

Dear Mrs Burch

- **Re: Proposal to Modify a Public Rights of Way Network near Llanwrda, Carmarthenshire.**

Carmarthenshire County Council is proposing a Modification Order for rights of way near Llanwrda. The proposal will modify the routes, as shown on the attached plan, in order to rectify long standing registration errors concerning both the route and status of public rights of way within the network.

Research has found that all of the routes were originally claimed and registered in the 1950's by the former parish council with footpath status. During the 'Limited Special Review' carried out in 1973, the same parish council claimed byway status for, amongst others, footpaths 39/9, 39/10, 39/18 and 8/56. In doing this they did not survey the routes beforehand and did not submit any evidence of public vehicular use. It is our understanding that these routes were claimed with higher status due to 'private' vehicular activity along parts of them.

Unfortunately the former County Council did not check the claims and did not find any evidence of public vehicular use. However the routes in question were re-classified with byway status.

We have now found that in each case long standing structures or natural terrain clearly illustrate that the above claims made during the review process were incorrect.

1) Downgrade of southern section of Byway 39/9 to Bridleway (A-B-C-D-E-F-G).

There is physical evidence present along the southern section of byway 39/9 which shows that vehicular access has never been available to the public. There is a historic stone stile (E) and a 4ft wooden gate of some antiquity (F), both of which obstruct access to vehicles. In addition to this, there is an un-bridged watercourse crossing the route with no physical sign of there ever having been a bridge or fording point for vehicles. Older Ordnance Survey maps confirm this.

2) Modification to the route of the middle section of Byway 39/9 (G-M-O to G-M-N-O-R-P)

The natural terrain at this point along byway 39/9 indicates a graphical error in the registered route. It follows a steep field edge which is incapable of taking any vehicular traffic. A longstanding hardcore track leading from a point west of Cwmto-fach (M) to the unclassified public road (P) is the obvious public right of way.

David Gilbert - Cyfarwyddwr Adfywio a Hamdden • David Gilbert - Director of Regeneration and Leisure

3) Modification and Downgrade of the Northern Section of Byway 39/9, 39/18, 8/56 to Footpath Status (O-Q-S-T-U-V-W-X to R-Y-S-T-U-V-W-X)

The terrain between points (O) and (Q) is steep and goes over rough ground with no indication of a vehicular track. The obvious right of way on the ground is across the farmyard on level ground (R-Y).

Physical and documented evidence on this section of byway suggests that public vehicular use has never existed and that the route should return to footpath status. There is an old stone footbridge with no apparent/documentated fording point. There is also documentary evidence of a second footbridge on byway 39/18, 8/56 with no fording at point (U). Although this structure is not present today it is obvious vehicular access has never been available. In addition, the southern section of byway 8/56 (approximately 300 metres) crosses open pasture and shows no physical indication of there ever having been a vehicular route (V-W).

4) Downgrade of Byway 39/10 to Footpath (H-I-J-K-L).

The natural terrain of the northern section of this route (G-H-I), being very narrow, combined with the presence of an aged wooden stile (I) confirms that vehicular access has never been available to the public.

5) Modification of the western section of Byway 8/54 (Aⁱ-Bⁱ to Aⁱ-Cⁱ-Bⁱ)

The gradient of the land over which this section of the byway passes (Aⁱ-Bⁱ) is very steep and incapable of taking any vehicular traffic.

An ancient lane which follows a gentler gradient (Aⁱ-Cⁱ-Bⁱ) is the obvious public right of way.

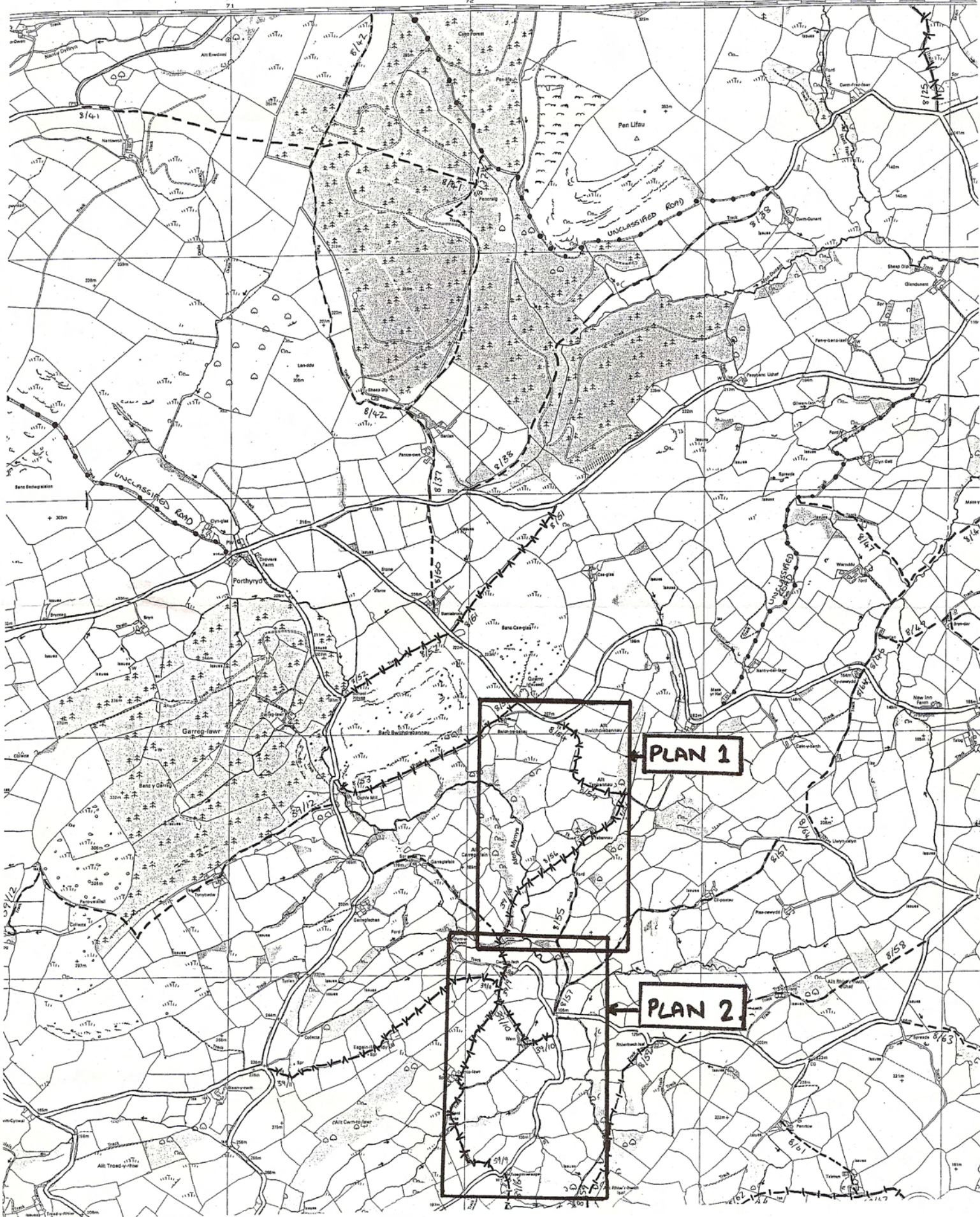
I would be grateful for any comments you wish to make on this proposal. A reply within 28 days would be appreciated.

Yours Sincerely



Caroline Ferguson
Public Rights of Way Officer

Enclosures: Plan of Proposed Modifications x 2



PLAN 1

PLAN 2

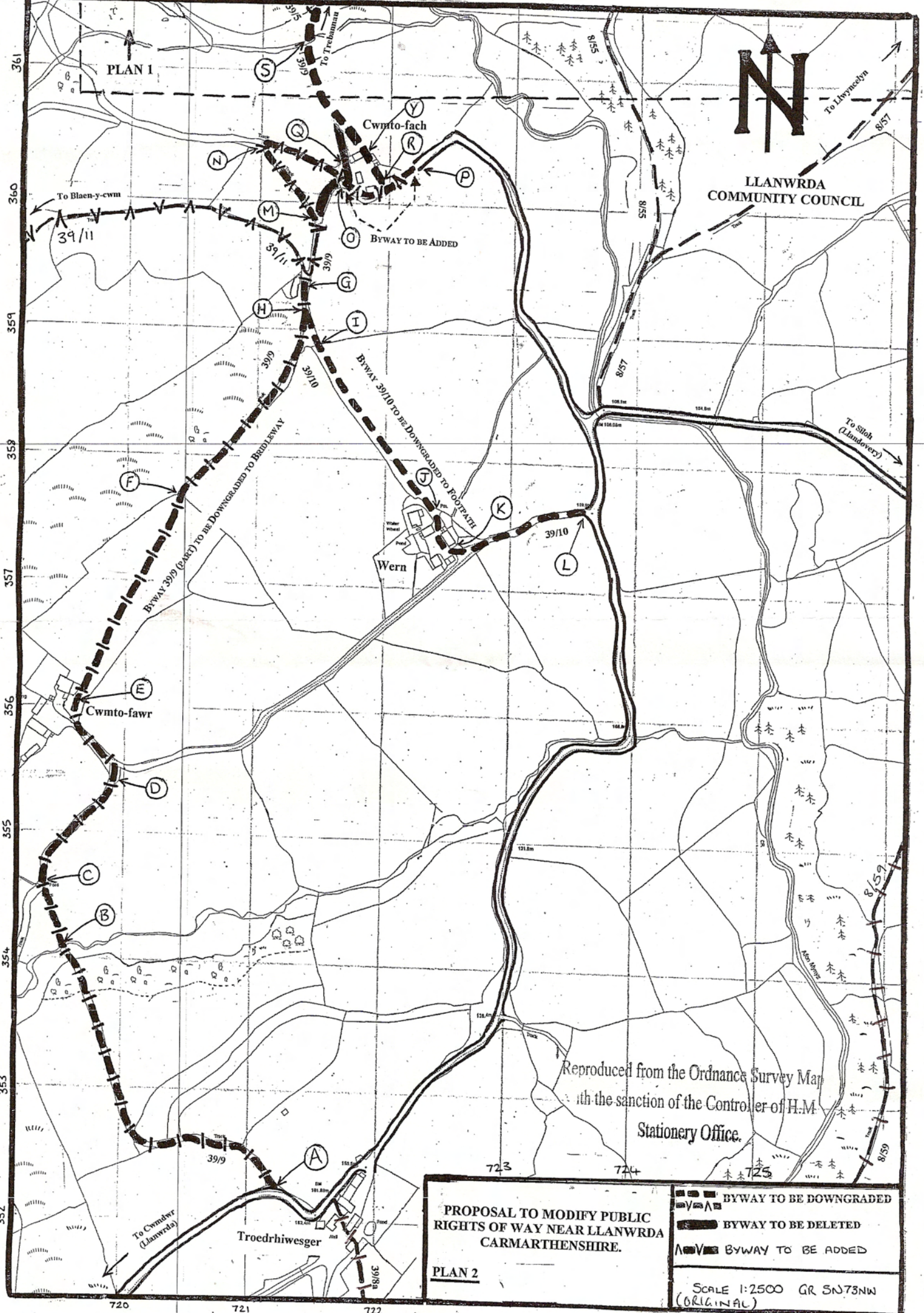
LOCATION PLAN

- BYWAY —V—A—V— (OPEN TO ALL TRAFFIC)
- BRIDLEWAY —|—|—|—
- FOOTPATH — — — —
- UNCLASSIFIED (OPEN) ROAD —●—●—●—●—

PLAN 1



LLANWRDA
COMMUNITY COUNCIL






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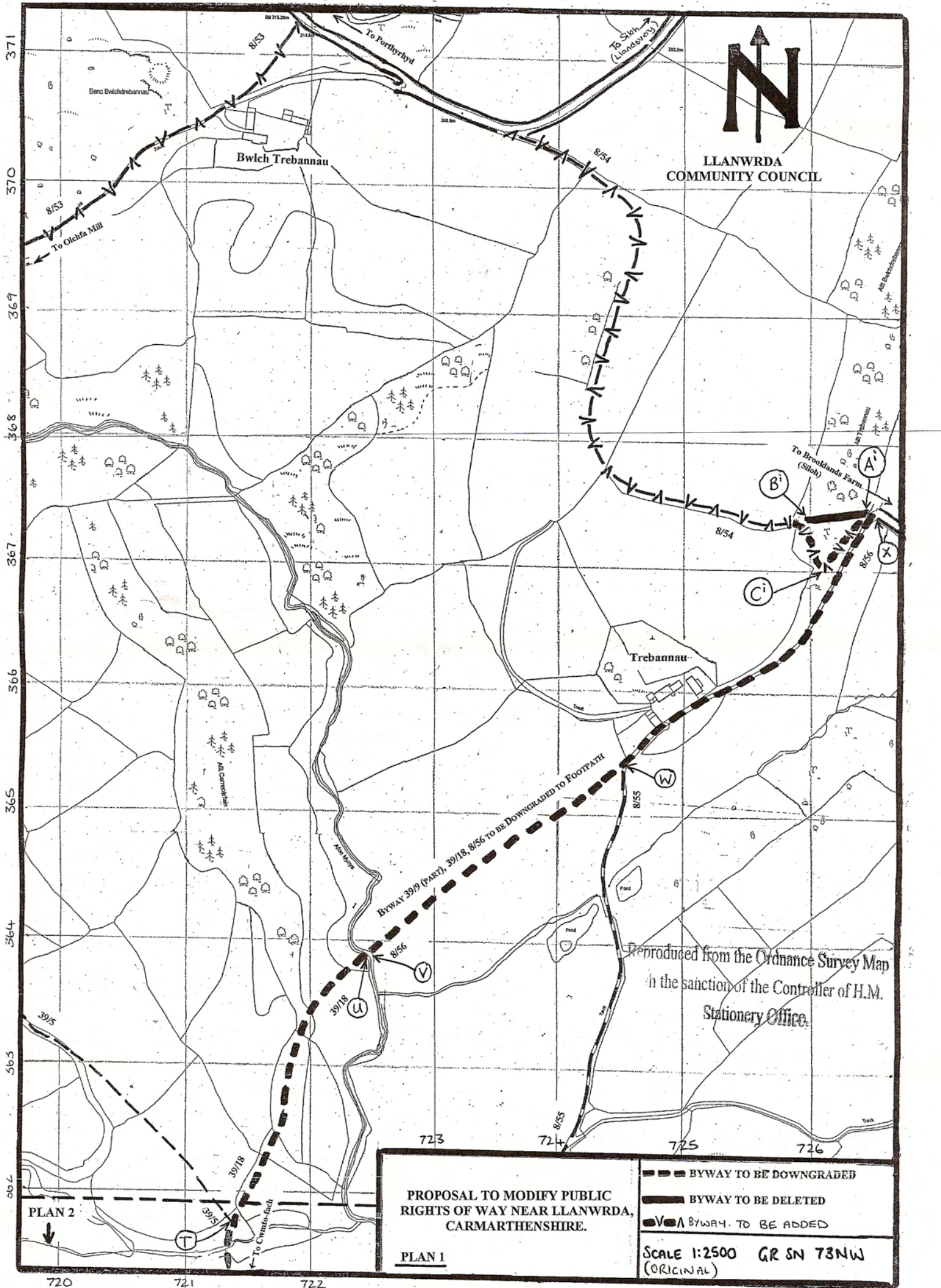
PROPOSAL TO MODIFY PUBLIC RIGHTS OF WAY NEAR LLANWRDA CARMARTHENSHIRE.

PLAN 2

-  BYWAY TO BE DOWNGRADED
-  BYWAY TO BE DELETED
-  BYWAY TO BE ADDED

SCALE 1:2500 GR SN73NW (ORIGINAL)

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LLANWRDA
COMMUNITY COUNCIL

PLAN 2

PROPOSAL TO MODIFY PUBLIC RIGHTS OF WAY NEAR LLANWRDA, CARMARTHENSHIRE.

PLAN 1

- BYWAY TO BE DOWNGRADED
- BYWAY TO BE DELETED
- V— BYWAY TO BE ADDED

SCALE 1:2500 GR SN 73NW
(ORIGINAL)

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