

TREFTADAETH - AGWEDD GRŴP BAE HIRAEI
GRŴP BAE HIRAEI'S POSITION ON HERITAGE

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Mewn dogfennau diweddar ar ddyfodol Bae Hirael, nid oedd sôn o unrhyw gynlluniau i ddynodi, na choffáu, y diwylliant a threftadaeth o'r rhan hon o Fangor. Mae'r datganiad yma yn gynnig cyntaf i ddangos beth sydd mewn perygl o'i ddileu fel y digwydd datblygiadau. Medrwn wneud archwiliad mwy cyhoeddus o atgofion bobl pan fyddwn wedi gwneud cytundeb gyda Cynllunwyr Gwynedd y bydd treftadaeth yr ardal yn derbyn adnabyddiaeth, ac ei gynnwys yn eu cynlluniau (fel y dylid, a dywedir, yn Ddogfen Polisi A2 o Gynllun Datblygiad Unedol Gwynedd).

BAE HIRAEI

Mae'r Bae, ar ardal o gwmpas, yn hanesyddol gyfoethog. Mae'n cynrychioli treftadaeth trigolion cyffredin Bangor. Ynghyd â'r elfen eglwysig, y tîrfeiddianwyr cyfoethog gerllaw, a'r Brifysgol, mae'n rhoi cymeriad penodol i Fangor. Hyd y ddeunawfed ganrif, roedd poblogaeth Bangor yn fychan, ac wedi ei ganoli o gwmpas y Gadeirlan. Drwy'r pedwerydd ar bymtheg ganrif, bu cynnydd enfawr yn y boblogaeth –

In recent documents produced about the future of Hirael Bay, there was a glaring omission of any plans to identify, or commemorate, the culture and heritage of this part of Bangor. Our statement is an initial attempt to show what is at risk of being obliterated as developments occur. A more public search for people's recollections can be made when we have established an agreement with Gwynedd Planners that the area's heritage will be recognised and included in their plans. (as it should be according to Policy Document A2 of the Gwynedd Unitary Development Plan)

HIRAEI BAY

The Bay, and the surrounding area, is rich in history. It represents the heritage of the ordinary people of Bangor. Together with the ecclesiastical element, the nearby wealthy landowners and the University, it gives Bangor a particular character. Until the eighteenth century Bangor's population had remained small and centred around the cathedral. During the 19th Century there was a huge increase in population - from 1770 people in 1801, to about 10,000 in 1861- mostly concentrated in the Hirael and Garth areas of the city. People were attracted by new

o 1770 bobl yn 1801, i o gwmpas 10,000 yn 1861 - wedi'i crynhoi, rhan fwyaf, yn ardaloedd Garth a Hirael, oherwydd y cyfleoedd deniadol newydd iddynt i weithio ar hyd arfordir Bae Hirael a Porth Penrhyn.

YR ARFORDIR HANESYDDOL

Nid oedd llawer o ddatblygiad ym Mangor cyn sefydliad Porthladd Penrhyn tuag at ddiwedd y ddeunawfed ganrif, i allforio llechi o Chwarel Penrhyn. Cyn hyn, hanner ffordd ar hyd arfordir Bae Hirael, roedd cei, a ddefnyddiwyd yn wreiddiol gan bysgotwyr, ac i allforio corn, tatws, a llechi. Fel y bu cynnydd mewn marchnata drwy'r 19eg ganrif, datblygodd y porthladd, ac adeiladwyd iardiau adeiladu cychod a ffowndriau ar hyd glannau Bae Hirael. Gwnaeth hyn, gyda'r cyplysiad o ddolenau trafndiaeth gwell, arwain i dŵf ddiwydiannau cysylltiedig megis iardiau pren, siop siandler, a gwneuthurwyr hwyl a bloc. Tu mewn i Porth Penrhyn roedd factori llechi sgwennu, ac odynau lleihau fflint. Roedd ychwaneg o iardiau llechi ar hyd lan y Bae. Tyfodd cymunedau Hirael a Garth i gyfaddasu y morwyr a machnatwyr oedd yn gweithio ym Mae Hirael.

opportunities for work along the shoreline of Hirael Bay and in Port Penrhyn.

THE HISTORIC SHORELINE

Bangor was largely undeveloped until Port Penrhyn was established at the end of the 18th Century, for exporting slates from Penrhyn Quarry. Prior to this, halfway along the Hirael Bay shoreline, there had been a quay, originally used by fishermen, and for the export of corn, potatoes and slates. As trade increased throughout the 19th Century, the Port was developed and ship building yards and foundries were built, lining the shore of Hirael Bay. This, coupled with better transport links, led to the growth of associated industries such as timber yards, chandlery, sail and block making. Within Port Penrhyn there were a writing slate factory and flint reducing kilns. Further slate yards existed along the shore of the Bay. The communities of Hirael and Garth grew to accommodate the mariners and tradesmen who worked in Hirael Bay.

Y FYNACHLOG DOMINICAIDD

Yn gynharach yn hanes Bangor, roedd mynachlog ar arfordir y Bae. Mae hwn, hefyd, yn ran o'n treftadaeth. Daw'r gwybodaeth hwn o Werthusiad Hynafiaethol 2004 Prifysgol Birmingham ar y safle, a adnabyddir fel y 'Depo Bws Crosville', ar Ffordd y Traeth, Bangor. O'r gwybodaeth hwn, a dau archwiliad cynt, darganfuwyd digon o dystiolaeth i fedru honni fod adfail o fynachlog 13eg ganrif, a chladdiadau cysylltiedig, o dan safle'r depo a thai cyfagos yn Lôn Seiriol a Ffordd y Traeth. Dadansoddwyd hefyd y buasai'r ardal o'i gwmpas yn borfa agored, gyda twyni neu tywod mwdlyd ar yr lan y môr. Mae cwrs presennol tanffos yr Afon Adda yn rhedeg yn agos i'r safle hon. Mae'r adroddiad yn honni i'r safle anghyfannedd i'w adnabod fel Plas yr Hendy. Ar ddiwedd y 13eg ganrif ail-leowyd y Fynachlog i le yr adnabyddir heddiw fel Ffordd y Glynne, o bosibl yn dilyn tân. Ar ôl hyn, ar wahan i'r arfordir, ni fu unrhyw ddatblygiad yn yr ardal tu cefn i'r fynachlog hyd ei werthu yn 1898 fel plotiau adeliadu. Gadawyd Mynachlog Ffordd y Glynne gan Geoffrey Glynne fel rhôdd i'w sefydlu fel ysgol ramadeg 'i blant dynion tlawd'. Medr cenhedloedd o drigolion Bangor, felly, olrain ei haddysg i'r cyswllt hwn â Bae Hirael.

THE DOMINICAN FRIARY

Earlier in Bangor's history there was a friary on the shore of the bay. It, too, is part of heritage. This information comes in part from the 2004 University of Birmingham Archaeological Evaluation of the site, known as the Crosville Bus Depot, on Beach Road, Bangor. From this, and two previous investigations, enough evidence was found to claim that there are the remains of a 13th Century friary and associated burials under the depot site and adjoining properties in Lôn Seiriol and Beach Road. It has also been deduced that the surrounding area was then open pastureland with sand dunes or muddy sands at the sea shore. The present culverted course of the Afon Adda runs close to the site. The report claims the abandoned site became known as Plas yr Hendy. The Friary relocated to what is now Glynne Road at the end of the 13th Century, perhaps following a fire. After this, apart from the shoreline, the inland area behind the original friary was largely left as undeveloped until sold as residential building plots in 1898. The Glynne Road friary was left by Geoffrey Glynne to be established as a grammar school "for poor men's children". Generations of Bangor residents can, therefore, trace their education to links with Hirael Bay.

TREFTADAETH SY'N DIFLANNU

Arweiniodd cynnydd yn y boblogaeth a datblygiad diwylliant yn y 18fed a 19eg ganrif, i orboblogi ac i dai is-safonol yn ardaloedd Hiracl, Stryd y Deon, a'r Garth. Ni ddylem anghofio fod bywyd yn galed i lawer o drigolion Bangor yn yr amser hwn. Mae cyfoeth o dafarndai a gwestai yn y rhan yma o'r ddinas; ni ddylid golli ei henwau a'i hanes yn y räs i fabwysiadu delwedd ffasiynol newydd. Roedd trigolion Bangor ac ymwelwyr, fel canlyniad o thyfiant y diwydiant twristiaid yn y ddeunawfed ganrif, yn mwynhau teithio'r môr, a chymeryd gwynt y môr, ac fel canlyniant adeiladwyd y Pier yn 1896. Roedd fferïau i, ac o, Lerpwl, Biwmares a phorthladdoedd lleol eraill. Mae hanes morwrol cyfoethog yma o adeiladu a chymhwyso llongau pwysig am fasnach, pleser a hyfforddiant i forwyr ifanc. Mae gweddillion cychod i'w gweld yn y Bae, ac maent yn debygol, o fod o ddiddordeb hynafiaethol, ynghyd â lawr mwdlyd y Bae. Mae adeiladau Porth Penrhyn hefyd o bwysigrwydd hanesyddol, a dylent cael ei dynodi a'i gwarchod.

VANISHING HERITAGE

The rapidly increasing population and developing industries of the 18th and 19th centuries led to overcrowding and sub-standard housing in the Hiracl, Dean Street and Garth areas. We must not forget the hard lives and poor housing conditions of many of Bangor's citizens in the past. There is also a wealth of pubs and hostelryes at our end of the city: their names and histories should not be forgotten in a rush to adopt a trendy new image. The people of Bangor and visitors, a result of the growing tourist industry in the 19th Century, enjoyed sea travel and breathing in sea air and this accounts for the pier being built in 1896. There were ferries to and from Liverpool, Beaumaris and other local ports. There is a rich maritime history here of building and accommodating important boats for trade, pleasure and the training of young mariners. There are remains of boats still to be seen in the Bay and they are likely to be of archaeological interest, as is the muddy floor of the Bay. The buildings at Port Penrhyn are also of historic importance and should be identified and protected.

DIWEDDGLO

Mae gan lawer o boblogaeth presennol Bangor hynafiaid oedd yn byw a gweithio yn ardal Bae Hirael. Mae gan Hirael, yn arbennig, ddiwylliant cryf ei hun, ynghyd â hunaniaeth yr iaith Gymraeg. Nid oes dim bellach i atgoffa bobl o'u treftadaeth diwydiannol, nac i ddangos ei gwreiddiau i blant ysgol lleol. Buasai ymwelwyr, yn debygol, yn gerthfawrogi gwybod beth maent yn edrych arno. Mae'n bendroadol i edrych ar ein 'traeth' o lechi a wast metel, neu pam mae gardd goncrit ger y Pier. Pam mae agoriad drws ynysiedig ar ganol darn o wair yn Pen y Bryn, a gardd coll dros y ffordd? Os dinistrir treftadaeth Bae Hirael, collir ei chymeriad unigryw, a'i chyfranniad presennol i hanes Bangor. Bydd llawer o'r pryderon rhain eisioes wedi ei codi gan unigolion a cyrff megis Ymddiried Hynafiaethol Gwynedd. Mae Grŵp Bae Hirael yn gweithio i sicrhau fod unrhyw ail-ddatblygiad o'r ardal o ansawdd uchel, yn addas i'w amgylchedd, yn ddiwyllianol sensitif, ac yn ymatebol i ddymuniadau trigolion yr ardal. Hoffem weld fod agweddau hanesyddol Bae Hirael yn cael ei coffâu a'i dyrchafu oll i drigolion yr ardal, ac i ymwelwyr.

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CONCLUSION

Many of Bangor's present population have ancestors who lived and worked in the Hirael Bay area. Hirael, in particular, still has its own strong culture and Welsh language identity. Nothing now exists to inform people of their industrial heritage or to show local schoolchildren their own origins. Visitors might also appreciate explanations of what they are looking at. It is perplexing to look at our "beach" of slate and metal waste or to wonder why there is a concrete garden near the Pier. Why is there an isolated doorway in a grassy space at Pen y Bryn and an abandoned garden opposite? Should the heritage of Hirael Bay be wiped out, it will lose its unique character and its current contribution to Bangor's history. Many of these concerns will have already been raised by individuals and organisations such as Gwynedd Archaeological Trust. Grŵp Bae Hirael has been working to ensure that any redevelopment of the area is of a high quality, appropriate to its surroundings, culturally sensitive and in keeping with residents' wishes. We would like to see the historic aspects to Hirael Bay commemorated and enhanced for residents, and for visitors, alike.

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