

# **GWYNEDD COUNCIL CABINET**

## **Report to a meeting of Gwynedd Council Cabinet**

<b>Date of meeting:</b>	<b>10 NOVEMBER 2020</b>
<b>Cabinet Member:</b>	<b>Councillor Gareth Wyn Griffith</b>
<b>Contact officer:</b>	<b>Dafydd Wyn Williams – Head of Environment Department</b>
<b>Contact Number:</b>	<b>32371</b>
<b>Subject:</b>	<b>A496 Llanbedr Improvement Scheme (Access to the Snowdonia Airspace Centre)</b>

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### **THE DECISION SOUGHT**

1. To authorise the making of a Compulsory Purchase Order (CPO) in respect of the A496 Llanbedr Road Improvement Scheme ("the Scheme").
2. To authorise The Head of Environment in consultation with the Cabinet Member for Environment and the Head of Legal Services to acquire all necessary interests in the land set out in Appendix 5 of the report to deliver the A496 Llanbedr Road Improvement Scheme and, where required to take all necessary steps to acquire those interests by way of a CPO including pursuing its confirmation with the Welsh Ministers should the Council fail to reach a negotiated settlement for the purchase of those interests within the scheme timescales.

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### **REASONS FOR THE NEED FOR A DECISION**

The purpose of this report is to seek confirmation of the Council's willingness, to use compulsory purchase and / or acquisition to enable the development of the A496 Llanbedr Improvement Scheme (Access to the Snowdonia Airspace Centre).

Compulsory Purchase in Wales and the Crichef Down Rules (Wales Version 2020)(Circular 003/2019)("the Circular") confirms that whilst compulsory powers should only be used where there is a compelling case in the public interest the Circular states that "Local authorities ...are encouraged to consider using them (i.e. compulsory purchase powers)pro-actively wherever appropriate to ensure real gains are brought to residents and the business community without delay".

The Council needs to consider a balancing act between the intention of the Council as acquiring authority together with the wider public interest and the individuals directly affected. Adoption of the recommendations in this report does not necessarily mean that a CPO will be implemented as the Council will continue to seek negotiated settlement with all those land interests that are required to deliver the Scheme.

The Circular states "Welsh Ministers will expect acquiring authorities to demonstrate they have taken steps to acquire all of the land and rights included in the compulsory purchase order by agreement wherever possible" and "However it remains good practice to offer parties the opportunity to enter into an agreement to voluntarily sell where they are prepared to do so ...if an acquiring authority waits for negotiations to break down before starting the compulsory purchase process ,valuable time will be lost.....Ensuring the timely delivery of infrastructure schemes is often in the public interest and the use of compulsory purchase powers can help achieve this when negotiations on acquiring land by agreement becomes protracted".

The authority given in this report to proceed with a CPO assists the Council by making it clear to all land interests that the Council intends to deliver the Scheme and where land purchase by agreement is not possible or becomes protracted then implementation of the CPO will take place. The Circular confirms "Therefore depending on when the land is required it may often be sensible ,given the amount of time required to complete the compulsory purchase process and the number of plots of land required to be assembled ,for the acquiring authority to:-

- Plan a compulsory purchase timetable and
- initiate formal procedures

This report also clarifies the known land interests affected by the Scheme.

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## **INTRODUCTION AND RELEVANT CONSIDERATIONS**

### **1. BACKGROUND**

#### **Snowdonia Airspace Centre / Snowdonia Enterprise Zone**

- 1.1. Snowdonia Airspace Centre ("SAC") was designated as part of the Snowdonia Enterprise Zone in 2013, and the Council has subsequently worked closely with the Centre and Welsh Government to facilitate its development. Although accessible by train, air and road, it was identified at the outset that transport links were one of the obstacles affecting the development of the Centre. It was identified that the junction in the centre of Llanbedr leading down to the SAC was narrow and difficult to manoeuvre and this worsened to being nearly impassable during busier tourist months with reports of 30-45 minute delays being experienced. Therefore, to facilitate the development of the SAC and to mitigate traffic issues in the village itself, the improvement of the access to the SAC together with improving the local roads network was identified to be included as part of the wider scheme.

## **The communities of Llanbedr, Harlech and Dyffryn Ardudwy**

- 1.2 The A496 is the main link from the A470 Trunk Road to Llanbedr, providing in general a suitable route for both Light Goods Vehicles and Heavy Good Vehicles. However, some sections of the A496 route through historical villages and towns weren't built to accommodate such traffic. This is especially true in Llanbedr, where the bridge over the River Artro cannot allow two HGVs to pass each other. Therefore, when two HGVs do meet at the bridge, traffic issues arise. These issues are compounded during busier summer months when the popular tourist destination of Shell Island provides additional traffic numbers.
- 1.3 The project will reduce traffic levels through the village of Llanbedr, providing up to 90% reduction in traffic, which will allow for safer use of the highway for walkers and cyclists particularly as there's no room to upgrade these provisions.
- 1.4 The new road development will also provide an improved means of access from the railway station, the SAC and Shell Island to the village of Llanbedr with the provision of an improved footway along Mochras Road from the railway station to the village.
- 1.5 The Council sought funding for the development of improvements both within the SAC itself and the access road. The Council succeeded in attracting £19.4m from various sources such as WEFO, Welsh Government, Gwynedd Council and a substantial private investment from the SAC owners. A large proportion of the funding has been directed towards the construction of the scheme, a new bypass/access road that in addition to helping to attract commercial interest in the SAC, will help to address the historic traffic problems in the village.

## **2. FUNDING**

- 2.1 The Council needs to demonstrate that funding is available and within a reasonable timescale. It has been estimated that the cost of constructing the bypass / access road would be approximately £14.38m. The Council succeeded to attract the following funding:

European Funding	£ 3.974m
Welsh Government Funding	£ 9.912m
Gwynedd Council Funding	<u>£ 0.500m</u>
	£14.386m

- 2.2 A further breakdown of the costs can be seen in Appendix 1, the overall figure includes a forecasted compensation amount of £215,000 for the affected landowners. This estimate has been prepared on an average cost (at current market prices) per acre basis, but doesn't include the land agent costs which have been based on the Ryde's Scale as an indicative cost.
- 2.3 **European Funding** – the Council succeeded to attract a total of £7.5m from the Welsh European Funding Office (WEFO), with £3.526m directed toward improving the SAC's buildings, and the remaining £3.974m to improve access. The offer was subject to conditions, namely: the funding would solely be directed towards improving access to the Centre; the bypass would be granted planning permission, and the funding would be spent by the end of March 2019.

- 2.4 The development of the SAC is paramount to the award of the overall WEFO funding. Due diligence processes have been undertaken on the SAC project to ensure that the development is undertaken in the required timescale and that all required match funding for this development has been secured.
- 2.5 Should the SAC not complete the building work and as a result does not achieve the outputs set out in the funding conditions, several clauses within the agreement between Gwynedd Council and SAC seek to protect the Council if this were to be the case but mainly:
- Support the commitment to the targets within the agreement
  - A condition specifying a timetable to complete the work on site
  - Legal charge on the buildings applicable to the WEFO scheme
  - Should the Company be dissolved, we will work with the Welsh Government to procure the building works ourselves to complete the project.
- 2.6 A dedicated Officer has also been appointed to Manage and monitor the project, and WEFO has agreed for the SAC to undertake the onsite work in stages, with a view to assessing the market at each stage.
- 2.7 WEFO have stated that "At this stage, we cannot confirm that all money will be available / or will not be clawed back if you (SAC) decide not to proceed with a particular action. However, in light of Covid-19 and the current state of the economy at the time of negotiations, we will look sympathetically at the decision on a case-by-case basis as with any other operation we support."
- 2.8 It also needs to be noted that as SAC has commenced work on site with regard to Phase 1 on its own risk, until the agreement between Gwynedd Council and SAC can be signed. To date some £450k worth of expenditure has already been made, but the COVID crisis meant that work could not continue. The SAC has indicated that they will not restart the works until the agreement has been signed.
- 2.9 The plan in **Appendix 2** outlines the part of the road scheme funded by WEFO.
- 2.10 **Welsh Government Funding** - following the financial commitment made by WEFO (and the site's Enterprise Zone designation), the Welsh Government Transportation Unit committed to contribute £9.912m towards the remainder of the road scheme. As with the European funding, the offer was subject to a condition that the bypass was granted planning permission.
- 2.11 **Gwynedd Council Funding** - in December 2017 the Council Cabinet agreed to commit £0.5m to the scheme, subject to receiving confirmation of the other financial sources (£351k towards the road works and £149k towards staff costs).

- 2.12 As with any project at this stage, there are inherent risks that may affect its completion. Risks such as;
- a) Costs increasing in excess of the budget,
  - b) Funding timeframe exceeded,
  - c) Environmental risks
  - d) Health and Safety risks
- 2.13 The risks to the project have been discussed, quantified and tabulated in the Risk Register, seen in **Appendix 3**, with the major risks now being land acquisition and environmental risks both coupled with the timeframe for funding.
- 2.14 The land acquisition risk can be mitigated with the approvals of CPO powers, and the environmental risks being suitably mitigated with the implementation of the agreed Register of Environmental Commitments and the Environmental Master Plans (EMPs), these EMPs can be seen in **Appendix 4**.

### **3. PLANNING**

- 3.1 In accordance with the original programme, the Council should have secured planning permission for the bypass/access road in January 2018, with the completion of the construction work by April 2019. The completion date was based on the ability to negotiate the purchase of land, without having to follow a Compulsory Purchase Order process to acquire it.
- 3.2 Due to difficulties associated with agreeing on flood risk alleviation measures with Natural Resources Wales, it was not possible to consider the planning application in January 2018, and it took until the following September for it to be discussed by Snowdonia National Park Authority's ("SNPA") planning committee, where approval was granted. The Council received official confirmation of the planning permission on 12 November 2018.
- 3.3 The delay in securing planning permission meant that the access construction work and expenditure could not be completed by the end of March 2019 in accordance with the European funding condition. However, after consultation with WEFO, it was agreed to extend the date for spending and claiming the European funding to December 2022 to account for this delay.

- 3.4 Having secured planning permission and extended the work completion date, work started in earnest on the preparations for the development of the road scheme, these included the undertaking of essential environmental surveys and development of required plans and schedules for differing orders. However, at the end of November 2018, the Council was informed that one of the landowners had requested a judicial review of the planning decision. The grounds for the review was that SNPA did not have a written record of the completion of an appropriate assessment that was part of the Habitats Regulations Assessment and the screening assessment of the Environmental Impact Assessment, in line with the Court of Justice of the European Union (CJEU) decision on 13 April 2018 in the 'People Over Wind' court case. SNPA received a legal opinion about the situation and, consequently, it was forced to revoke the planning permission. The planning permission was officially revoked on 5 February 2019.
- 3.5 The Council and SNPA agreed that they would resubmit the planning application at a later date.
- 3.6 The planning application was considered again by SNPA planning committee on 4 March 2020, and it was decided to approve the application. Gwynedd Council was officially informed of the decision on 10 March 2020, and the decision was placed on SNPA's website on 11 March 2020, with the decision date noted as 4 March 2020.
- 3.7 A legal challenge to any planning decision must be lodged within six weeks of the decision date. Given that the decision date was 11 March 2020 (the date it was published on SNPA's website), the last date to submit a legal challenge fell on Wednesday 22 April 2020. No legal challenge was submitted and planning permission is therefore already secured for the road Scheme.

#### **4 TIMESCALE**

- 4.1 Due to the development of the project being delayed by the planning process and the subsequent requirements for a further planning application, the key dates are now very tight to ensure completion of the project by the required dates as set by the WEFO funding stream. These dates are:

Task Name	Duration	Start	Finish
WFEO funding deadline	0 days	Tue 20/12/22	Tue 20/12/22
Completion Date for entire project	0 days	Fri 14/04/23	Fri 14/04/23
Planning approval certificate	30 days	Thu 05/03/20	Wed 15/04/20
Approval of planning past period for appeal	0 days	Wed 27/05/20	Wed 27/05/20
Land plans and schedules	30 days	Thu 16/04/20	Wed 27/05/20
<b>Gwynedd Cabinet approval of CPO powers</b>	<b>114 days</b>	<b>Thu 28/05/20</b>	<b>Tue 10/11/20</b>
CPO and Line Order INCLUDING PUBLIC INQUIRY	262 days	Wed 04/11/20	Thu 04/11/21
Land Negotiations and Agreements (In Principle)	60 days	Wed 04/11/20	Tue 26/01/21
Land Negotiations and Agreements (Finalised)	447 days	Thu 05/03/20	Fri 19/11/21
Business Case Preparation	190 days	Mon 01/03/21	Fri 19/11/21
Environmental	266 days	Thu 29/10/20	Thu 04/11/21
Statutory Authority's Diversions	578 days	Thu 29/10/20	Mon 16/01/23
Project Management	1054 days	Mon 01/04/19	Thu 13/04/23
Tender	76 days	Fri 09/04/21	Fri 23/07/21
Contractor procurement - BEFORE COMPLETION OF PUBLIC INQUIRY	120 days	Fri 23/07/21	Fri 07/01/22
Post Award - Detailed Design Process	120 days	Mon 10/01/22	Fri 24/06/22
Construction	270 days	Mon 04/04/22	Fri 14/04/23
WEFO FUNDED SECTION INCLUDING AUDIT	205 days	Mon 04/04/22	Fri 13/01/23
Spur - including road bridge	150 days	Mon 04/04/22	Fri 28/10/22
WEFO Funding audit and authorisation	55 days	Mon 31/10/22	Fri 13/01/23
NON WEFO FUNDED SECTION	180 days	Mon 08/08/22	Fri 14/04/23

- 4.2 To ensure that the programme is met, some aspects will need to be undertaken before the full completion of other tasks. These are mainly to do with the procurement of the Principal Contractor ("PC") Due to the time taken to appoint a contractor for this size of project, and the required design element that they'll need to undertake, the procurement of the PC will need to be undertaken before the completion of the acquisition of land either by agreement or by CPO. This risk (as recorded in the Risk Register) will need to be controlled via a developed procurement strategy providing a suitable methodology for early termination of the contract should any issues arise that would not allow the construction works (such as Public Inquiry being upheld), hence protecting the Council and Welsh Government from financial implications due to contractual obligations.

## 5. LAND MATTERS

- 5.1 It is now imperative to proceed with the programme to deliver the scheme, and one important aspect is securing the land. To deliver the scheme, land is needed from 14 landowners (Appendix 5 provides a plan and details of all affected landowners). Local authorities are able to make use of statutory compulsory purchase powers in order to acquire land to progress projects within their area where there is a compelling case in the public interest for doing so. However it is sensible given the amount of time needed to complete the compulsory purchase process for the acquiring authority to plan a compulsory purchase timetable and initiate formal procedures.

- 5.2 To date, no formal discussions have taken place as to the purchase of the required land. However, as part of the planning process, we discussed the possibility of land purchase with the affected landowners and now intend to re-engage those discussions with a view to agreeing a purchase price for the land and/or any interests affected. Compulsory purchase powers will be implemented where a negotiated settlement on reasonable terms cannot be reached within a reasonable timescale with all land owners.
- 5.3 The land to be purchased is largely agricultural land, with 69,300m<sup>2</sup> of agricultural land required permanently, and 3,254m<sup>2</sup> of land attached to private residences required permanently, please note that no occupied properties are to be purchased as part of any land negotiations, only empty unused sheds and land. Any acquiring authority needs to make sure any CPO sufficiently justifies interfering with the human rights of those with an interest in the land affected and in particular consideration should be given to Article 1 and Article 8 of The First Protocol to the European Convention on Human Rights. The seven properties which are private residences will be provided with a much improved access arrangement with greater visibility onto the A496 compared to current visibility standards. Before proceeding with compulsory powers the identification of landowners will be fully verified beforehand.
- 5.4 The Council will attempt to purchase all the land for the project through negotiation. However, to ensure that there is an alternative arrangement in place if it is not possible to reach a timely agreement, it is wise to prepare and commence the process of compulsory purchase. This is crucial to enable the process of starting the build and completing the project within the timescale governed by the funding. There is a statutory right to make CPO for highways under Part 12 of the Highways Act 1980 (more specifically but not limited to s239/240) and the statutory process has been established under the Acquisition of Land Act 1981 (as amended by the Planning and Compulsory Purchase Act 2004).
- 5.5 Throughout the CPO process, we confirm that we will continue to try to reach agreements through formal negotiations.

## **6. EQUALITY**

- 6.1 All public body acquiring authorities are bound by the public sector equality duty set out in s149 Equality Act 2010. The Equality Impact Assessment prepared for this project has identified a number of impacts of the proposed scheme where groups with protected characteristics may experience disproportionate or differential effects. These include:
- i. Increase in noise levels during construction of the proposed scheme for some residential properties in the area but a decrease in noise level when the scheme is in operation. This may disproportionately and/or differentially affect children and older people and individuals with learning impairments and neurological difference such as autism
  - ii. Temporary diversions and closures to 2 Public Rights of Ways (PRoWs), PRoW Llanbedr Number 1 (USRN - 46409106) to the North of the river Artro and PRoW Llanbedr Number 43 (USRN - 46405593) to the South. These are standard PRoWs, with no effect on the Welsh Coastal Path.



- iii. Some slight permanent changes to routes involving crossings of the proposed scheme. This may have a differential impact on people with mobility issues and footpaths that have a higher use of groups with protected characteristics. Although a low impact, this has been identified in the assessment for the construction phase of the works. The permanent layout will have a neutral impact.
  - iv. Potential differential effects due to the new highway alignment for drivers using the network including disabled drivers, younger people and older people. However, the design is to be prepared to the current standards as set out in the national Design Manual for Roads and Bridges, therefore these effects should be minimal.
- 6.2 It is not envisaged that the proposed scheme would result in any differential impacts on groups with the following protected characteristics; gender reassignment, sexual orientation and marriage/civil partnership. These would have a neutral impact.
- 6.3 A small positive impact to religion/belief groups can be ensured, by coupling the previously acquired planning permission for a chapel conversion to a Mosque and Islamic study centre within Llanbedr village with the significant reduction in traffic through the village provided by the new scheme. Continuing with the impact on belief groups, the Standing Stones, (two large stones which probably date to the Bronze Age (c. 2300 - 800 BC). The presence of these on site may also have potential spiritual significance under druid religions/beliefs. The extension of a footpath and an improved setting for the Standing Stones would have a small positive impact.
- 6.4 When considering the equality group 'Age' it was found that those most likely to be affected were older people and young people. This group would benefit from the forecast reduction in traffic levels in the village making crossing opportunities safer and probably reduce road casualty accidents. New footpath facilities as part of the proposed scheme design would be limited to a section of Mochras road and this would benefit older people and children. There would be no increase in journey times from the new aligned PRow and the scheme will provide positive opportunities for active travel with the associated benefits to health. Children and older people would be proportionately and positively affected by reduction in levels of noise. In the Future Year of the scheme (2037 – 15 years after proposed completion, when all mitigation measures will be developed), locations such as the Gwynfa Care Home will experience a decrease of -3.9 Db (A) which is considered a moderate positive impact. Ysgol Gynradd Llanbedr will experience a decrease of 0.1 Db (A) in the long term which is a negligible positive impact.
- 6.5 The equality groups 'Disabled' and 'Pregnancy and maternity ' would similarly benefit from a forecast reduction in traffic levels in the village making crossing opportunities safer and probably reduce road casualty accidents. The village of Llanbedr is expected to be much more accessible for these groups due to the forecasted 90% reduction in the volume of traffic.

- 6.6 The Environmental Statement and Environmental Master Plans state the mitigation and compensation measures for minimising adverse impacts during construction and operational phases. It is considered that these measures would help to mitigate and compensate against potential negative impacts, with the inclusion of measures such as mitigation bat underpasses, new compensatory badger setts and many other necessary measures such as landscaping to ensure that all statutory bodies agree with the mitigation and compensation measures and hence allow for the planning application to have been approved.
- 6.7 To maximise community benefits from the project, the construction of the proposed scheme will provide direct employment opportunities by the Principal Contractor, or their sub-contractors.
- 6.8 Effective continued consultation and engagement with affected stakeholders and the local community is important to ensure that all groups with protected characteristics can benefit from the proposed scheme, especially with regards to design issues and construction activities.

## **7. THE WELL BEING OF FUTURE GENERATIONS**

- 7.1 **THE WELL BEING OF FUTURE GENERATIONS (WALES) ACT 2015** The Act places a well-being duty on public bodies aimed at achieving national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. The Council has to consider how proposed decisions contribute towards meeting the well-being objective. The Council must also take into account the impact of their decisions on people living in Wales in the future.

Goals	Description	How these will be met
A prosperous Wales	An innovative, productive and low carbon society which recognizes the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	By assisting in the retention and provision of new employment opportunities in the local area due to improved access infrastructure and improved journey times and reliability
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	By providing environmental mitigation and enhancement to offset any adverse impacts of the scheme and to ensure that the A496 is more resilient to flooding.
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	By improving the walking and cycling links in and around Llanbedr by reducing traffic levels on the existing A496 in the village and on Mochras Road and improving the footway along Mochras Road. By moving a source of air pollution and noise from the centre of the village to its outskirts away from the majority of receptors
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).	By assisting in the provision of more local employment opportunities
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities.	By reduction of traffic levels in the village by approximately 90% thus improving the sense of place, and the perception of, and actual, road safety
A Wales of vibrant culture and thriving Welsh language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.	By improvement in walking and cycling infrastructure, including the proposed new PRoW to the standing stones, and potential changes to the National Cycling Route NCR 8, allowing better provisions within the village of Llanbedr.
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	By providing reductions in air pollutants due to reduced congestion

## **8. RECOMMENDATION**

- 8.1 In order to deliver the scheme within timescales and to safeguard the available budget, we ask Gwynedd Council Cabinet to authorise the making of a CPO in respect of the A496 Llanbedr Road Improvement Scheme and delegates authority to the Head of Environment in consultation with the Cabinet Member for Environment and Head of Legal Services to take all necessary steps to make the CPO, pursue its confirmation, to implement the CPO and to secure land for the Scheme.
- 8.2 Delegated authority shall include :
- i) Authority to make the A496 Llanbedr Improvement Scheme Compulsory Purchase Order under Part 12 of the Highways Act 1980;
  - ii) Acquiring all interests in land as identified in Appendix 5;
  - iii) Acquiring any new interest in land identified as necessary for the delivery of the Scheme;
  - iv) Pursuing the statutory process under the Acquisition of Land Act 1981 (as amended by the Planning and Compulsory Purchase Act 2004)
  - v) Arranging for publication and/or notices required for the CPO including if necessary its implementation;
  - vi) To ensure appropriate effort is made to reach a negotiated settlement with land owners and those having land interest;
  - vii) To seek confirmation of the CPO including the preparation and presentation at any public inquiry or any written representations or alternative procedures as appropriate;
  - viii) Implement the CPO by way of general vesting declaration and/or notice to treat / notice of entry;
  - ix) Dealing with any discussion or disputes relating to CPO compensation and any references to the Land tribunal.
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### **VIEWS OF THE STATUTORY OFFICERS**

#### **The Monitoring Officer:**

The Legal Service has assisted with the preparation of the report. The context for the recommendation is detailed and specifically the nature of the authority sought, The Cabinet may authorise the use of compulsory purchase powers in relation to the scheme and this is explained in the report having regard to the provisions of Circular 003/2019 in particular. However, as explained the initial aim would be to secure the property interests through agreement if that is possible.

#### **Head of Finance:**

I confirm that financial aspects of the scheme have been discussed and resolved at previous meetings. The financial facts are set out fairly in sections 1.5 - 2.11 of the report above, and the decision sought here does not seek any additional funding.

As the Council has already secured the funds for this purpose, I assume that delegating the power to make a Compulsory Purchase Order in relation to the A496 Llanbedr Road Improvement Scheme is a formality, but this should proceed without delay in order to manage relevant risks.

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## **Appendices**

APPENDIX 1	Project costs breakdown
APPENDIX 2	Plan outlining the part of the road scheme funded by WEFO
APPENDIX 3	Project Risk Register
APPENDIX 4	Environmental Master Plans
APPENDIX 5	Affected landowner list and plans
APPENDIX 6	Flowchart of the Compulsory Purchase Order process
APPENDIX 7	Compulsory Purchase in Wales and the Crichef Down Rules (Wales Version 2020)(Circular 003/2019)