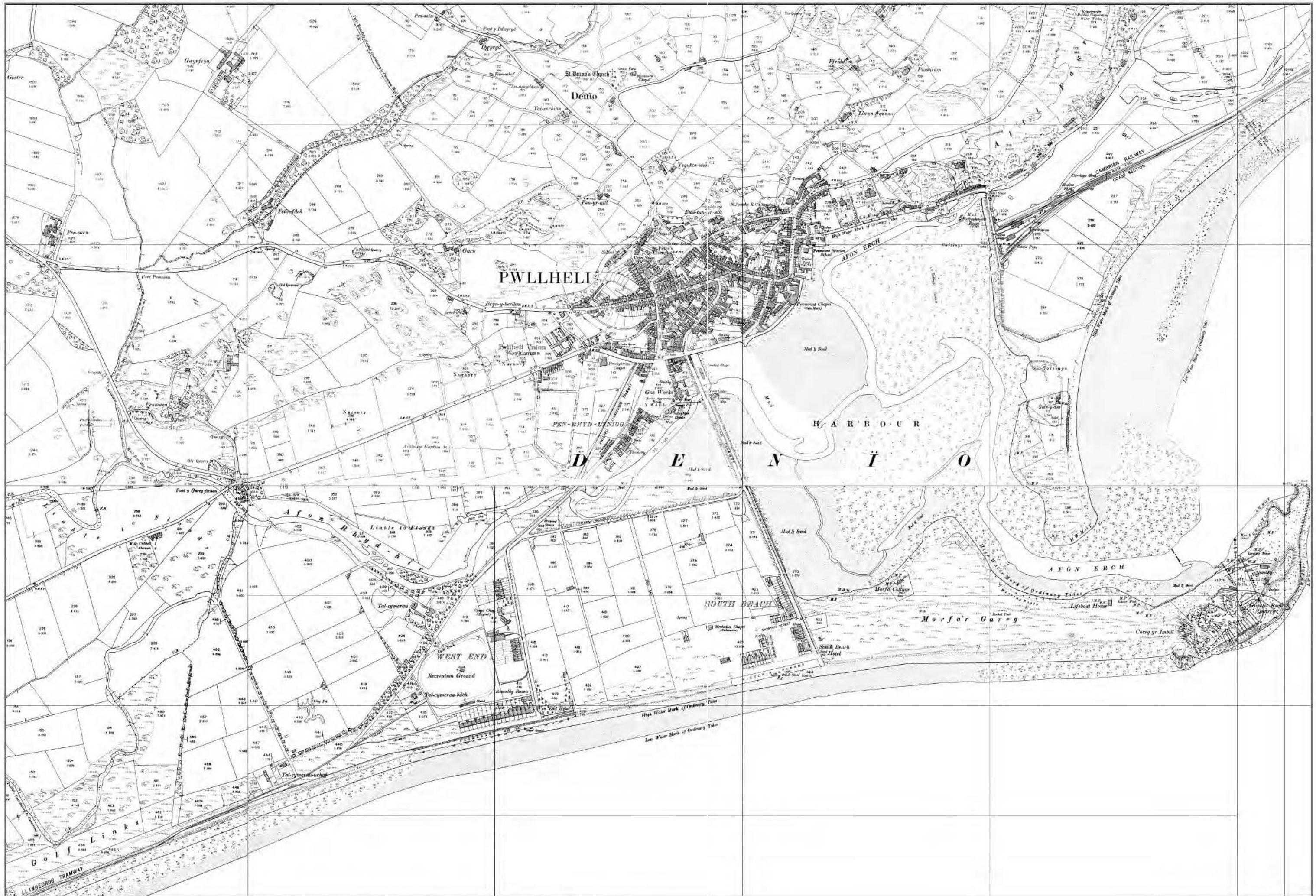


Figure 4. Pwllheli 1900. Ordnance Survey 25". 2nd Edition. County Series. Caernarvonshire. X.5&9-4.0.7&8. 1.2&1. (1:8,000)



Figure 5. Pwllheli 1918. Ordnance Survey 25' 2nd Edition, County Series, Caernarvonshire, X.5&9-4,0.7&8, 1.2&1. (1:8,000)

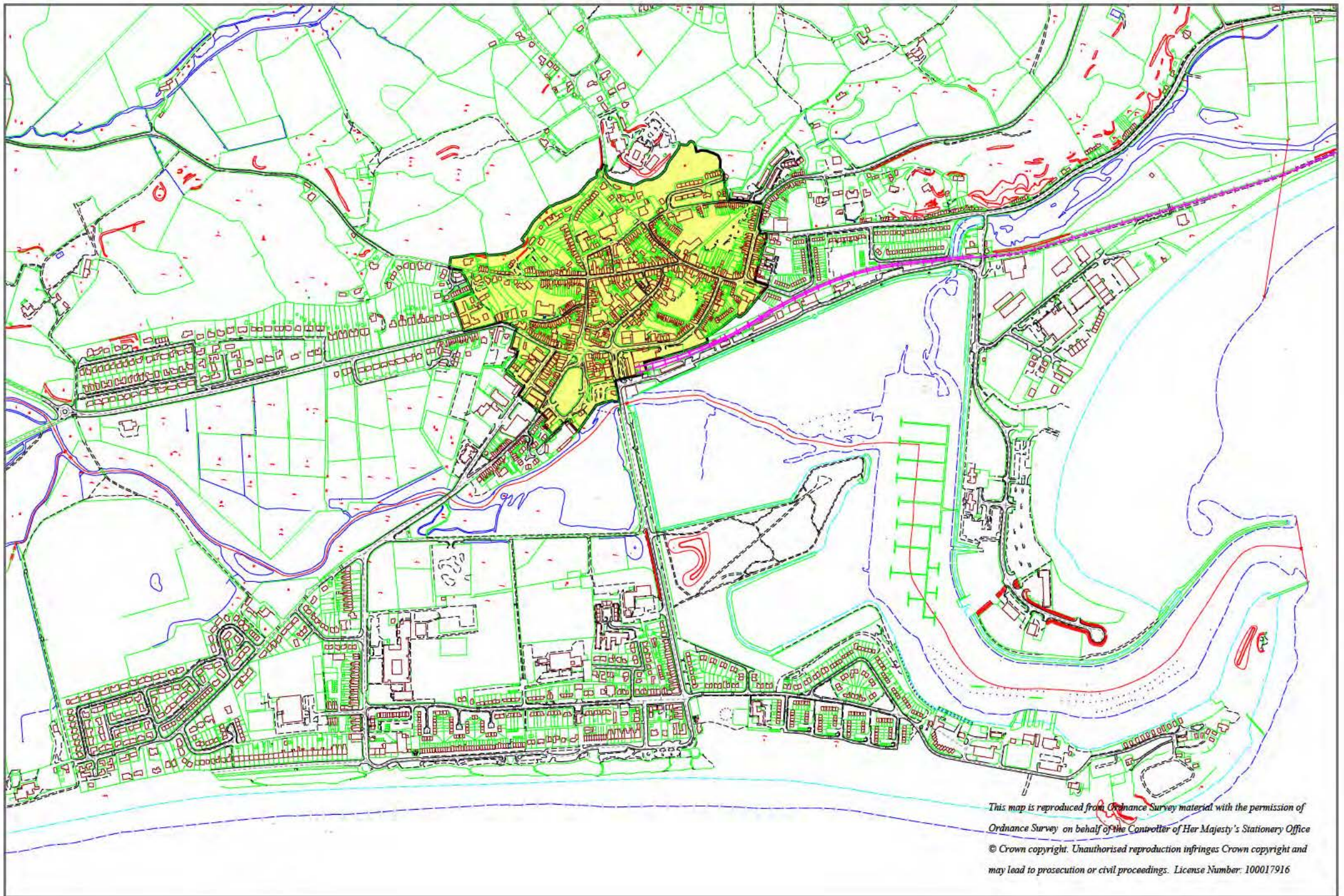


Figure 6. Conservation Area (1:10,000)

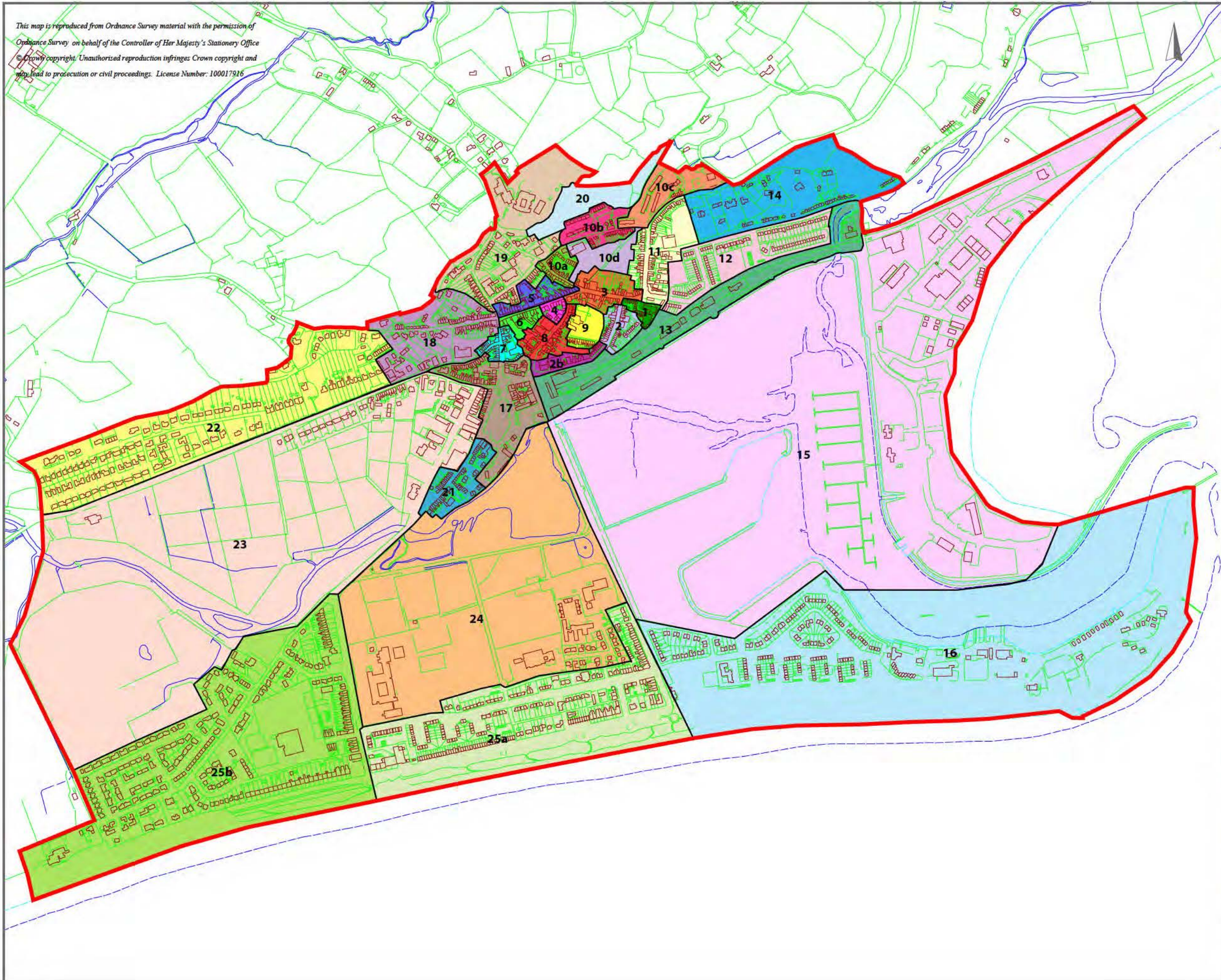
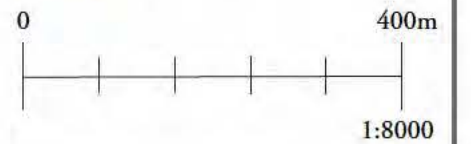
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Urban Characterisation: Pwllheli

Figure: 7 Characterisation Areas

Key

- Character Area Boundary
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- 14 Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

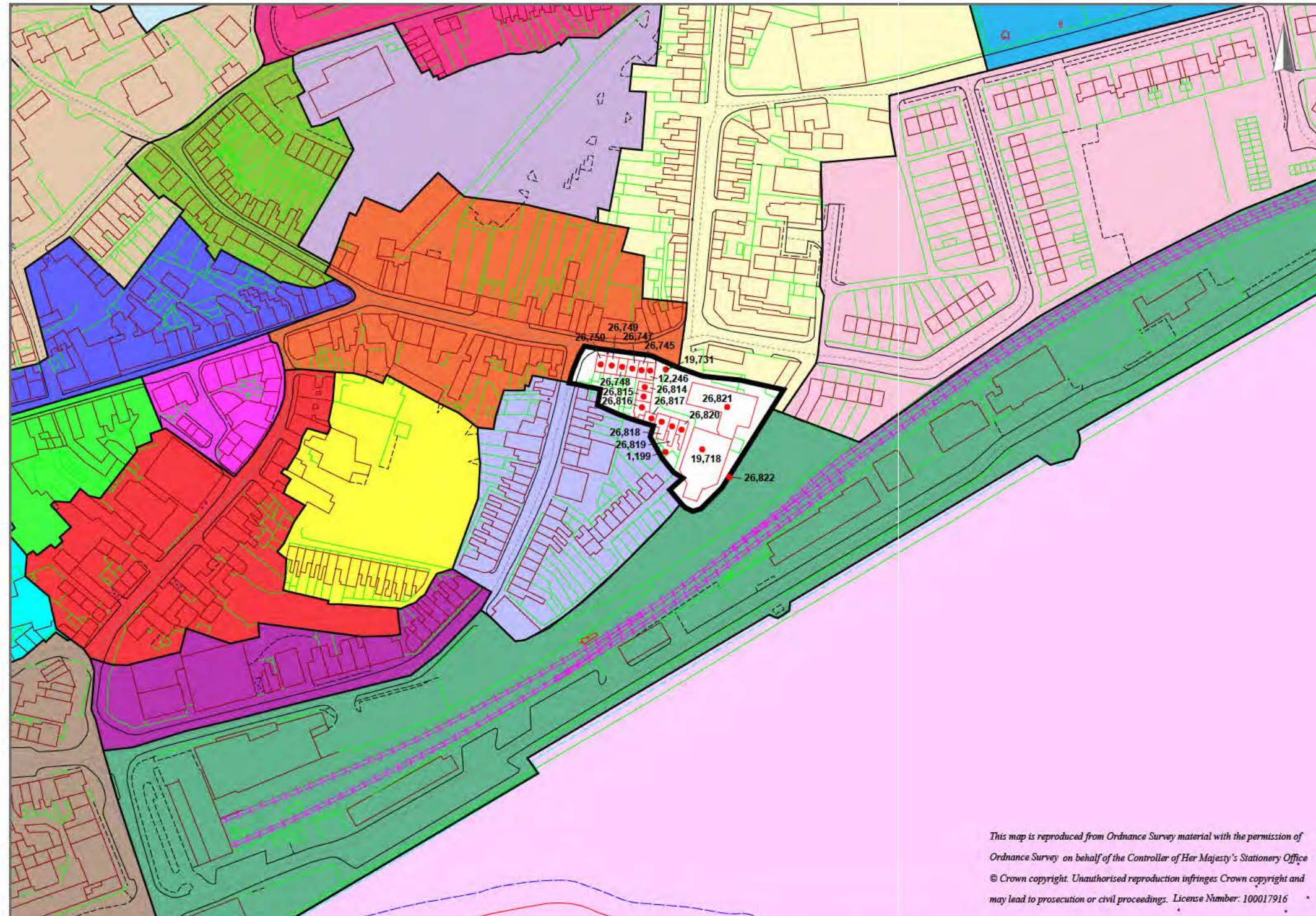


Urban Characterisation: Pwllheli

Figure: 8 Characterisation Area 1 Penmount

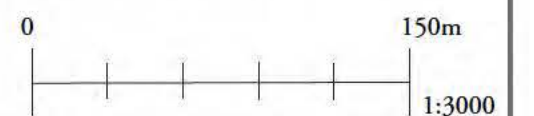
Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
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- 11 Sand Street
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- 14 Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



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PRN's				
1,199. Castle Mound	26,747. 8 High Street	26,814. 1 Penmount Sq	26,818. 5 Penmount Sq	26,822. Former Sea Wall, Penmount Chapel
19,718. Quay Traeth Ty-Eiddew	26,748. 10 High Street	26,815. 2 Penmount Sq	26,819. 6 Penmount Sq	
26,745. 6 High Street	26,749. 12 High Street	26,816. 3 Penmount Sq	26,820. 7 Penmount Sq	
26,746. 4 High Street	26,750. 14 High Street	26,817. 4 Penmount Sq	26,821. Sunday School, Penmount Chapel	

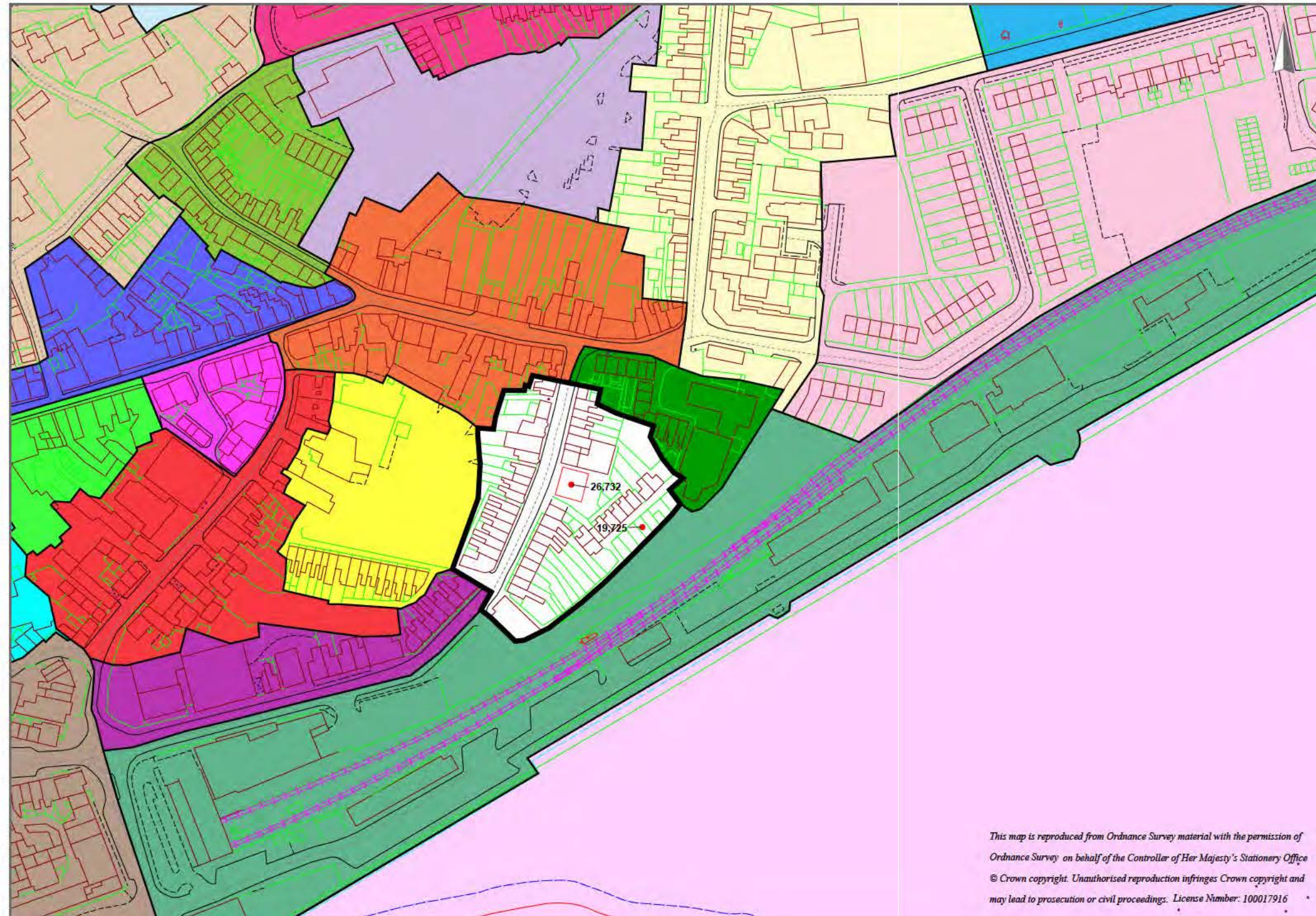


Urban Characterisation: Pwllheli

Figure: 9 Characterisation Area 2 New St

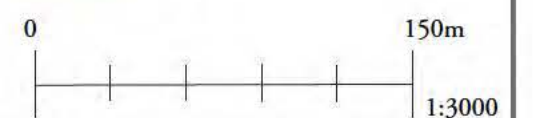
Key

- PRN
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- Grade II* Listed Buildings
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- 2 New St
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- 21 Penrhydliog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



PRN's

26,732. Quay Traeth Ty-Eidew
19,725. Shipbuilding Yard

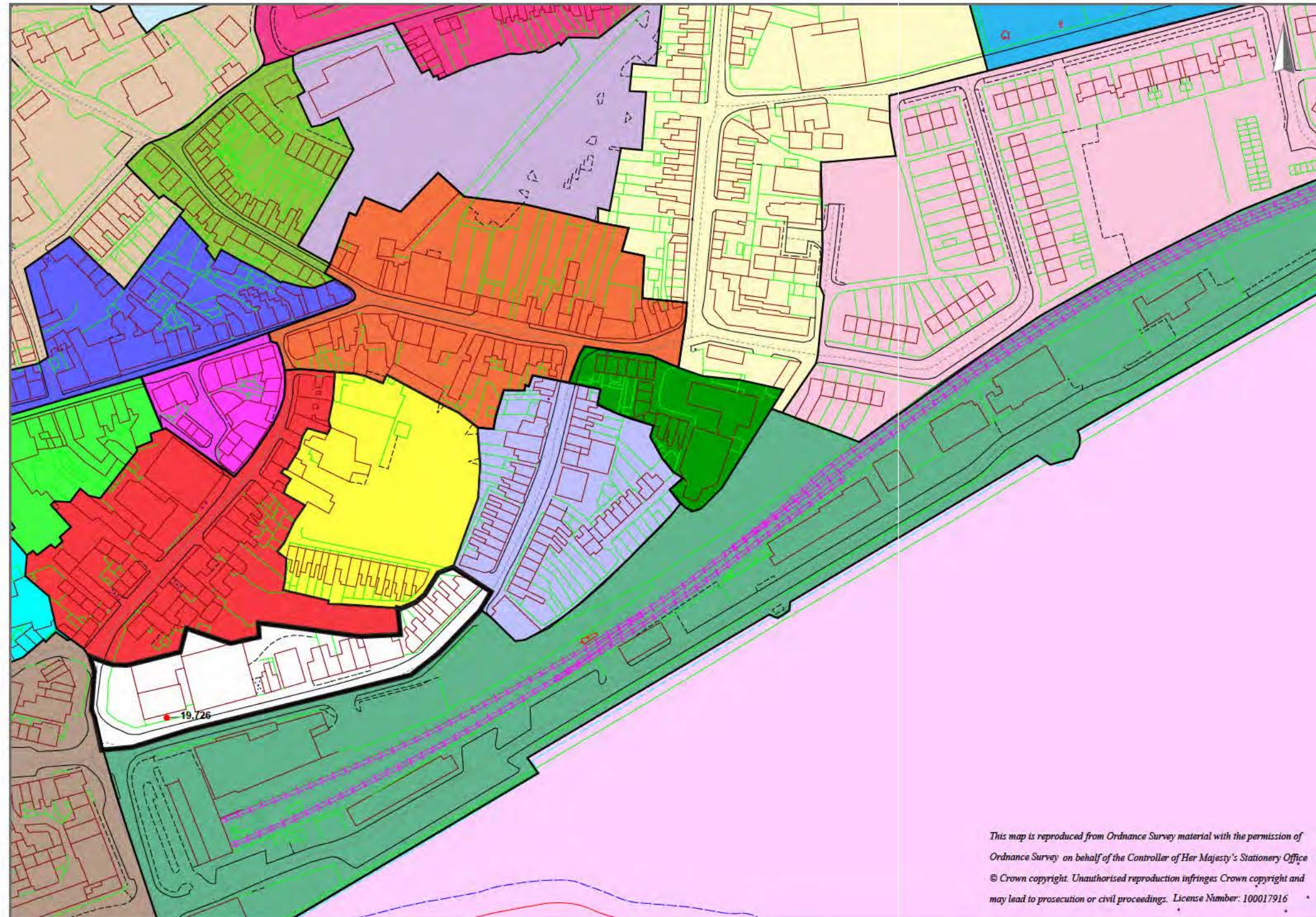


Urban Characterisation:
Pwllheli

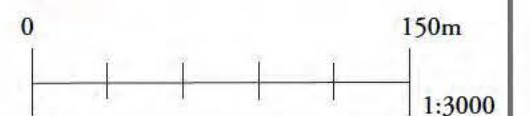
Figure: 10
Characterisation Area 2b
Penmount Terrace

Key

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- Grade II* Listed Buildings
- Grade II Listed Buildings
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- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
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- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



PRN's
19,726. Timber Yard

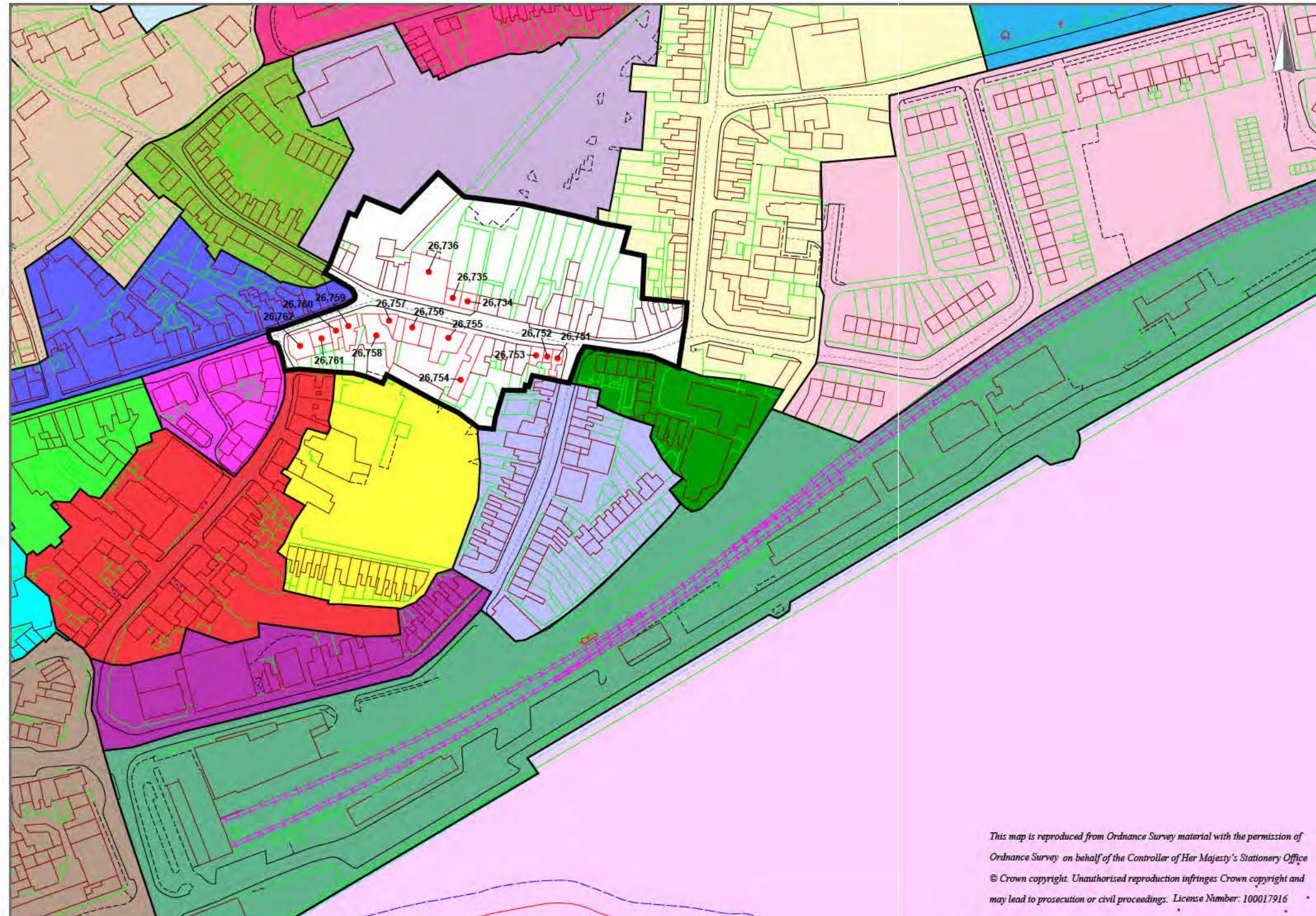


Urban Characterisation:
Pwllheli

Figure: 11
Characterisation Area 3
Lower High Street

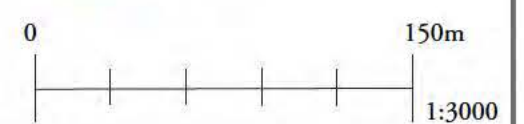
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- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhyniolog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



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PRN's			
26,734. 33 High Street	26,752. 20 High Street	26,756. Alliance and Leicester and Abby national Bank	26,759. Abbey National
26,735. 35 High Street	26,753. 22 High Street	26,757. 38 High Street	26,760. Harpers
26,736. Crown Hotel	26,754. Former Coach house	26,758. Llyn Furnishers	26,761. Williams Pwlldefaid
26,751. Nook Antiques	26,755. Natwest Bank		26,762. Midland Bank

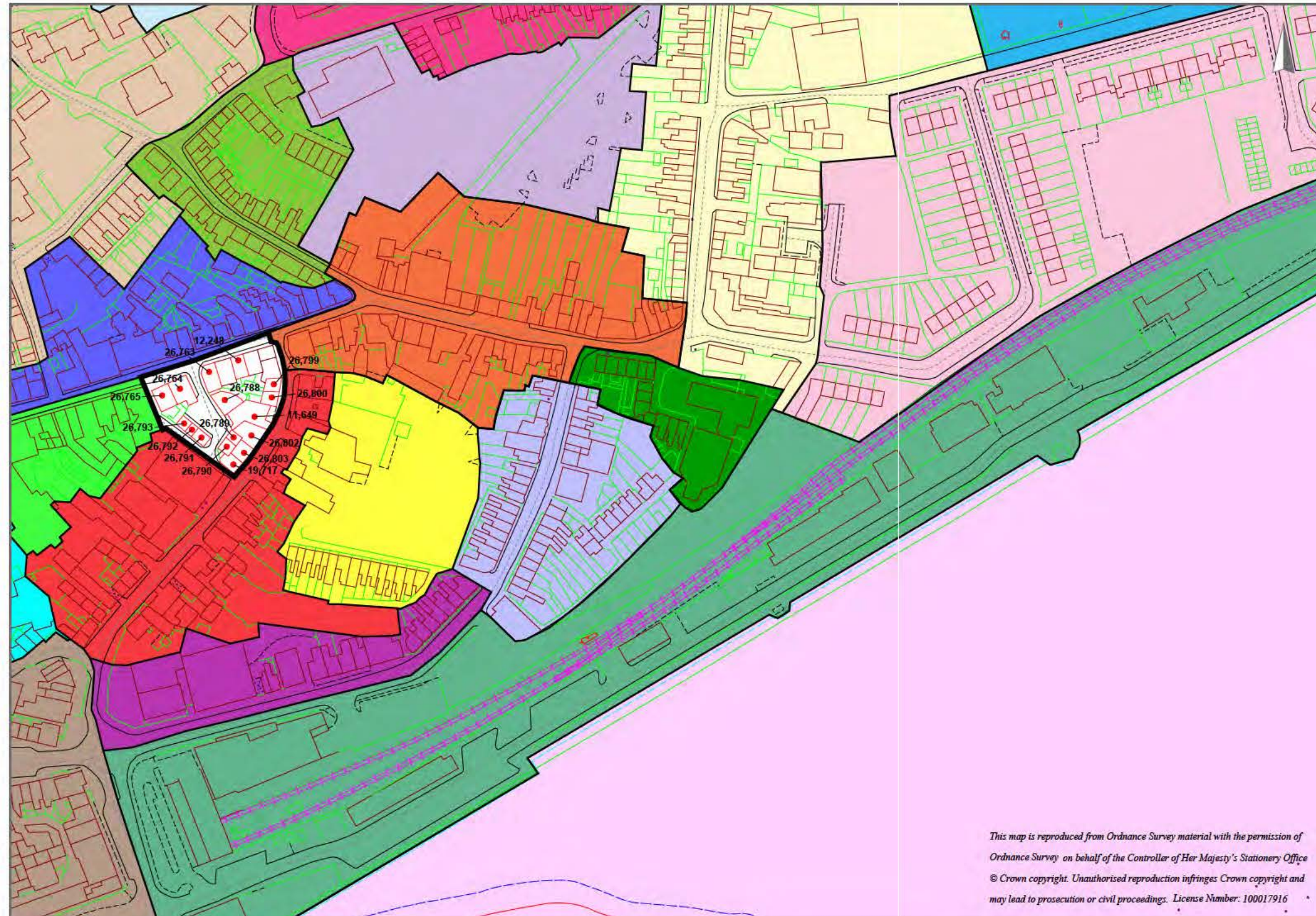


Urban Characterisation:
Pwllheli

Figure: 12
Characterisation Area 4
Market Square

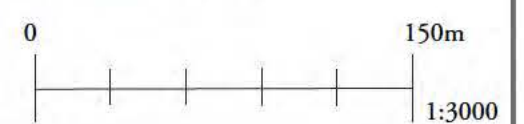
Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- 14 Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhycliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



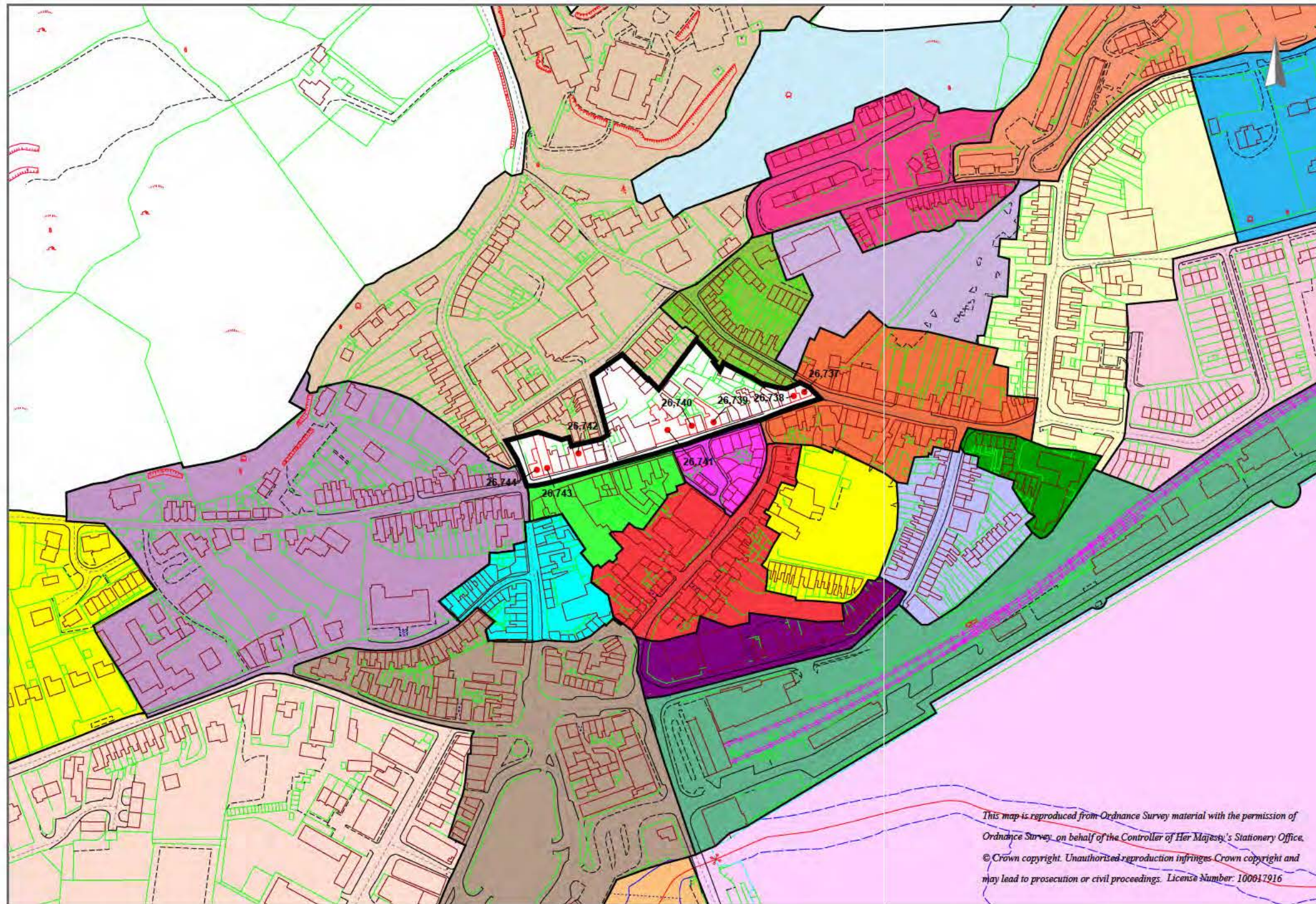
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PRN's			
11,649. Old Town Hall	26,764. Chemist	26,790. 4 Market Square	26,799. 5 Penlan Street
12,248. 54 High Street	26,765. Cambrian Crafts	26,791. 5 Market Square	26,800. 7 Penlan Street
19,717. Mathan House	26,788. 2 Market Square	26,792. 6 Market Square	26,802. 11 Penlan Street
26,763. 58 High Street	26,789. 3 Market Square	26,793. 7 Market Square	26,803. 13 Penlan Street



Urban Characterisation: Pwllheli

Figure: 13 Characterisation Area 5 High Street (North)



Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

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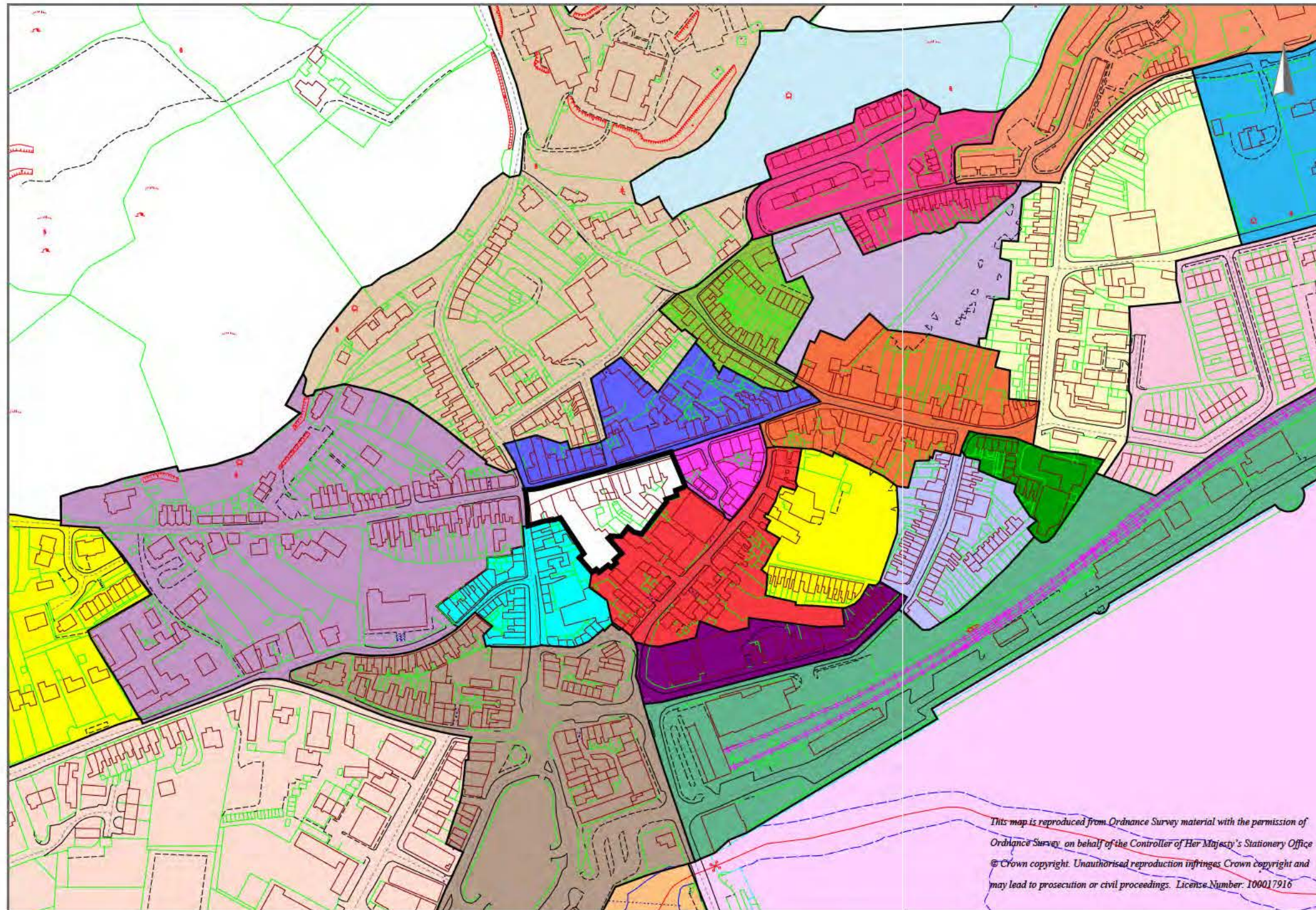
PRN's

- | | | |
|----------------------|---------------------------|---------------------------|
| 26,744. Parry & Sons | 26,741. Tower Hotel | 26,738. No.49 High Street |
| 26,743. Y Castell PH | 26,740. Lo-Cost Foodstore | 26,737. No.47 High Street |
| 26,742. Just for You | 26,739. Polecoff's | |



Urban Characterisation:
Pwllheli

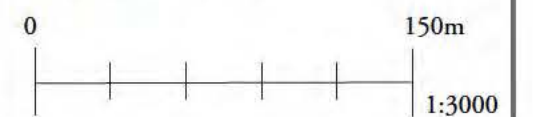
Figure: 14
Characterisation Area 6
High Street (South)



Key

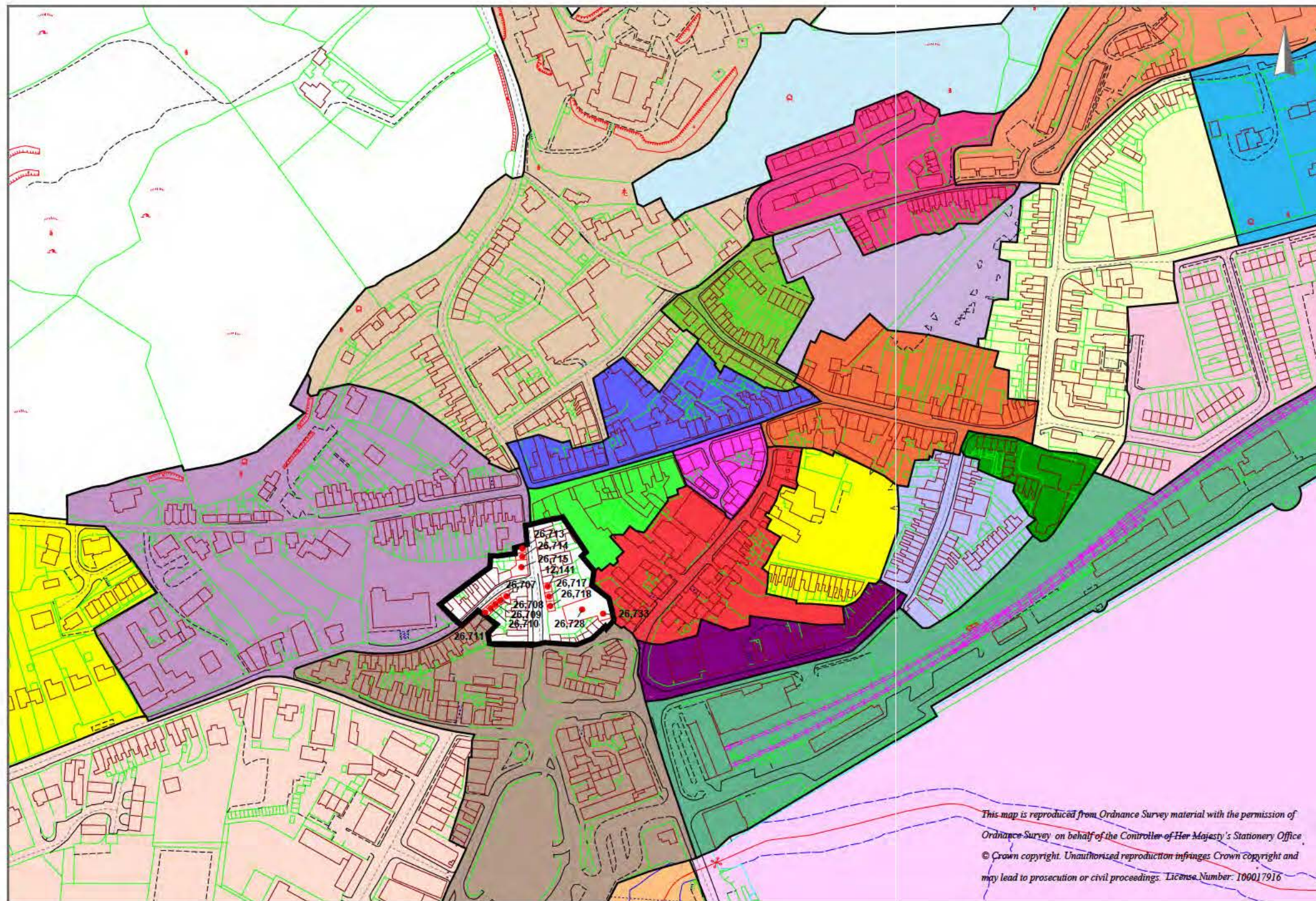
- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
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- 2b Penmount Terrace
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- 4 Market Square
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- 10c North Street (East End)
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- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

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Urban Characterisation:
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Figure: 15
Characterisation Area 7
High Street (South)



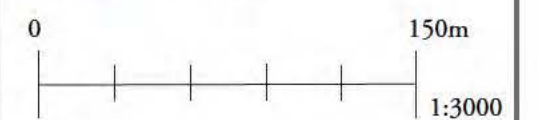
Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadiys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- 14 Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

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PRN's

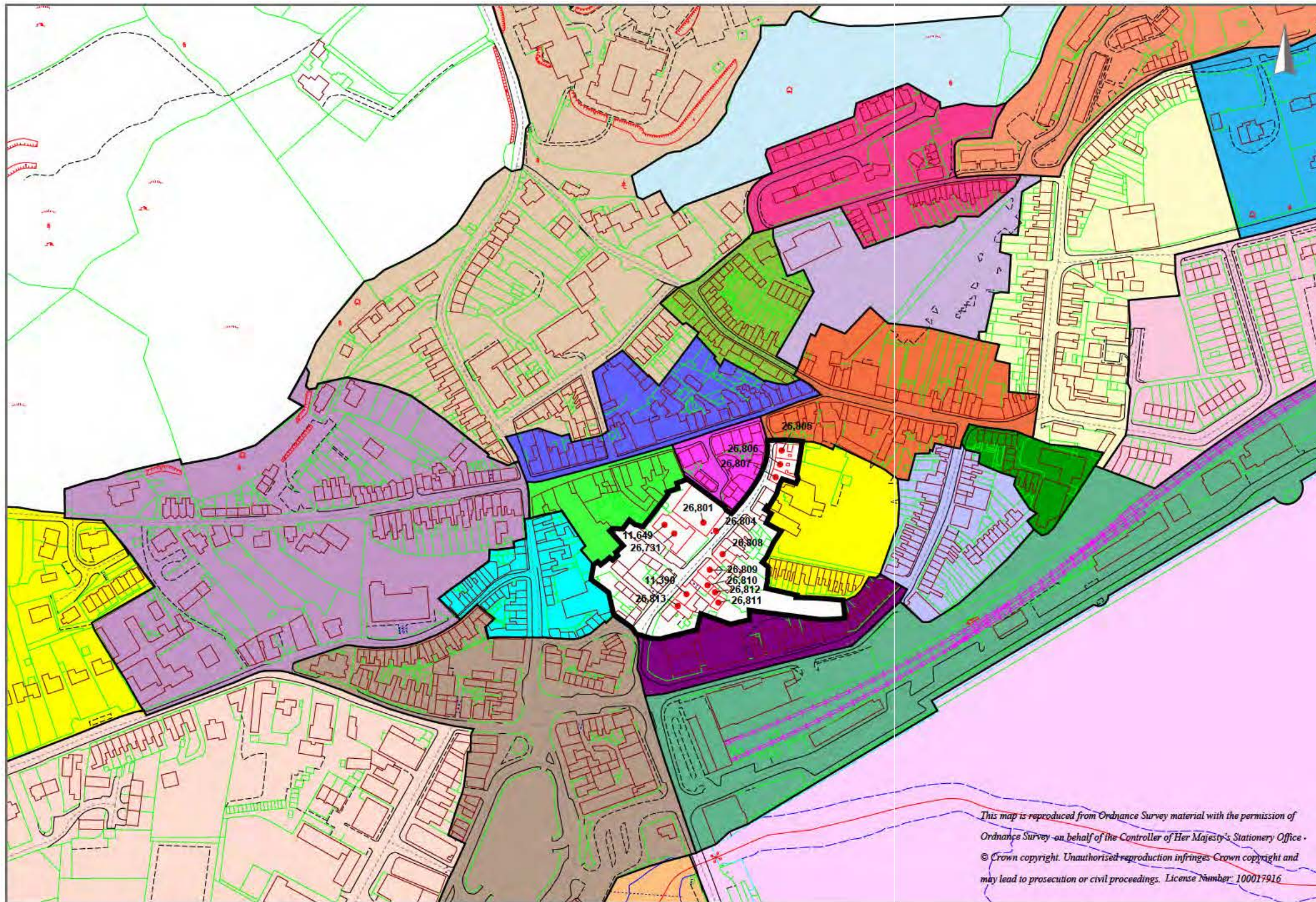
26,141. No. 16 Gaol Street	26,704. Property to right of 5 & 7	26,707. No. 4 Ala Uchaf	26,710. No. 10 Ala Uchaf	26,714. No. 7 Gaol Street	26,718. No. 20 Gaol Street
26,702. No. 5 Ala Uchaf	26,705. No. 9 Ala Uchaf	26,708. No. 6 Ala Uchaf	26,711. No. 12 Ala Uchaf	26,715. No. 9 Gaol Street	26,728. Penlan Chapel
26,703. No. 5 Ala Uchaf	26,706. No. 11 Ala Uchaf	26,709. No. 8 Ala Uchaf	26,713. No. 5 Gaol Street	26,717. No. 18 Gaol Street	26,733. Penlan Chapel Hall



Urban Characterisation:
Pwllheli

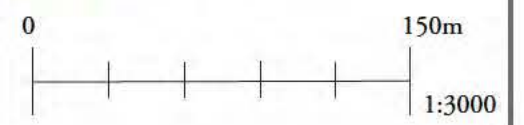
Figure: 16
Characterisation Area 8
Penlan Street

- Key**
- PRN
 - Grade I Listed Buildings
 - Grade II* Listed Buildings
 - Grade II Listed Buildings
 - 1 Penmount
 - 2 New St
 - 2b Penmount Terrace
 - 3 Lower High Street
 - 4 Market Square
 - 5 High Street (North)
 - 6 High Street (South)
 - 7 Gaol Street
 - 8 Penlan Street
 - 9 Gadlys
 - 10a King's Head Street
 - 10b North Street (Pentre Poeth)
 - 10c North Street (East End)
 - 10d Llawr y Gors
 - 11 Sand Street
 - 12 Lon Abererch (South)
 - 13 Promenade and Station
 - Abererch Road (South)
 - 15 Glan y Don and Marina
 - 16 Morfa Garreg
 - 17 Y Maes
 - 18 Llyn Street
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 - 22 Ala Road (North)
 - 23 Ala Road (South) and Cardiff Rd (East)
 - 24 Lon Bach and Marian y Dre
 - 25a South Beach
 - 25b West End



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PRN's				
11,390. Penlan Fawr	26,801. Town Hall	26,806. No. 8 Penlan Street	26,809. No. 26 Penlan Street	26,812. L shaped outbuilding to rear of Penlan Fawr
11,649. Old Town Market Hall	26,804. Pillar Box	26,807. No. 10 Penlan Street	26,810. No. 28 Penlan Street	26,813. Cilcoed
26,731. Tabernacle Chapel	26,805. No. 6 Penlan Street	26,808. No. 24 Penlan Street	26,811. L shaped outbuilding to rear of Penlan Fawr	

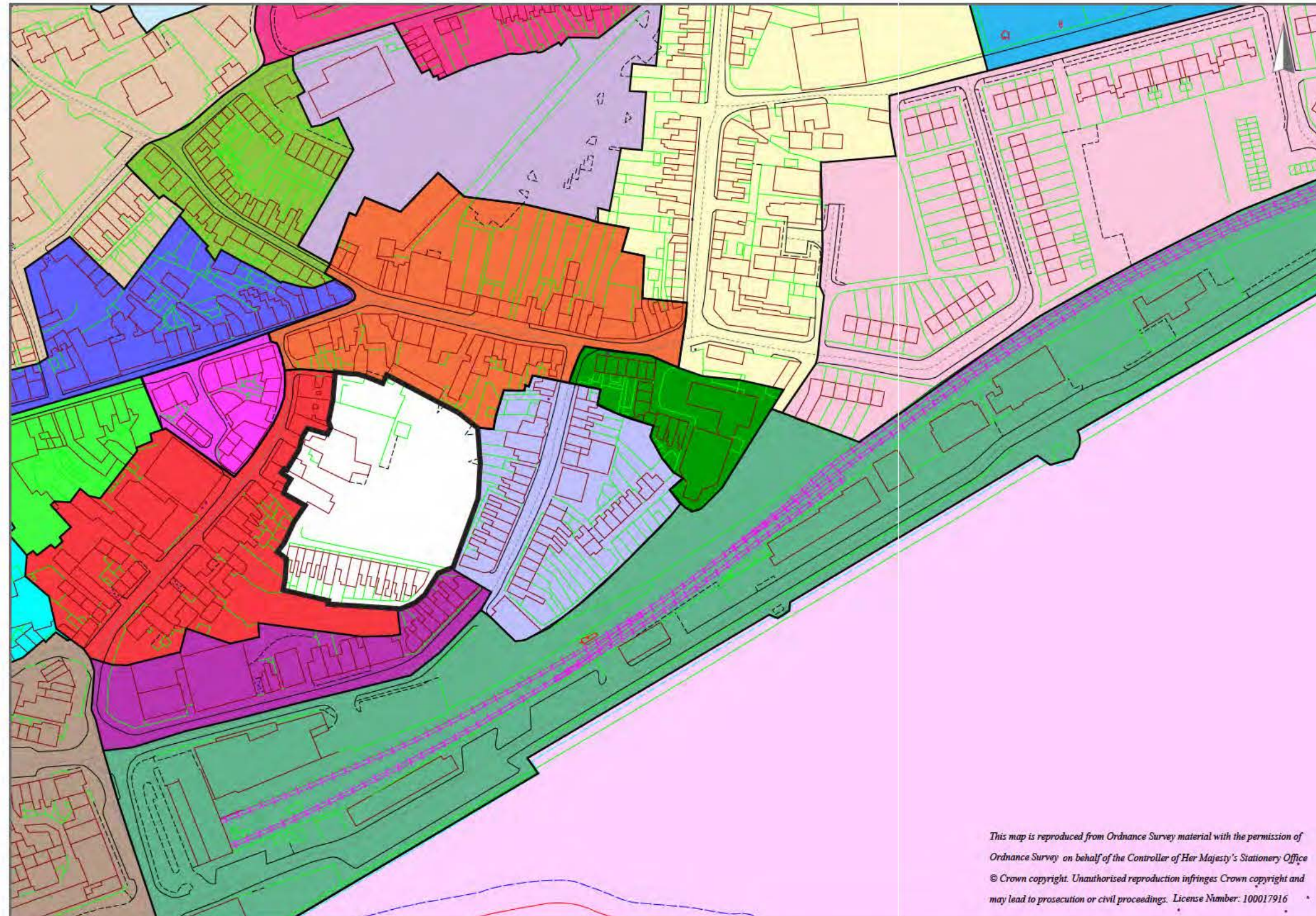


Urban Characterisation:
Pwllheli

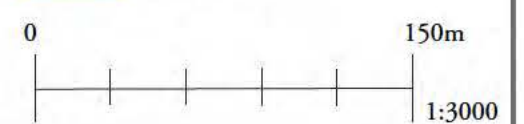
Figure: 17
Characterisation Area 9
Gadlys

Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
- 2b Penmount Terrace
- 3 Lower High Street
- 4 Market Square
- 5 High Street (North)
- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- 14 Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

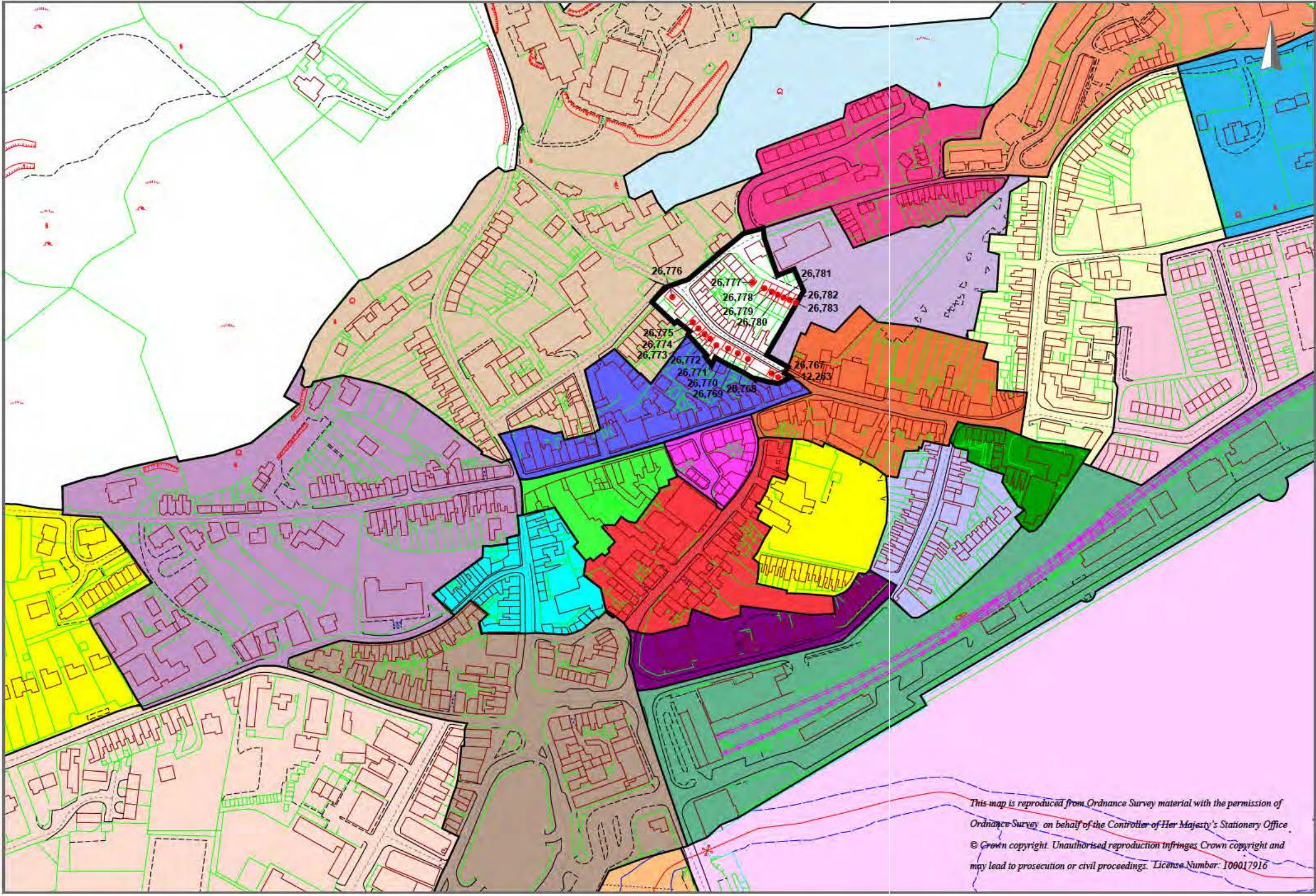


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Urban Characterisation:
Pwllheli

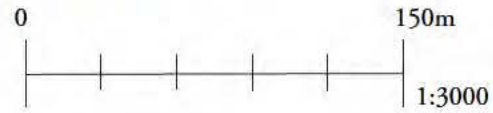
Figure: 18
Characterisation Area 10a
King's Head Street



- Key**
- PRN
 - Grade I Listed Buildings
 - Grade II* Listed Buildings
 - Grade II Listed Buildings
 - 1 Penmount
 - 2 New St
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 - 4 Market Square
 - 5 High Street (North)
 - 6 High Street (South)
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 - 9 Gadlys
 - 10a King's Head Street
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 - 10c North Street (East End)
 - 10d Llawr y Gors
 - 11 Sand Street
 - 12 Lon Abererch (South)
 - 13 Promenade and Station
 - Abererch Road (South)
 - 15 Glan y Don and Marina
 - 16 Morfa Garreg
 - 17 Y Maes
 - 18 Llyn Street
 - 19 Troed yr Allt, Lleiniau, Salem and St Peter's
 - 20 Slopes above North St
 - 21 Penrhydliniog
 - 22 Ala Road (North)
 - 23 Ala Road (South) and Cardiff Rd (East)
 - 24 Lon Bach and Marian y Dre
 - 25a South Beach
 - 25b West End

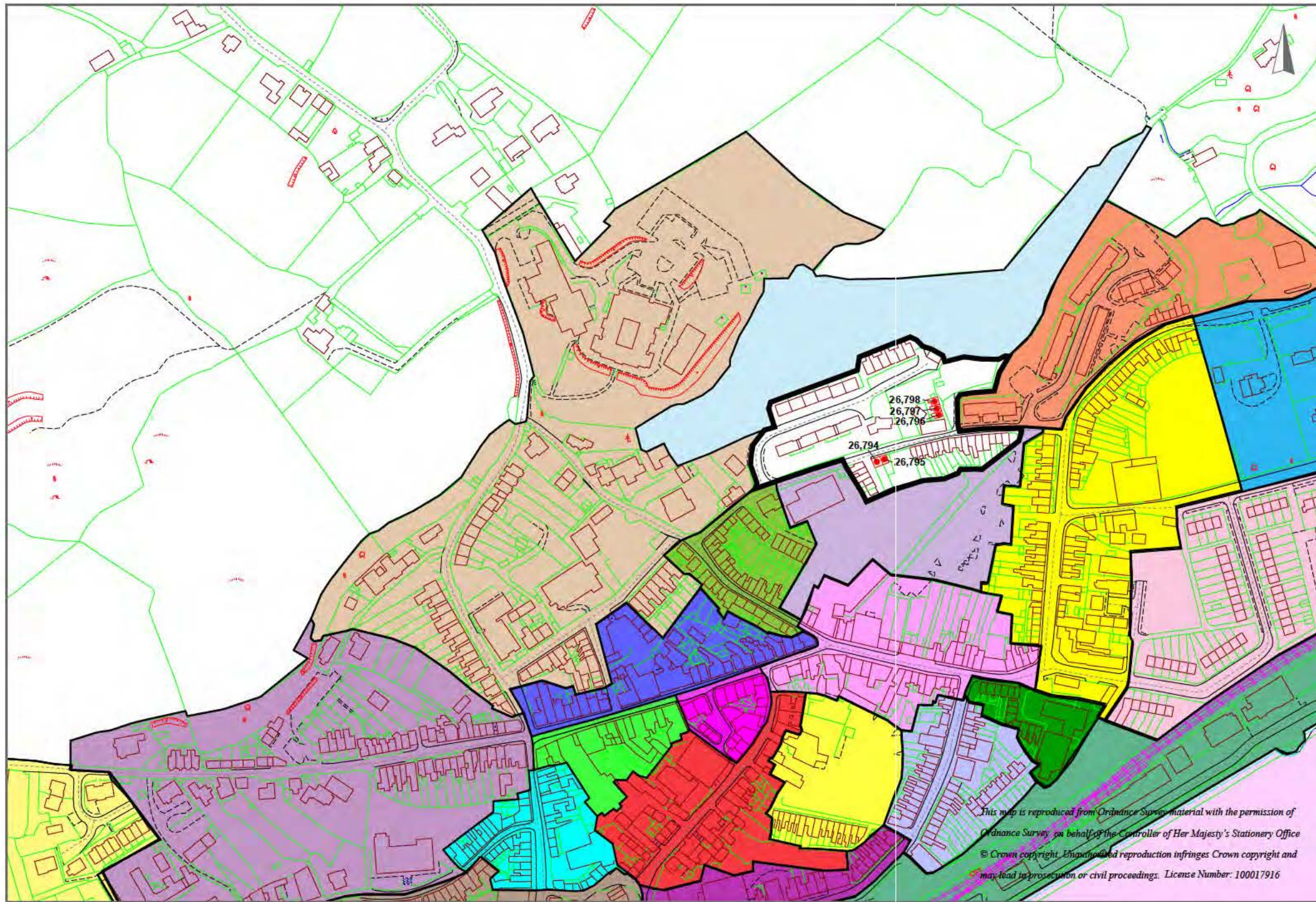
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PRN's					
12,263. No. 4 Kings Head St	26,769. No. 16 Kings Head St	26,772. No. 24 Kings Head St	26,775. No. 30 Kings Head St	26,778. No. 5 Llawr Gors	26,781. No. 10 Llawr Gors
26,767. No. 6 Kings Head St	26,770. No. 18 Kings Head St	26,773. No. 26 Kings Head St	26,776. No. 32 Kings Head St	26,779. No. 7 Llawr Gors	26,782. No. 11 Llawr Gors
26,768. No. 14 Kings Head St	26,771. No. 20 Kings Head St	26,774. No. 28 Kings Head St	26,777. No. 5 Llawr Gors	26,780. No. 9 Llawr Gors	26,783. No. 12 Llawr Gors



Urban Characterisation:
Pwllheli

Figure: 19
Characterisation Area 10b
North Street (Pentre Poeth)

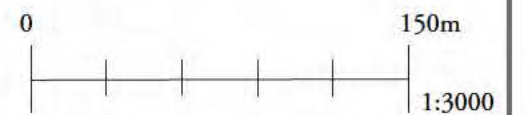


- Key**
- PRN
 - Grade I Listed Buildings
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 - Grade II Listed Buildings
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 - 2 New St
 - 2b Penmount Terrace
 - 3 Lower High Street
 - 4 Market Square
 - 5 High Street (North)
 - 6 High Street (South)
 - 7 Gaol Street
 - 8 Penlan Street
 - 9 Gadlys
 - 10a King's Head Street
 - 10b North Street (Pentre Poeth)
 - 10c North Street (East End)
 - 10d Llawr y Gors
 - 11 Sand Street
 - 12 Lon Abererch (South)
 - 13 Promenade and Station
 - Abererch Road (South)
 - 15 Glan y Don and Marina
 - 16 Morfa Garreg
 - 17 Y Maes
 - 18 Llyn Street
 - 19 Troed yr Allt, Lleiniau, Salem and St Peter's
 - 20 Slopes above North St
 - 21 Penrhydliniog
 - 22 Ala Road (North)
 - 23 Ala Road (South) and Cardiff Rd (East)
 - 24 Lon Bach and Marian y Dre
 - 25a South Beach
 - 25b West End

PRN's

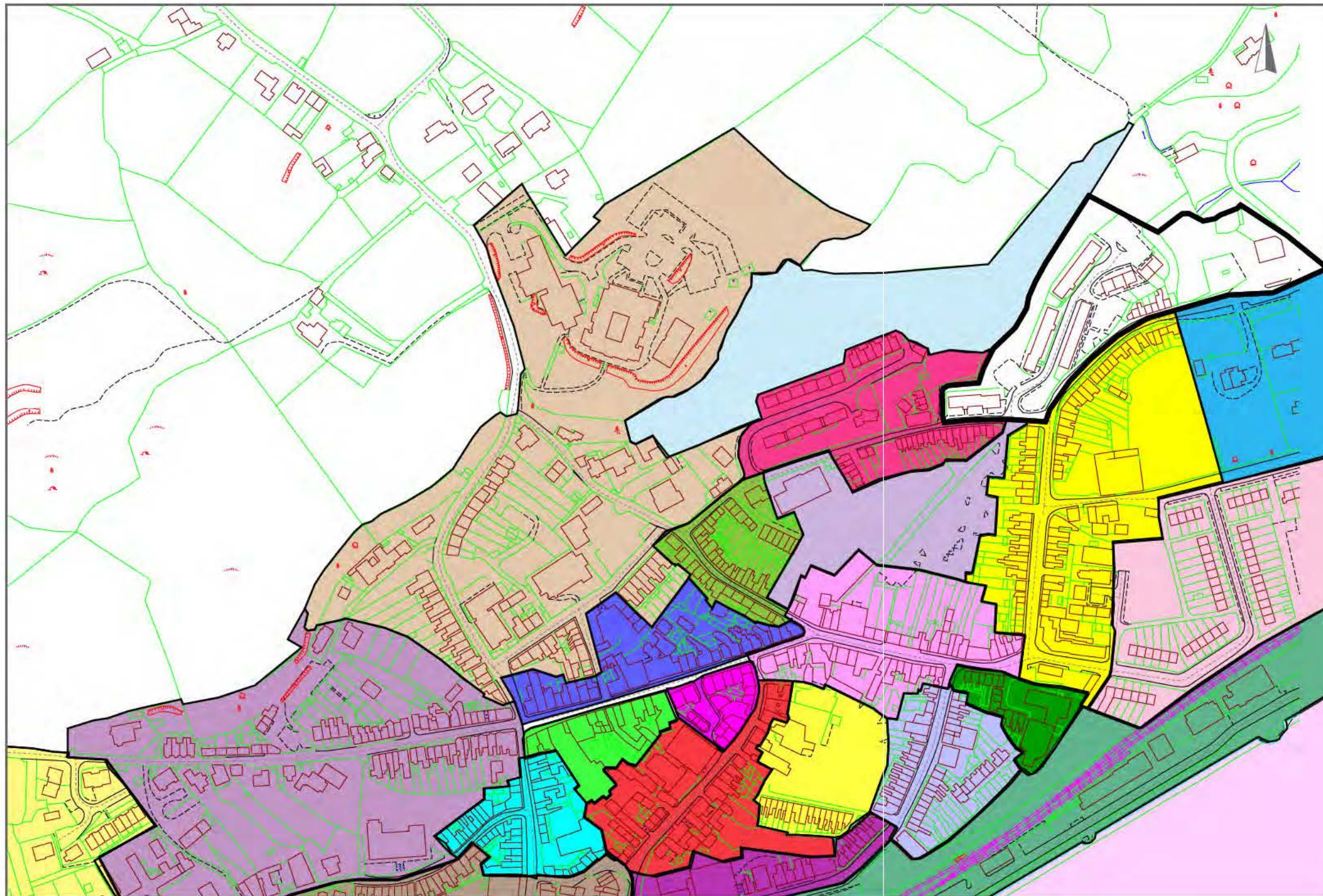
26,794. No. 13 North Street	26,797. No. 2 North Terrace
26,795. No. 15 North Street	26,798. No. 3 North Terrace
26,796. No. 1 North Terrace	

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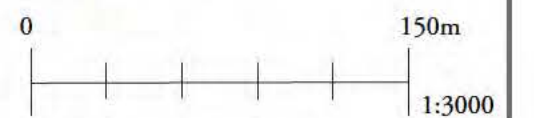
Urban Characterisation:
Pwllheli

Figure: 20
Characterisation Area 10c
North Street (East End)



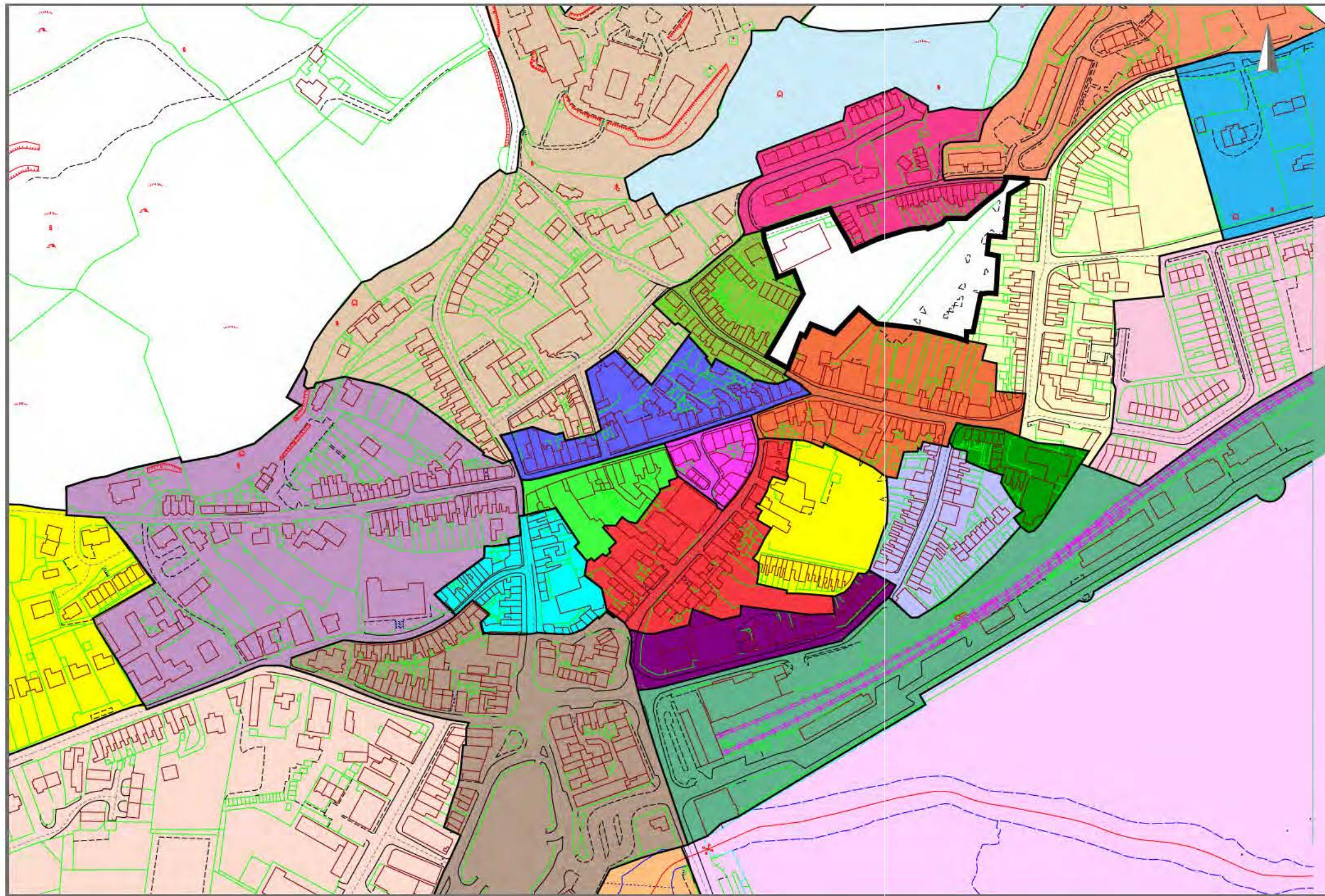
Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
- 2 New St
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- 3 Lower High Street
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- 6 High Street (South)
- 7 Gaol Street
- 8 Penlan Street
- 9 Gadlys
- 10a King's Head Street
- 10b North Street (Pentre Poeth)
- 10c North Street (East End)
- 10d Llawr y Gors
- 11 Sand Street
- 12 Lon Abererch (South)
- 13 Promenade and Station
- Abererch Road (South)
- 15 Glan y Don and Marina
- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



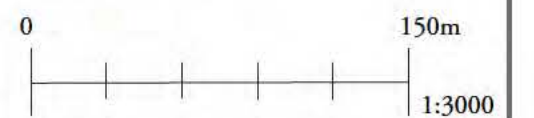
Urban Characterisation:
Pwllheli

Figure: 21
Characterisation Area 10d
Llawr y Gors



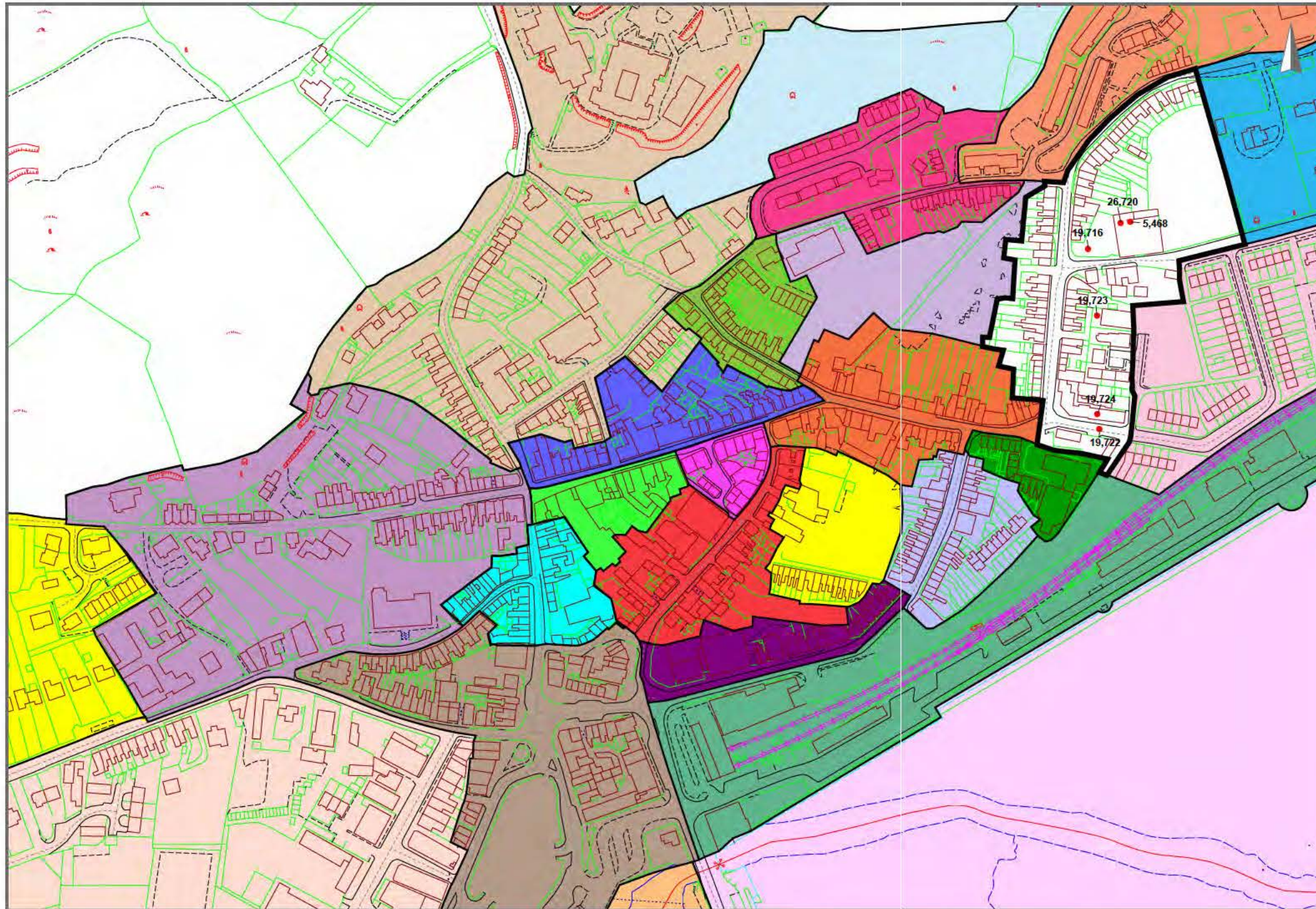
Key

- PRN
- Grade I Listed Buildings
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- Grade II Listed Buildings
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- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End



Urban Characterisation:
Pwllheli

Figure: 22
Characterisation Area 11
Sand Street

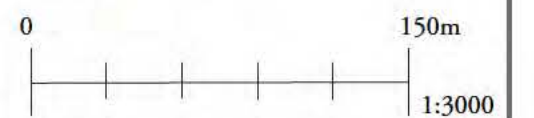


Key

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- Grade II Listed Buildings
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- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

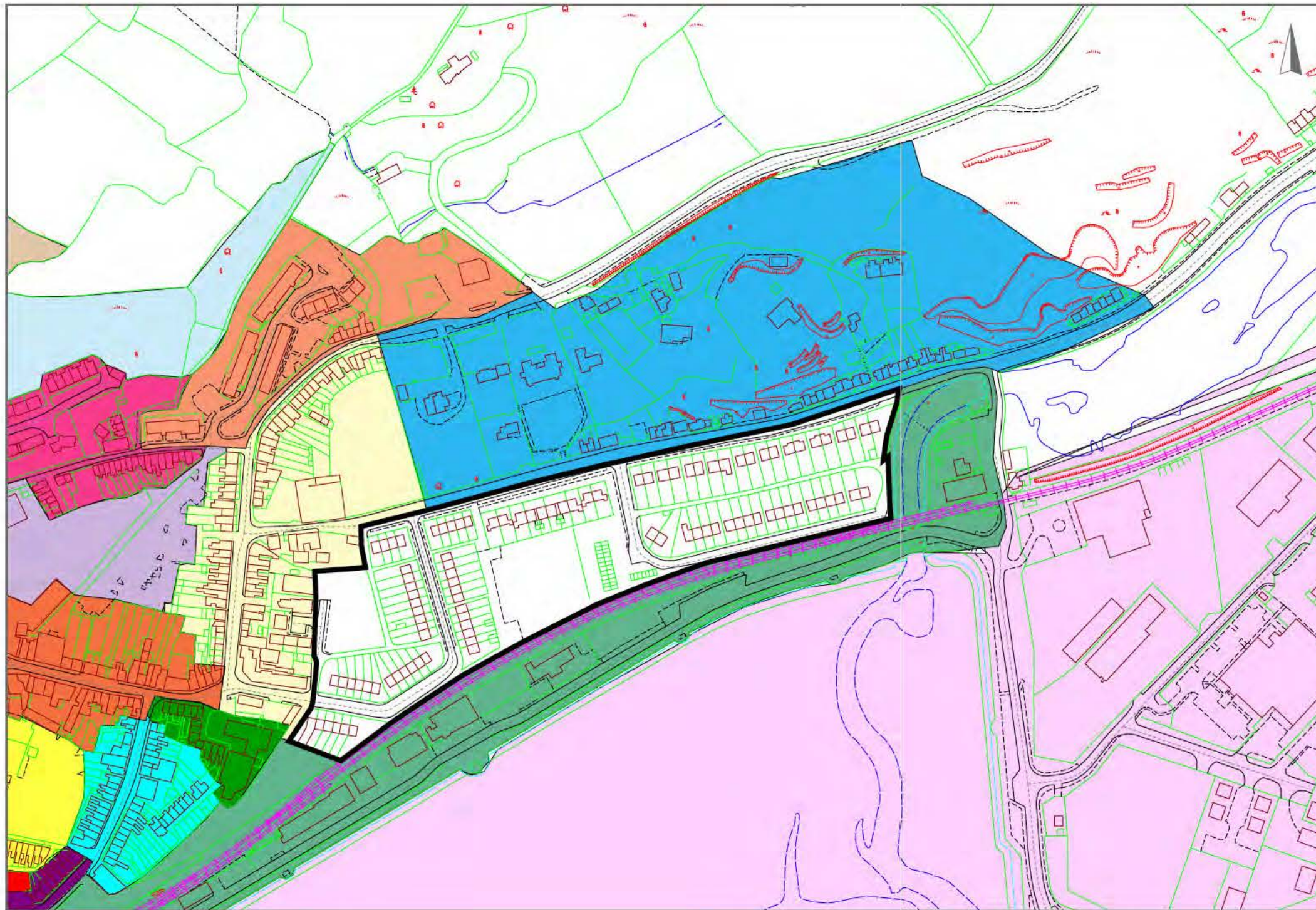
PRN's

- 5,468. Stone lined Well
- 19,716. Lime Kiln
- 19,722. Lime Kiln
- 19,724. Shipbuilding Yard
- 26,720. Former Site of Brewery



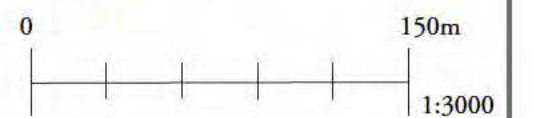
Urban Characterisation:
Pwllheli

Figure: 23
Characterisation Area 12
Lon Abererch (South)



Key

- PRN
- Grade I Listed Buildings
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- Grade II Listed Buildings
- 1 Penmount
- 2 New St
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- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

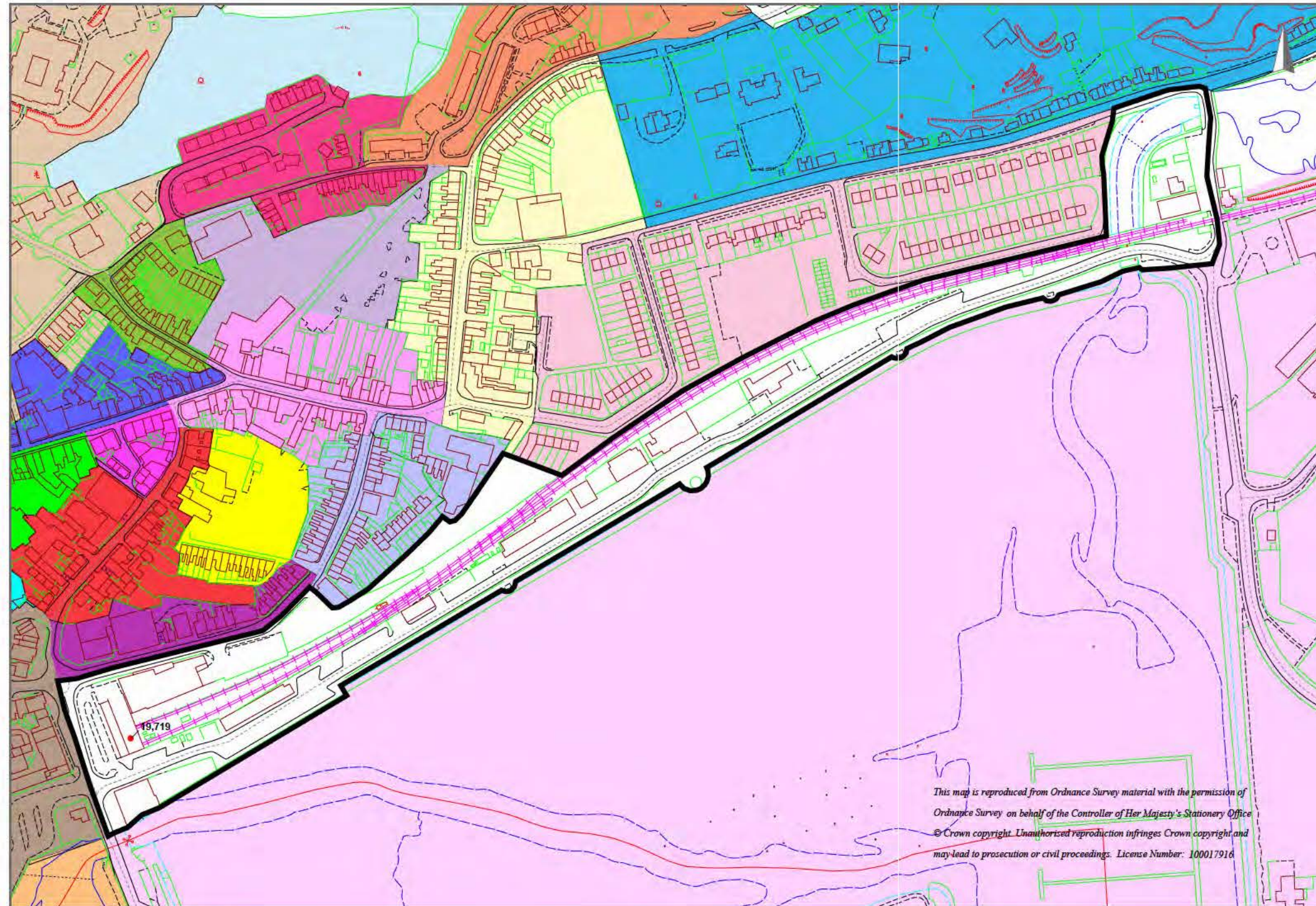


Urban Characterisation:
Pwllheli

Figure: 24
Characterisation Area 13
Promenade and Station

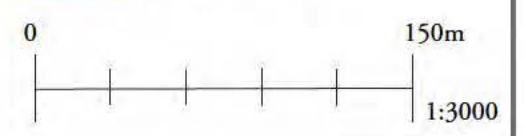
Key

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- 16 Morfa Garreg
- 17 Y Maes
- 18 Llyn Street
- 19 Troed yr Allt, Lleiniau, Salem and St Peter's
- 20 Slopes above North St
- 21 Penrhydliniog
- 22 Ala Road (North)
- 23 Ala Road (South) and Cardiff Rd (East)
- 24
- 25a South Beach
- 25b West End



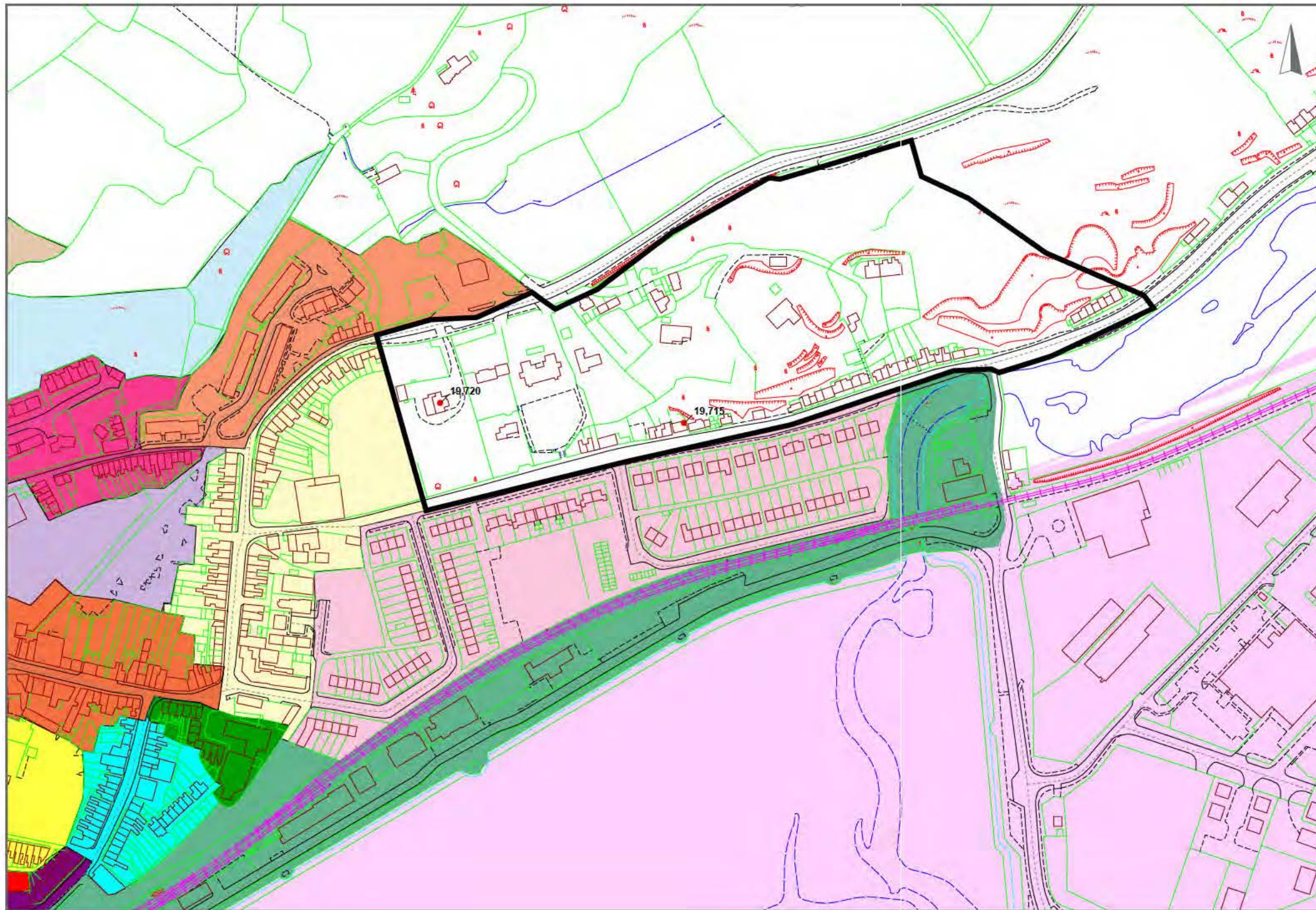
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PRN's
19,719. Railway Station



Urban Characterisation:
Pwllheli

Figure: 25
Characterisation Area 14
Abererch Road (South)

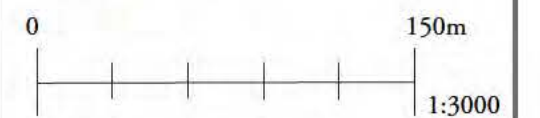


Key

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- Grade II Listed Buildings
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- 10d Llawr y Gors
- 11 Sand Street
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- 14 Abererch Road (South)
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- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

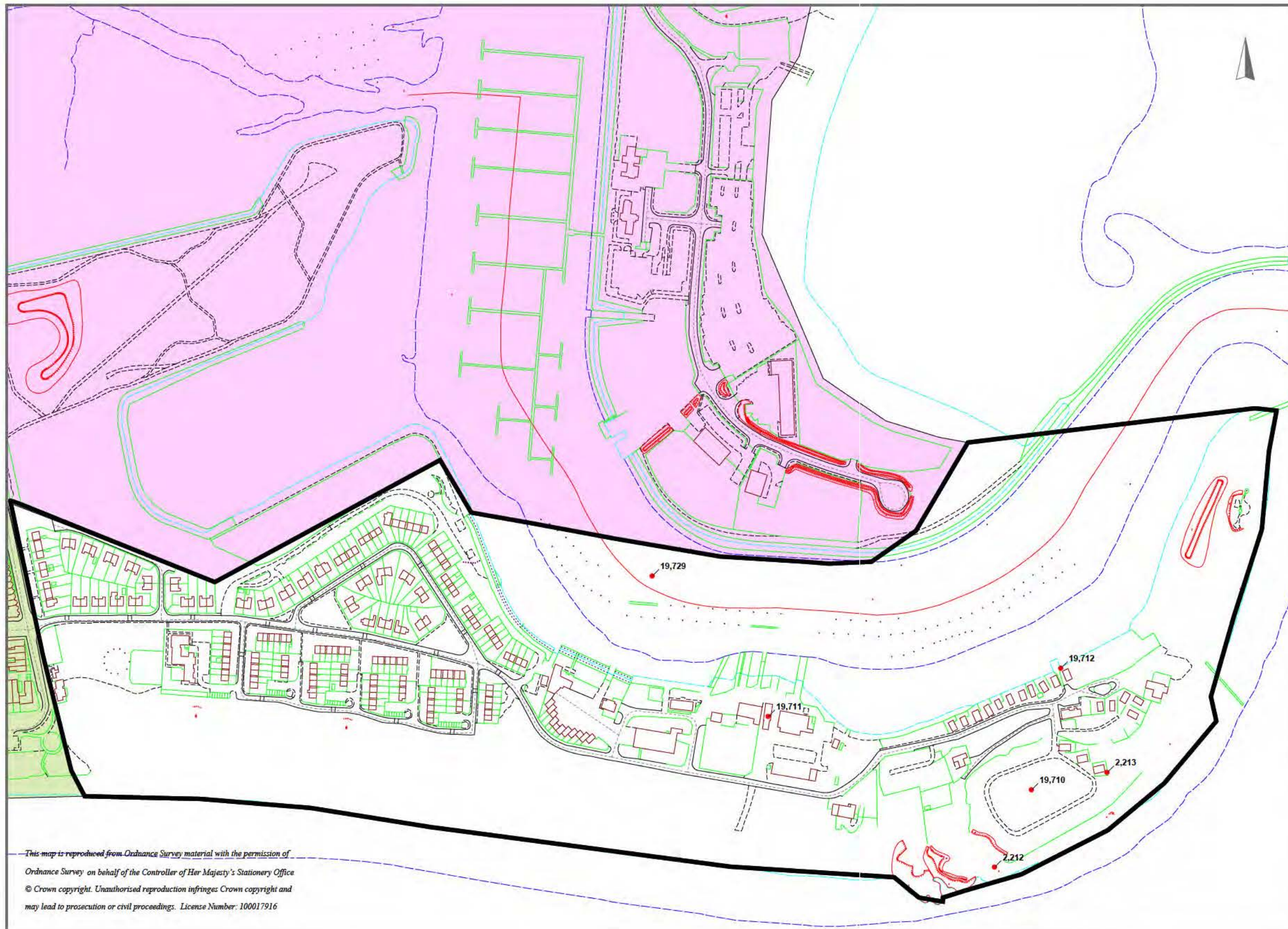
PRN's

19,720. Brynhyfryd
19,715. Limekiln



Urban Characterisation:
Pwllheli

Figure: 27
Characterisation Area 16
Morfa Garreg



- Key**
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 - Grade I Listed Buildings
 - Grade II* Listed Buildings
 - Grade II Listed Buildings
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 - 24 Lon Bach and Marian y Dre
 - 25a South Beach
 - 25b West End

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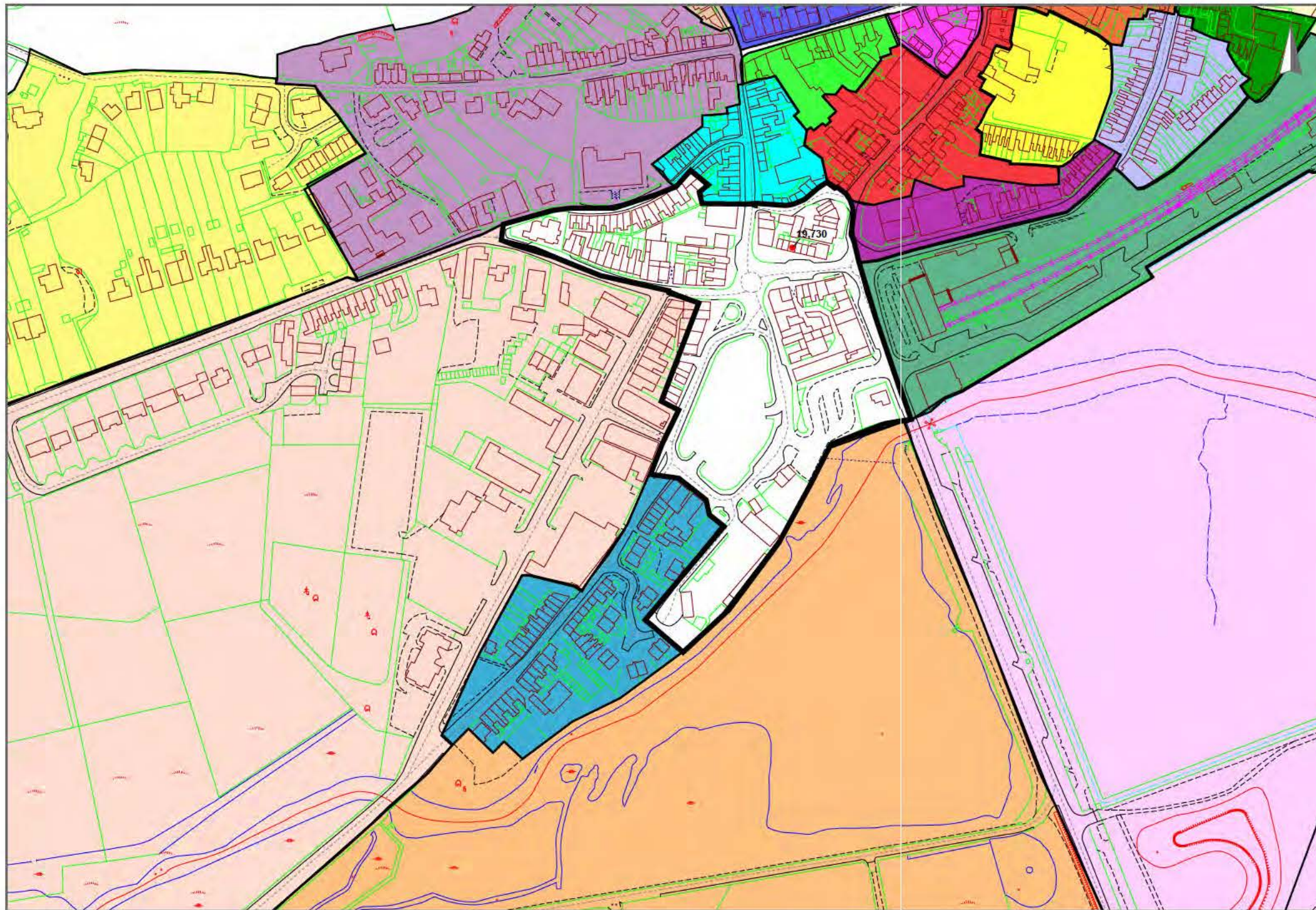
PRN's

- | | |
|-------------------------------|---------------------|
| 2,212. Spindle whorl Findspot | 19,712. Quarry Pier |
| 2,213. Stone Tool Findspot | 19,729. Pier |
| 19,710. Gimblet Rock Quarry | |
| 19,711. Lifeboat House | |



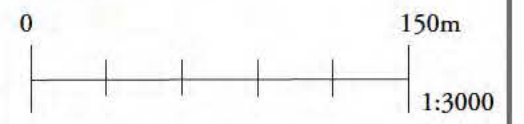
Urban Characterisation:
Pwllheli

Figure: 28
Characterisation Area 17
Y Maes



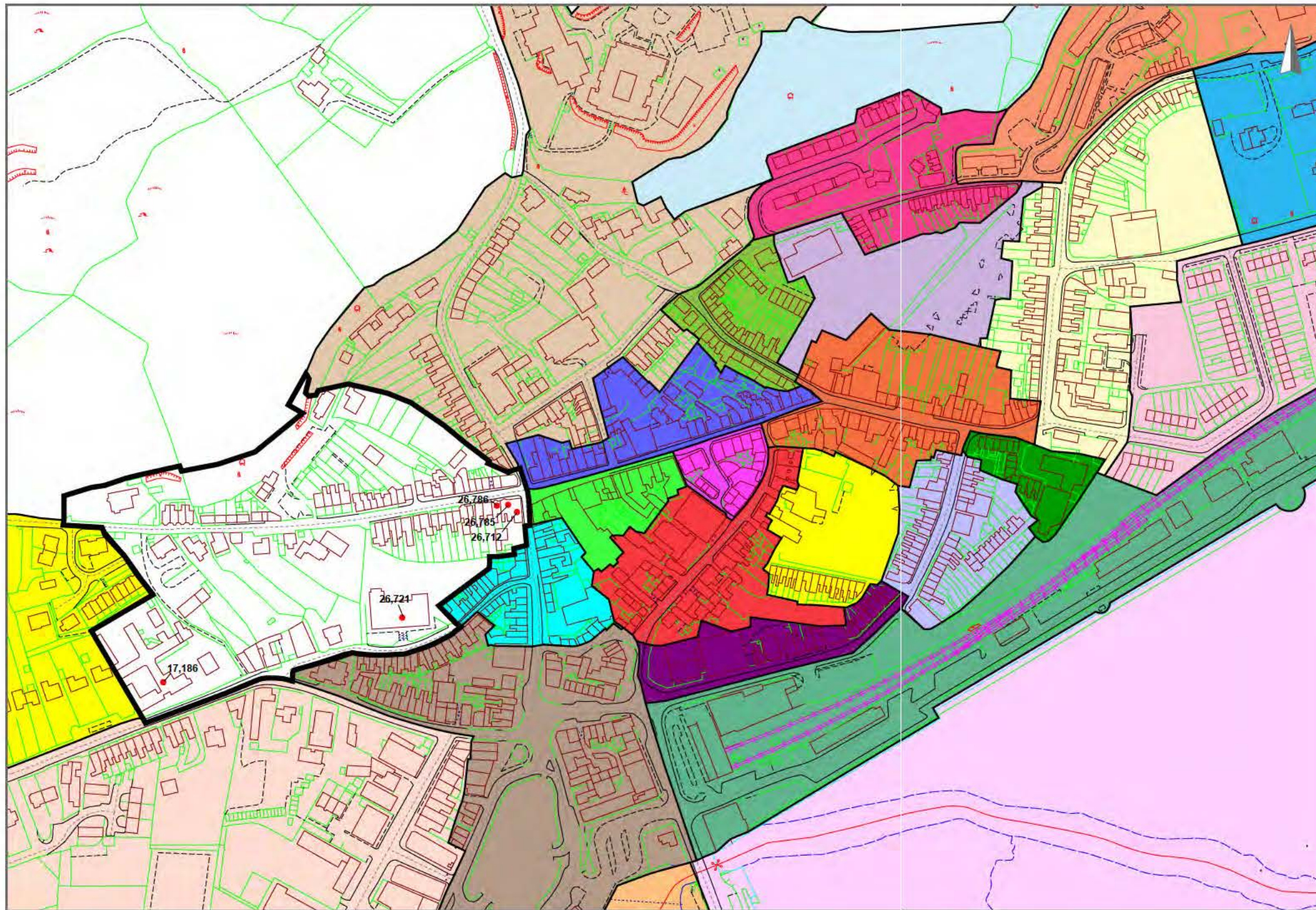
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 - 25b West End

PRN's
19,730. Quay



Urban Characterisation:
Pwllheli

Figure: 29
Characterisation Area 18
Llyn Street



Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- 1 Penmount
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- 2b Penmount Terrace
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- 23 Ala Road (South) and Cardiff Rd (East)
- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

PRN's

17,186. Pwllheli Hospital	26,785. 2 Llyn Street
26,712. Whithall	26,786. 4 Llyn Street
26,721. Frondeg School	

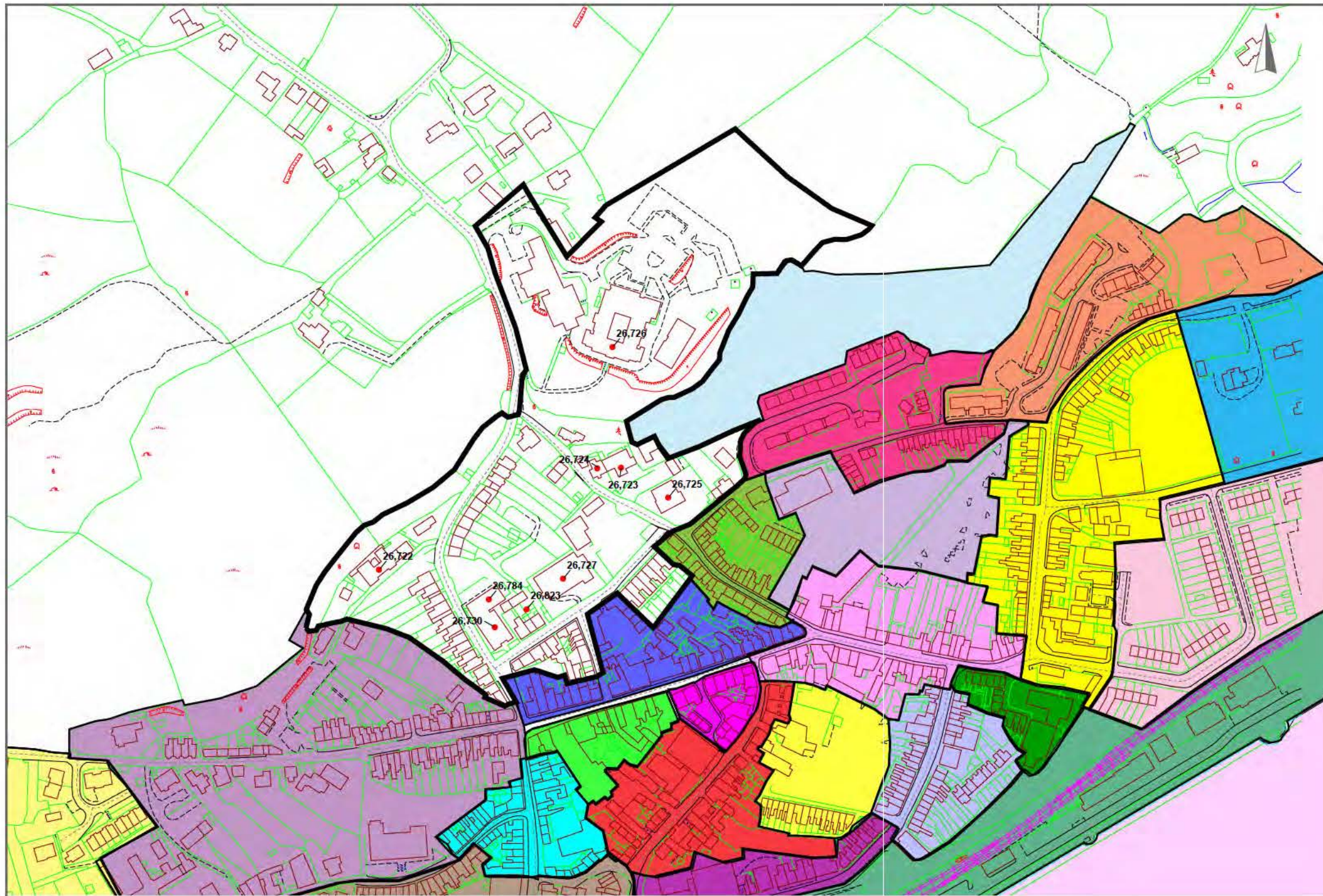


Urban Characterisation:
Pwllheli

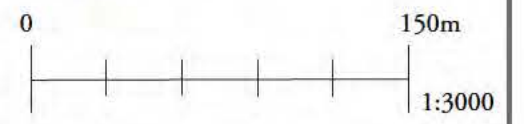
Figure: 30
Characterisation Area 19
Troed yr Allt, Lleiniau,
Salem and St Peter's

Key

- PRN
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
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- 24 Lon Bach and Marian y Dre
- 25a South Beach
- 25b West End

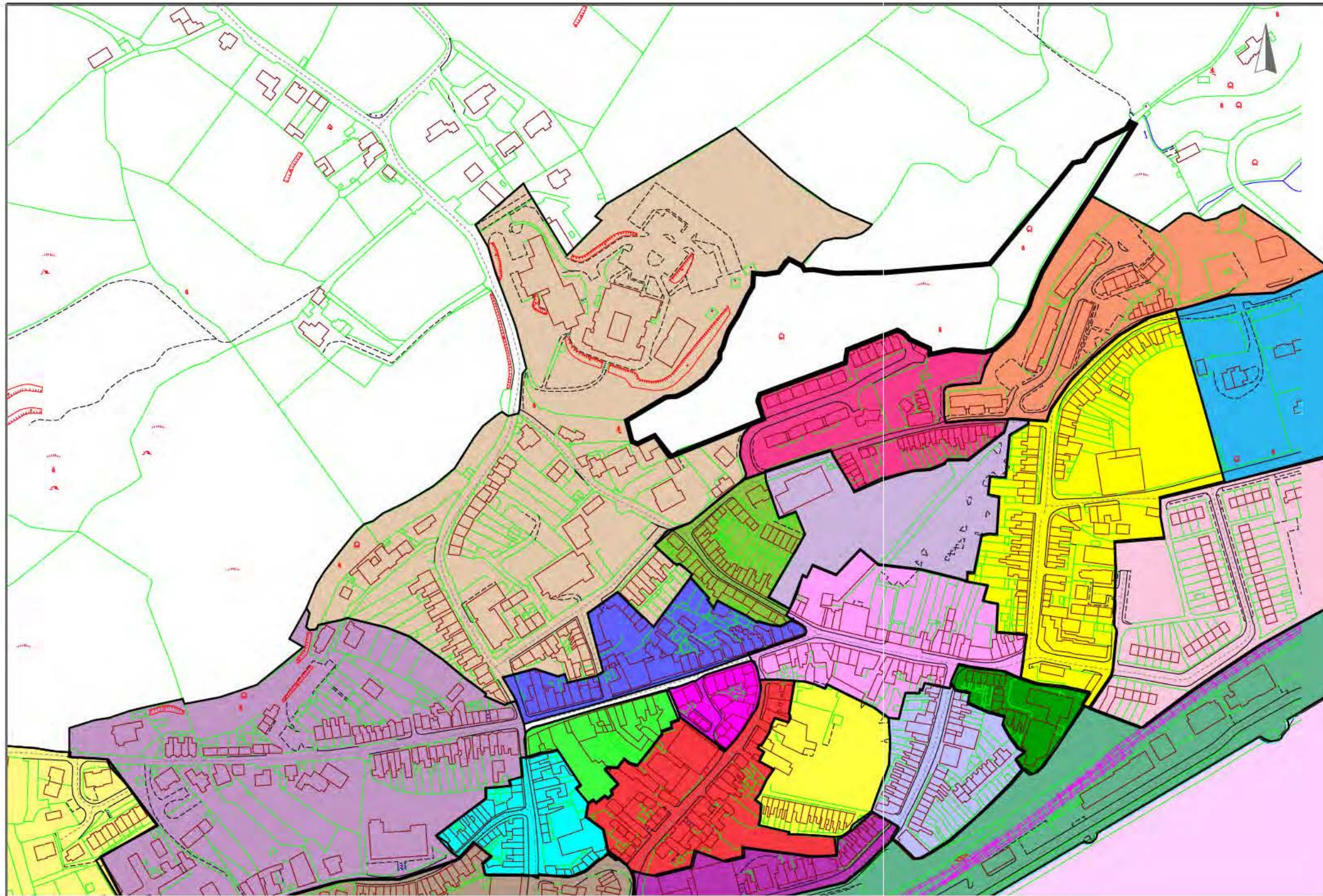


PRN's		
26,722. Ysgol Penlleiniau	26,726. County School	26,823. Former Workshop
26,723. Ysgol Troed Yr Allt	26,730. Capel Salem	
26,724. School House	26,727. Capel Salem Hall	
26,725. Infant School	26,784. Former Workshop	



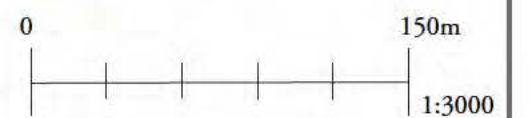
Urban Characterisation:
Pwllheli

Figure: 31
Characterisation Area 20
Slopes above North St



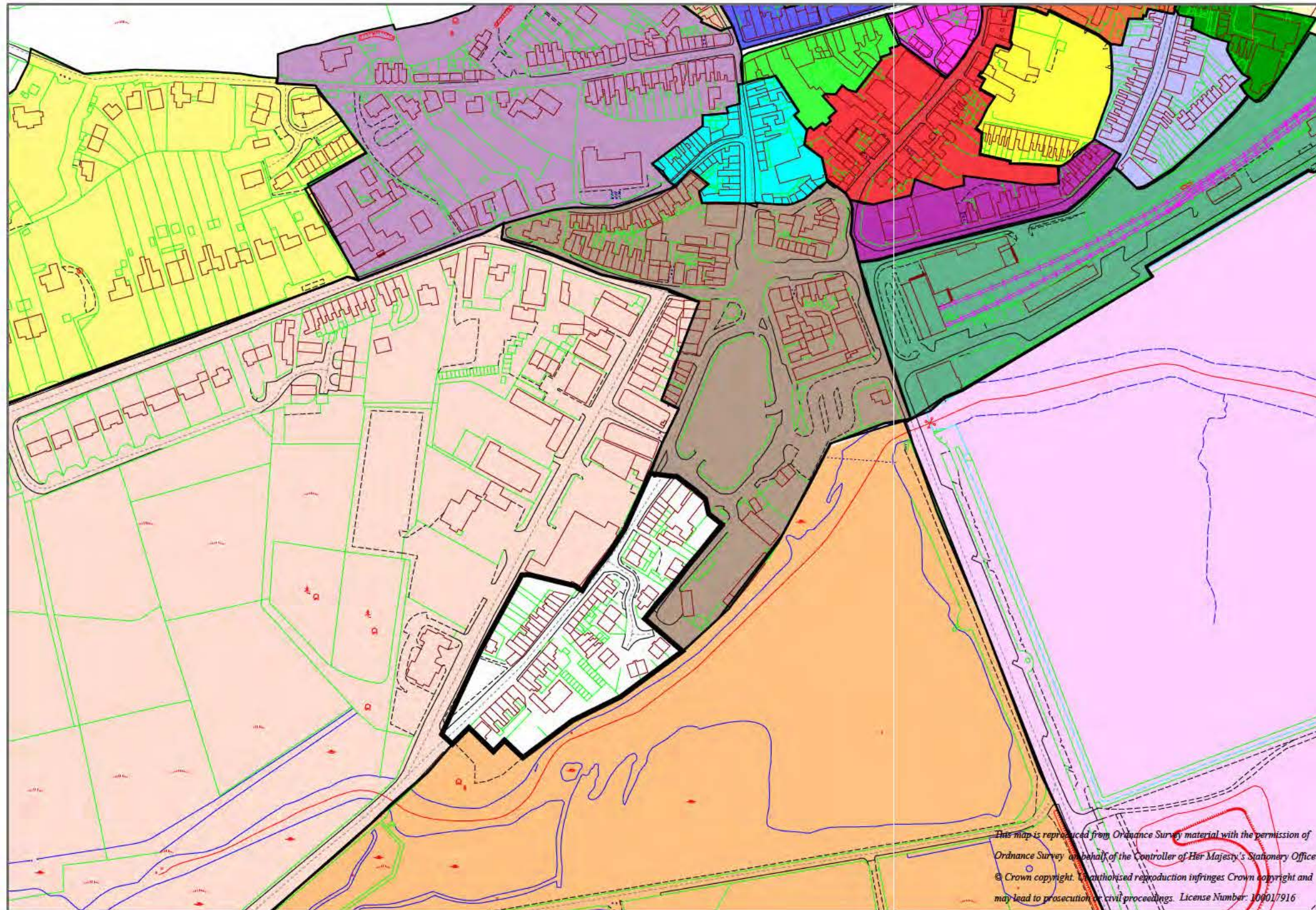
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- 25b West End



Urban Characterisation:
Pwllheli

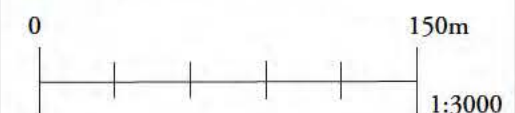
Figure: 32
Characterisation Area 21
Penrhydliniog



Key

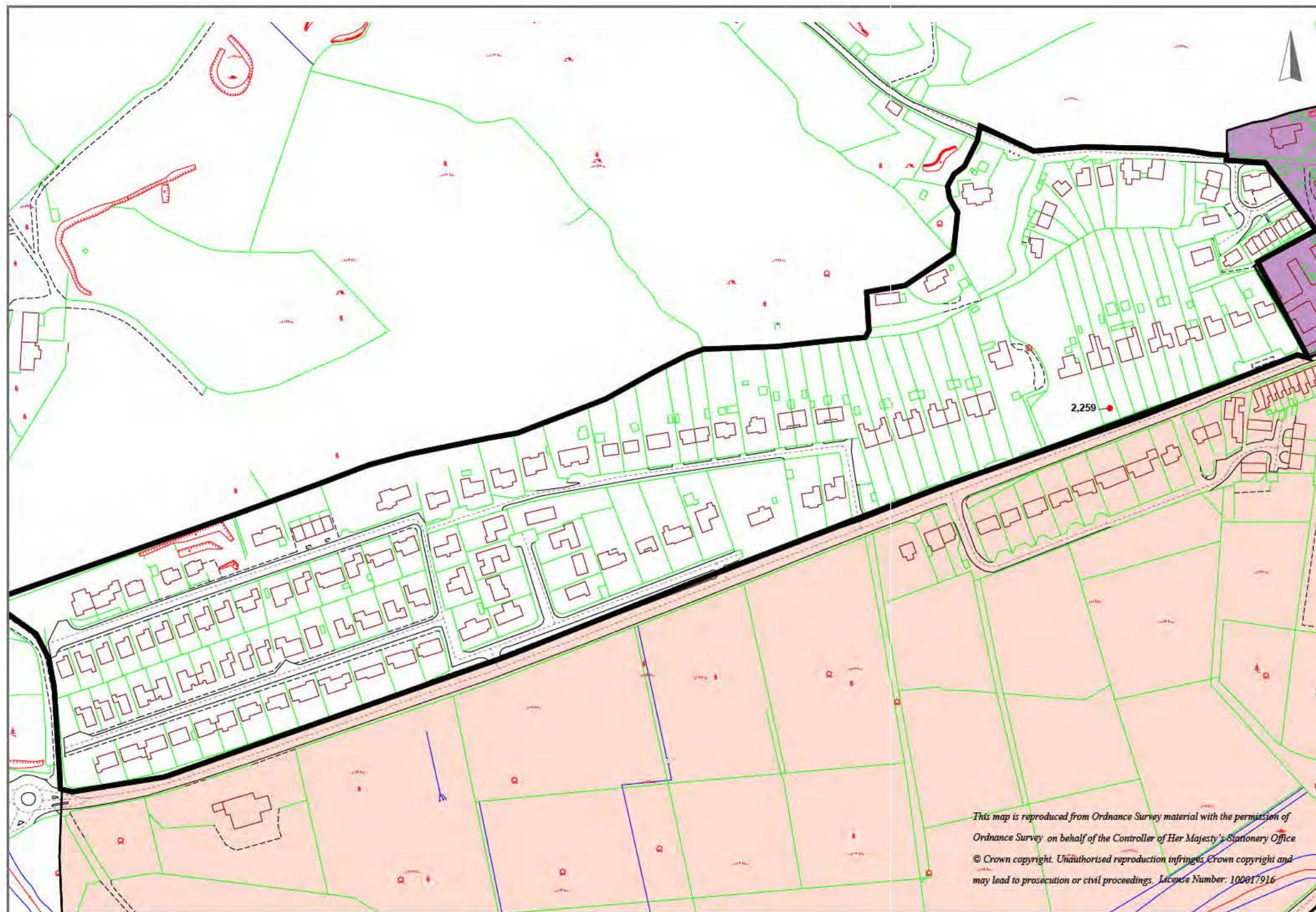
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- 25b West End

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Urban Characterisation:
Pwllheli

Figure: 33
Characterisation Area 22
Ala Road (North)



Key

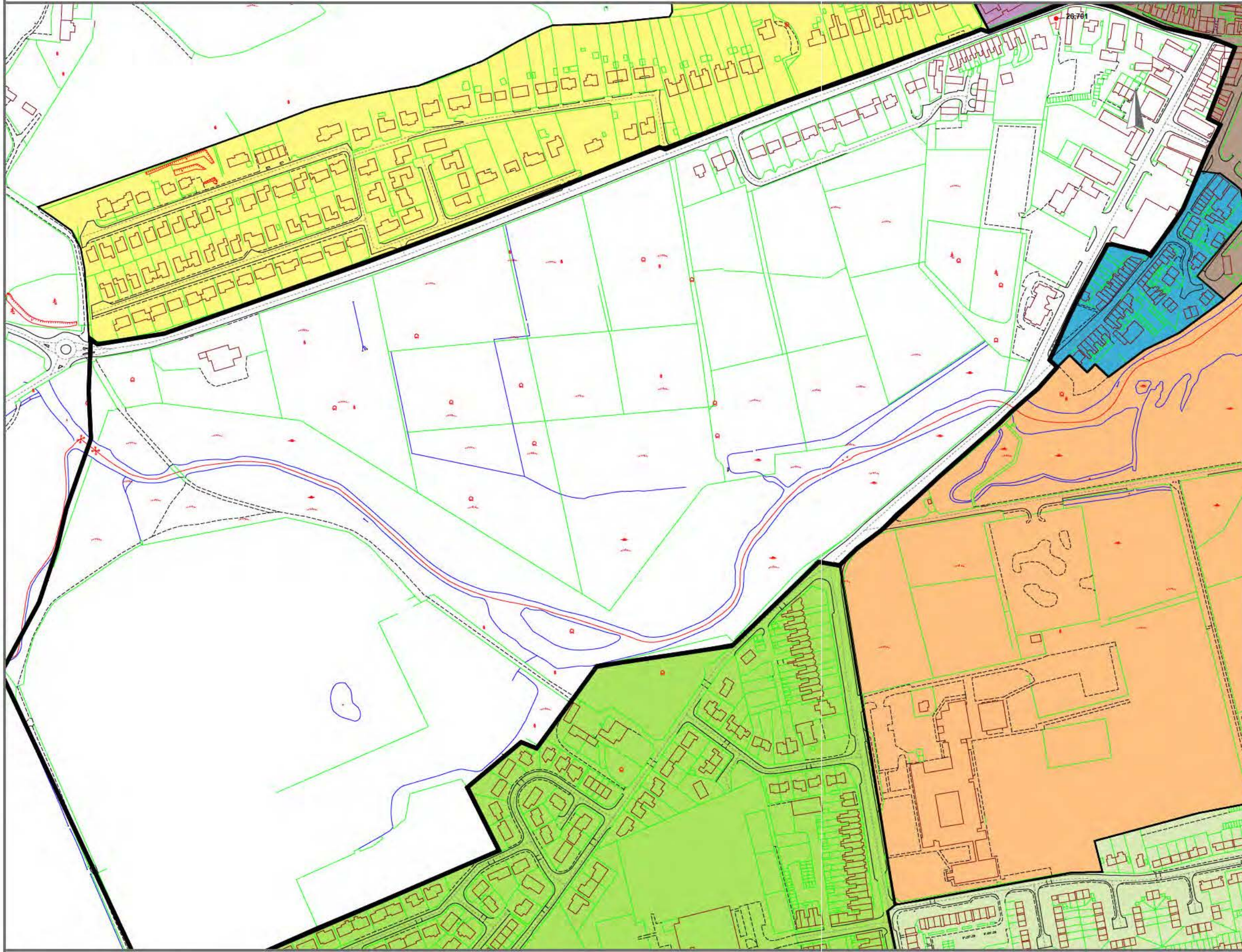
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- 23 Ala Road (South) and Cardiff Rd (East)
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- 25a South Beach
- 25b West End

PRN's
2,259. Quernstones. Findspot

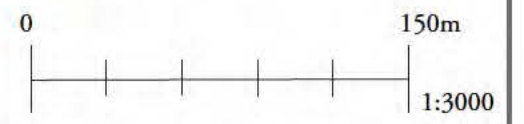


Urban Characterisation:
Pwllheli

Figure: 34
Characterisation Area 23
Ala Road (South) and
Cardiff Rd (East)

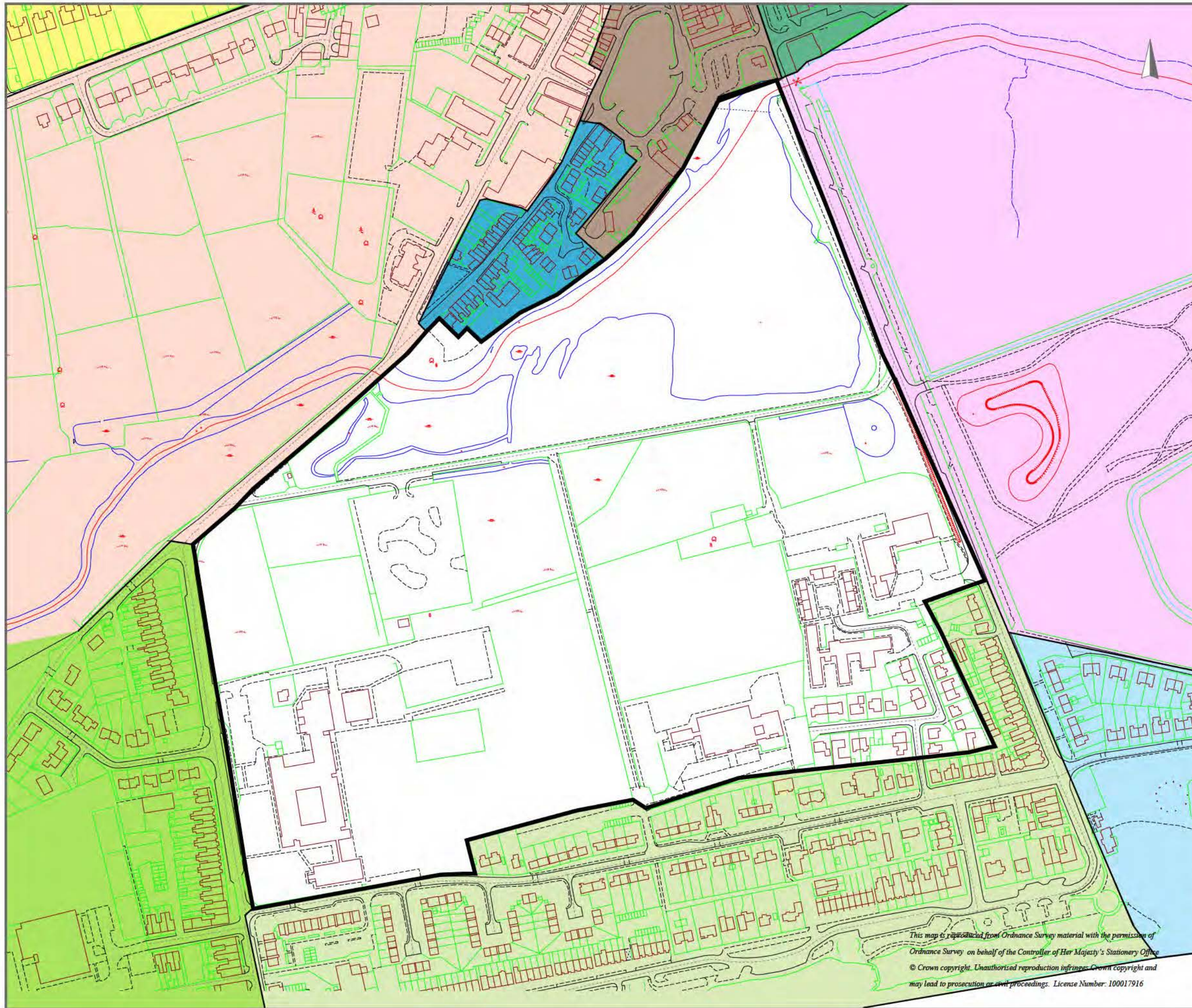


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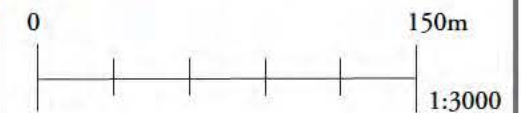
Urban Characterisation: Pwllheli

Figure: 35
Characterisation Area 24
Lon Bach and Marian y Dre



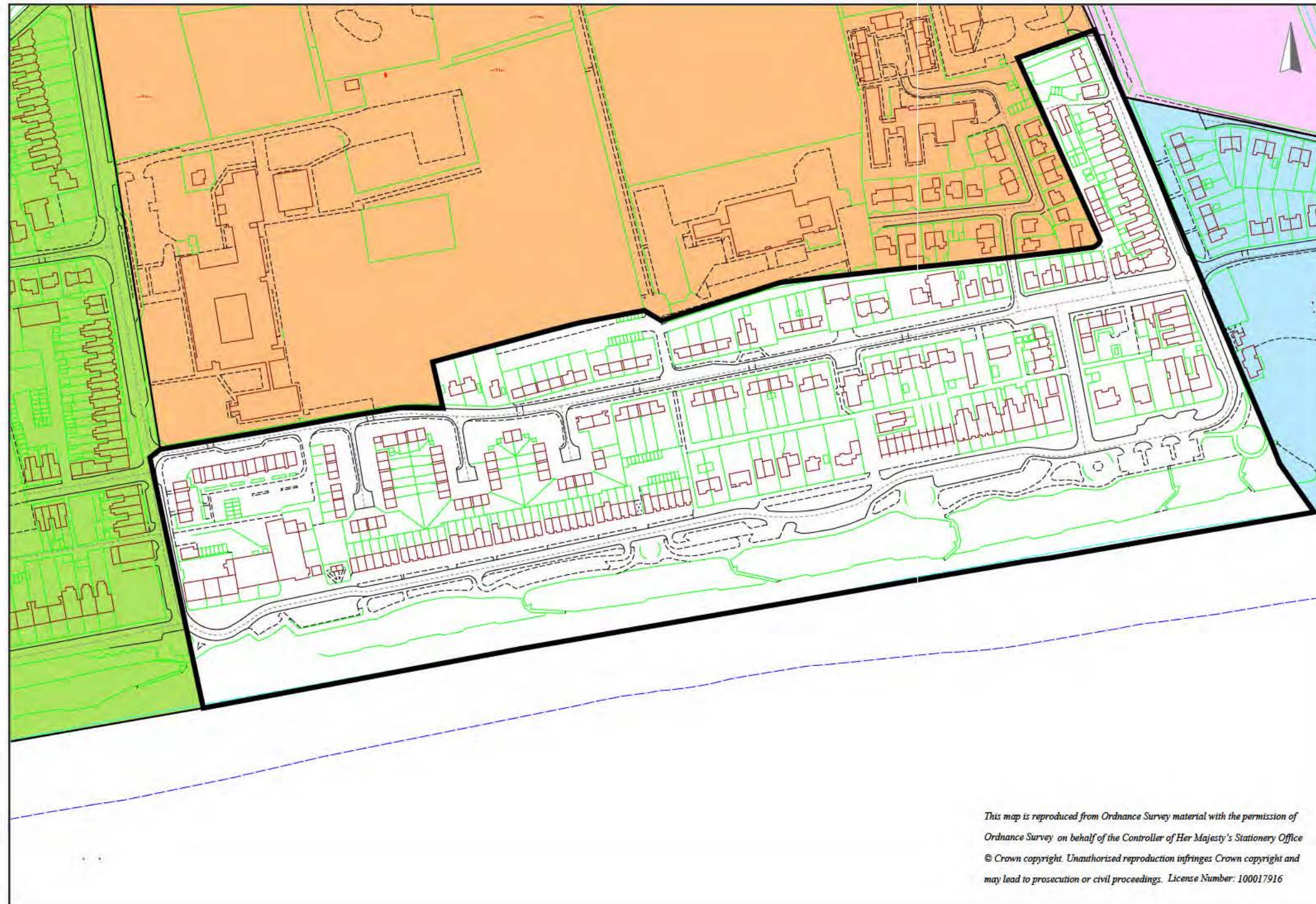
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	25a South Beach
	25b West End

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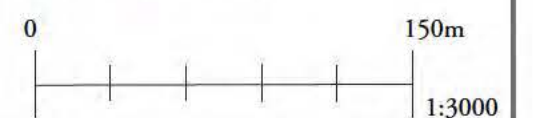
Figure: 36
Characterisation Area 25a
South Beach



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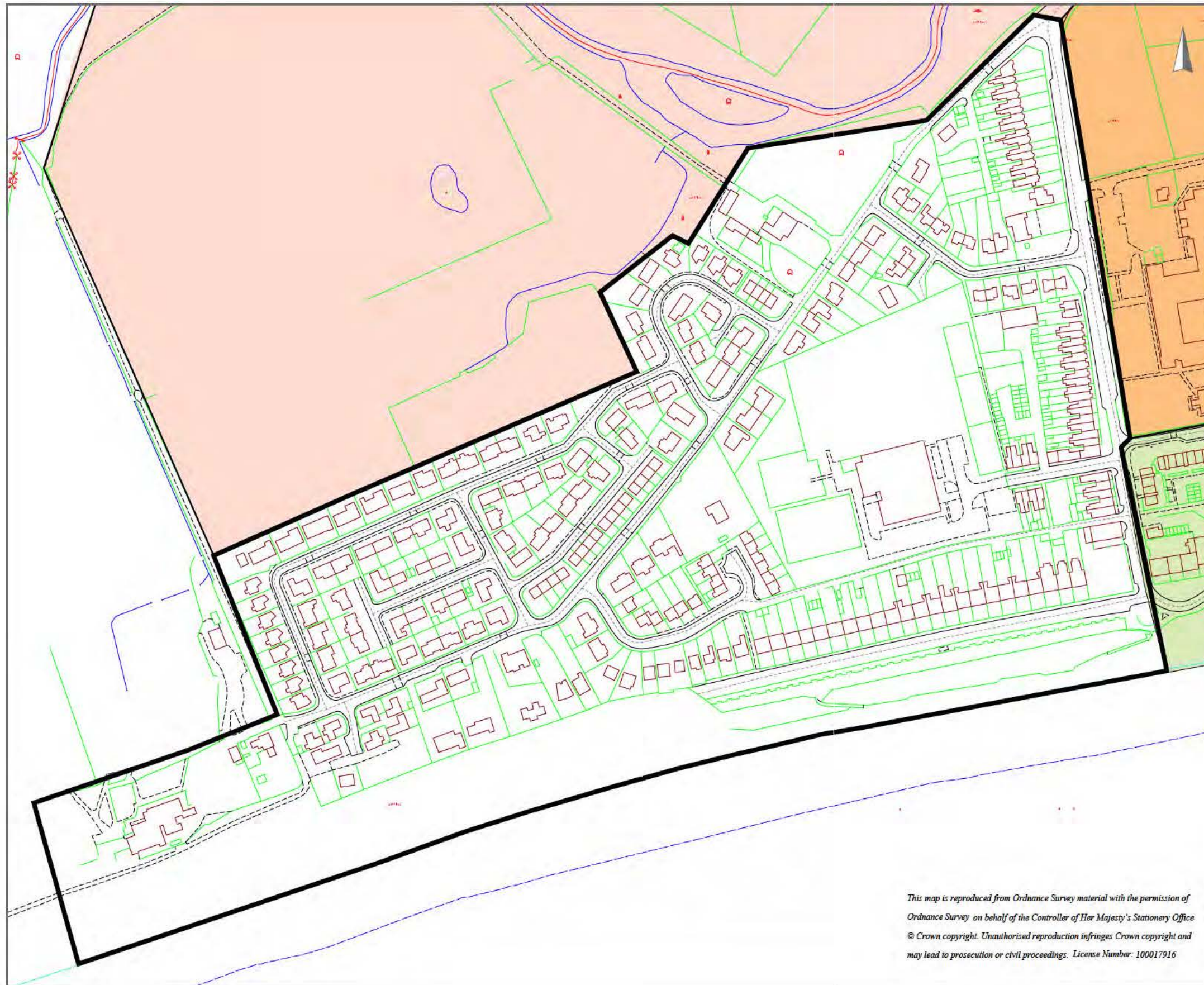
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Urban Characterisation: Pwllheli

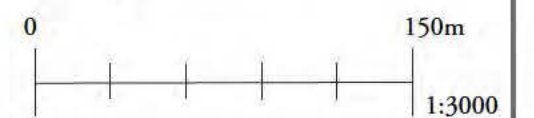
Figure: 37
Characterisation Area 25b
West End



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- 25a South Beach
- 25b West End





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ARCHAEOLEGOL
GWYNEDD



GWYNEDD
ARCHAEOLOGICAL
TRUST

Craig Beuno, Ffordd y Garth, Bangor, Gwynedd. LL57 2RT
Ffon: 01248 352535. Ffacs: 01248 370925. email: gat@heneb.co.uk