



**Cyfoeth  
Naturiol  
Cymru  
Natural  
Resources  
Wales**

Mr Wyn Williams,  
Countryside and Access Manager  
Council Offices  
Ffordd Y Cob  
Pwllheli  
LL53 5AA

28<sup>th</sup> August 2014

Dear Mr Williams

Following our meeting on the 11/8/2014, I am writing to confirm that Natural Resources Wales (NRW) have indeed walked the line of the proposed route, we also walked the alternative line put forward to us by Mr S. Williams. We believe that the best route is the one through the Marina, along Ffordd Heulyn and through the gates into the Faenol. Our reasons for this preferred route are:

It provides the most direct line for the Wales Coast Path (WCP) to follow, whilst affording some views of the sea. Under the WCP criteria it is specified that the path should be "as close to the coast as possible...". The alternative put forward by Mr S Williams takes users further away from the coast and does not give the walker a sense of being close to the sea, in fact it is very enclosed by both a high wall and encroaching woodland, the likely addition of a fence to separate users from the adjacent land would only add to this feeling of being enclosed.

The route through the marina and along Ffordd Heulyn, although not an official public right of way, is already used by members of the public and has become a well used route into the Faenol Estate, which is owned and managed by the National Trust, who promote access on the estate. It is therefore an established and recognised route. It is surfaced and clearly defined, as a result although there would be an initial outlay on compensation payments and some minor work to put in passing places and clear some vegetation, the future maintenance would be minimal. The alternative put forward would require considerable maintenance and safety inspections on a regular basis, as it is bounded on one side by a large stone wall, with precarious stone copings on the top. It would require a significant amount of initial work to bring it up to the standard required under the project, this work would include; fencing, safety checks, work to repair the listed wall, open up a path through the wooded areas, drainage and surfacing of the path in places, as well as the initial compensation payments. Further significant ongoing work would be inevitable to ensure the surface of the path was passable at all times this would take the form of drainage, surfacing and continuous vegetation management, regular safety surveys and maintenance of the wall.

Mr S Williams expressed concern regarding the fact that the route into the Faenol through the gates was used by cars and that this posed a health and safety risk. Whilst we recognise that cars do use this route, there is a footway for much of the length of the route through the marina and Ffordd Heulyn. Cars are travelling at slow speeds as it is a very built up area and there is an advisory speed limit within the complex of 5mph. As for the track into the Estate itself, again this is a rough track and although narrow, we believe that the management of the vegetation on the sides would allow an additional verge for people to use when cars are passing, it has

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Correspondence welcomed in Welsh and English



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also been agreed that passing places will be created to allow cars to pass and signage will be erected to warn walkers and car users to expect each other. That, coupled with the slower speeds that cars should be travelling on this track, will mean that all reasonable safety measures have been taken to ensure the safety of the public, in so far as we can, who currently use this route as a matter of course.

We hope this letter helps to explain our position in this case.

Yours sincerely

Tim Jones  
Executive Director for Operations North and Mid  
Natural Resources Wales

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