

A496 LLANBEDR ACCESS IMPROVEMENT



Design and Access Statement

Document Control Sheet

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1.0 Purpose of the Design & Access Statement

The aim of this Design and Access Statement is to present the design thinking behind the A496 Llanbedr Access Improvement (the Proposed Improvement). This Statement has been prepared to support the planning application and should be read in conjunction with the following documents:

- Environmental Statement including its Non-Technical Summary
- Economic Impact Assessment
- WelTAG Planning and Appraisal Reports
- Plans, photo montages and descriptive material should also be referred to.
- NMU Context Report and Supplementary Report

The objectives of the Design and Access Statement are:

- To explain the design of the A496 Llanbedr Access Improvements
- To explain the public consultation/involvement process and views obtained
- To detail how the design process evolved
- To describe the proposed A496 route and how it responds to the local features, road layout and walking and cycling routes

1.1 Introduction to the A496 Llanbedr Access Improvement (the Proposed Improvement)

The existing A496 through Llanbedr is an approximately 1.5 km section of the primary route for traffic between Barmouth and Porthmadog/Blaenau Ffestiniog. In addition the Llanbedr area is a destination in itself for both tourism and employment activity.

The A496 was estimated to have, in 2015, an Annual Average Daily Traffic (AADT) of approximately 3,000 vehicles two ways, including heavy goods vehicles.

The problem of congestion on the A496 in the village centre has been recognised for a number of years and is connected to the narrowness of the bridge and the number of junctions onto the A496 immediately north and south of the bridge, but in particular Mochras Road which carries a lot of seasonal traffic to the Mochras (Shell Island) campsite, the largest campsite in Europe. On street parking south and north of Pont Llanbedr, and west of Pont Llanbedr narrows the existing A496 and Mochras Road to one lane also contributing to congestion.

More recently plans to increase the use of the former Llanbedr airfield, which is part of the Snowdonia Enterprise Zone (and is currently managed by Snowdonia Aerospace), have meant that the congestion problem is likely to worsen as that site develops and traffic levels along Mochras Road increase. Additionally it is likely that as traffic along Mochras Road increases it will not be fit for purpose and may hinder economic development of the airfield/ Enterprise Zone site. The A496 Llanbedr Access Improvement project has been set up to provide a solution to these problems.

The project has been appraised using the Welsh Transport Appraisal Guidance (WelTAG) process which identified that the initial aims of the A496 Llanbedr Access Improvement were to:

- a) Improve access to Llanbedr Airfield and other sites of economic activity lying west of Llanbedr
- b) Improve congestion and traffic problems within the village of Llanbedr
- c) Improve journey times and reliability along the A496
- d) To achieve aims 1, 2 and 3 above whilst minimising adverse effects on the environment

As an outcome of the WelTAG process the following Transport Planning Objectives (TPO's) were established to define solutions with which to address the transport problems identified in the study area (ranked in order of local public perception):

1. Reduce traffic congestion at the Mochras Road/A496 junction.
2. Reduce the negative impact of traffic on the community of Llanbedr.
3. Improve transport connectivity to and from Llanbedr Airfield.
4. Improve the efficiency and reliability of all transport to and from Llanbedr Airfield.
5. Improve the actual and perceived safety of travel for all travellers within Llanbedr and along Mochras Road.
6. Improve freight transport access to and from Llanbedr Airfield.
7. Improve travel opportunities for pedestrians and cyclists within Llanbedr and along Mochras Road.
8. Minimise the impact of transport improvements on local environmental and heritage features.
9. Be resilient to local effects of climate change, particularly future increases in flood events.

The Proposed Improvement aims to tackle those objectives in the ranked order shown above.

1.2 The Location

The Proposed Improvement is located 11.5 km north of Barmouth on the Cambrian coast. The A496 connects the section of the Cambrian Coast between Barmouth to the south and Talsarnau to the north to the trunk road network at Penrhyndeudraeth/Maentwrog in the north and Dolgellau in the south.

The existing route passes through the centre of the village crossing the river Artro at Pont Llanbedr, on the southern side of which is the A496/ Mochras Road junction see Figures 1 and 2.

To the north of Llanbedr the existing road runs along the boundary between an uplands area to the east and the coastal plain to the west whilst to the south the route climbs upward to traverse the upland slopes.

The existing and proposed routes lie wholly within the Snowdonia National Park. The village of Llanbedr acts both as a local community and also as a tourist destination, providing access to both the mountains to the east and the coast to the west. Both the Welsh Coastal Path and National Cycle Network Route 8 (NCR 8) pass through or close to the village.

The existing A496 route also provides access to existing properties in Llanbedr village as well as a through route.

Land adjoining the route mainly includes fields of improved grassland pasture used for grazing livestock. The land to which the planning application is made is generally in private ownership.

There is one bus stop in the village, just south of Pont Llanbedr on the existing A496, which connects the residents of Llanbedr to Barmouth and to Maentwrog from where the wider bus network and express bus services can be accessed. Llanbedr also has a station (an unmanned halt) on the Cambrian Coast railway line located approximately 750 metres to the west of the village and close to the proposed route.

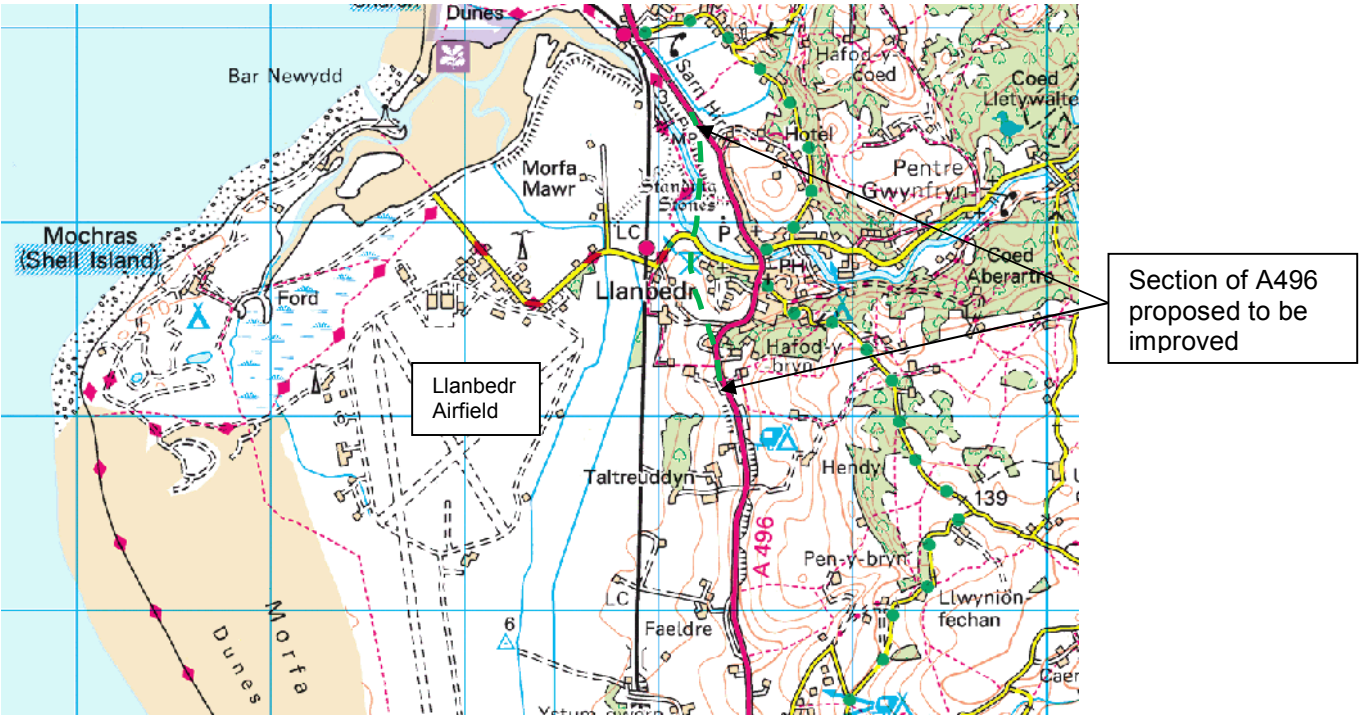


Figure 1 – Location Plan

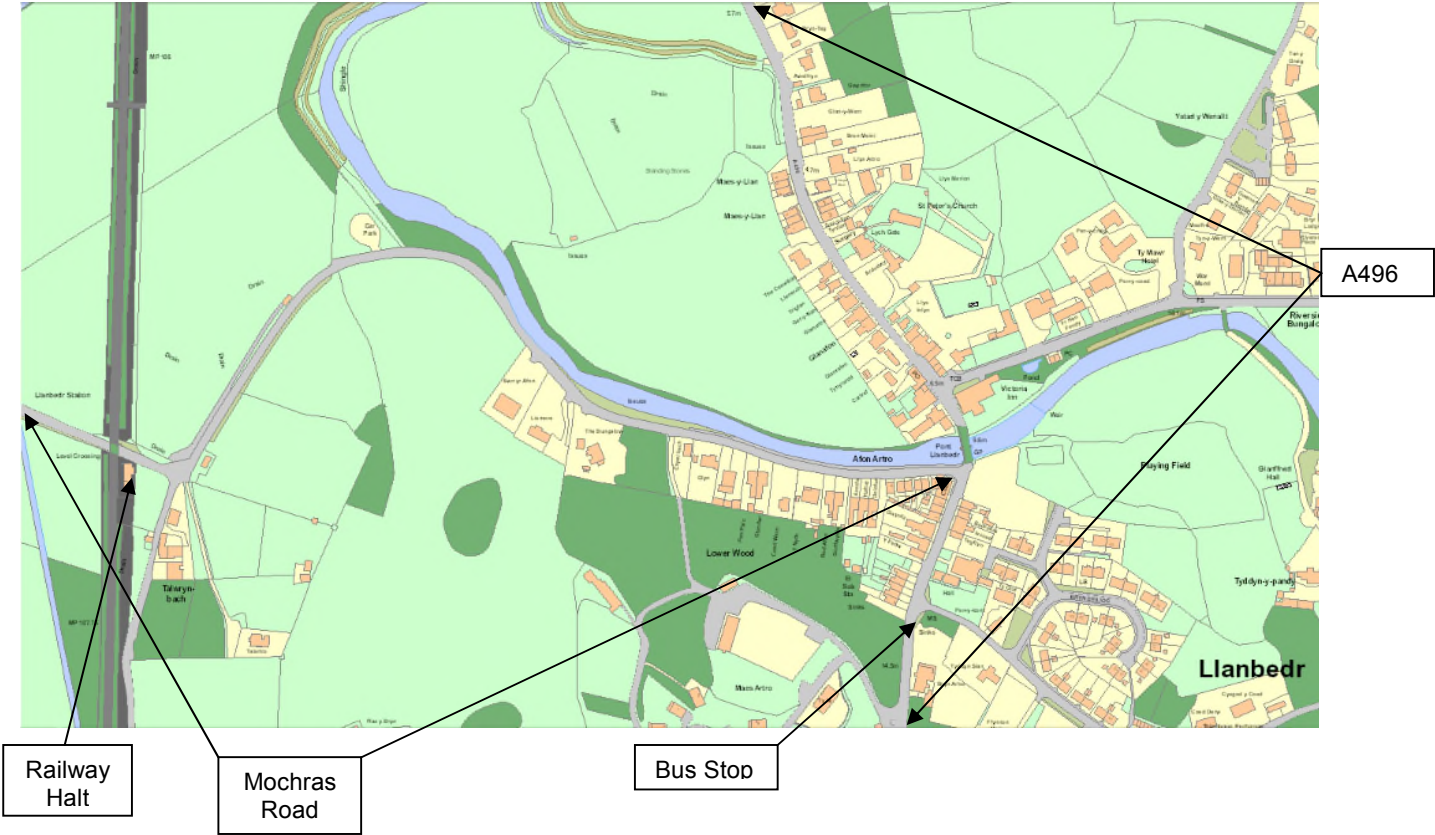


Figure 2 – Location Plan – Village Centre

2.0 Assessment

2.1 Physical Context

The Proposed Improvement re-positions a 1.5 km section of the A496, moving it from the village centre to the western outskirts of Llanbedr. – See Figure 2.1.

The physical context has influenced and shaped the design of the road which reflects the route of the existing road in ascending from coastal plain from the north of the village to the foothills of the Rhinog Massif/Harlech Dome south of the village.

The A496 Llanbedr Access Improvement needs to respond to the physical context and achieve the following objectives:

- Work with the existing topography as far as possible;
- Avoid any increases in flood risk as a result of the scheme
- Incorporate biodiversity links east - west to facilitate or enhance potential movement and biodiversity values in the area;
- Maximise the Non-Motorised User experience when crossing the road and accessing the countryside and coast;

2.2 Social Context

The electoral ward of Llanbedr (which includes Llanfair) has a population of 1,098 (2011 census). The population is boosted during the summer months by tourist staying in a mixture of accommodation types including several campsites such as Mochras (Shell Island).

The existing A496 passes through the centre of the village crossing the River Artro on a narrow masonry arch bridge. The A496 has a wide user group due to being the primary connection between Barmouth to the south and Porthmadog/Blaenau Ffestiniog to the north. Villages along this route between these points include Dyffryn Ardudwy, Llanfair, Harlech and Talsarnau.

In addition to the existing motorised road users, the user groups in the locality that may be affected by the development include pedestrians, cyclists, equestrians and the mobility impaired.

Throughout the pre-application consultation the aspirations of the community were collected through a number of public involvement awareness raising events. Refer to Section 3.1 and Appendix A for more detail regarding Community Participation/Involvement.

The A496 Llanbedr Access Improvement recognises the social context of the project and aims to achieve the following objectives:

- Maintain the operation of the existing A496 alignment during construction;
- Enhance the National Cycleway Network connection in the area;
- Provide a safe footpath connection between the village centre and the railway halt;
- Improved accessibility to active sustainable travel and associated health outcomes.
- Provide appropriately designed footways and access for the mobility impaired;

2.3 Economic Context

The A496 Llanbedr Access Improvement aims to achieve the following objectives:

- a) Improve access to Llanbedr Airfield and other sites of economic activity lying west of Llanbedr
- b) Improve congestion and traffic problems within the village of Llanbedr
- c) Improve journey times and reliability along the A496

The economic impact of these improvements is detailed in the Economic Impact Assessment report and whilst the predicted outcome is neutral for the village centre it is regarded as positive in respect of the airfield/Enterprise Zone and the existing and proposed developments for that site.

The development of the airfield site is part of the Snowdonia Enterprise Zone and improving access to the site is seen as key to its development with improved access/infrastructure making the site more attractive to potential businesses and helping to retain and develop existing businesses.

The effective bypassing of the village centre may lead to some reduction in trade for some businesses in the village centre e.g. from passing trade on the existing A496, but may conversely make businesses more attractive due to the reduction in traffic, particularly HGVs, and the consequential environmental improvement and potential to develop a sense of place within the village centre.

The reduction in traffic is also expected to make parking within the village for business users more amenable.

2.4 Planning Policies

The Eryri LDP (Eryri Local Development Plan (2007 – 2022) adopted version, Snowdonia National Park Authority, July 2011).is the main local planning policy document covering the Llanbedr area and has a number of strategic and development policies, not all of which are relevant to the proposed scheme.

Two key policies of the Eryri LDP have been identified that are directly relevant and have influenced the scheme design;

The need for the development in terms of national considerations	Not required in national terms at present but may link into airfield development which could be required in national terms e.g. UK Spaceport
The cost of and scope for siting the development outside the National Park or the ability to meet the need for the development in some other way	No scope for siting outside of the National Park – due to main beneficiary of the scheme being located within the National Park.
The consequences and impact on local communities, the local economy, the environment and the cultural heritage of the National Park of permitting or refusing the development	Positive consequences/impacts on local communities and economy have been identified. The impact on the environment and on cultural heritage is covered in the Environmental Statement and includes mitigation and enhancement measures.
The impact the development would have on National Park purposes and the extent that these could be moderated through appropriate and acceptable mitigation measures	
<ul style="list-style-type: none"> Conserve and enhance natural beauty, wildlife and cultural heritage 	Minimises detrimental effects on the environment through mitigation and enhancements
<ul style="list-style-type: none"> Promote opportunities for the understanding and enjoyment of the “Special Qualities” of the area by the public 	By reducing traffic levels in the village and improving access to the coast along Mochras Road the scheme aims to improve access within and around the village for walkers and cyclists.
<ul style="list-style-type: none"> Seek to foster the economic and social well-being of Local Communities within the National Park 	See Appendix B for comparison with goals of The Well Being of Future Generations (Wales) Act 2015. By improving access to that part of Snowdonia Enterprise Zone located at the airfield and removing through traffic that creates noise and air pollutants in the village centre the scheme aims to improve both economic conditions and well-being.

2.4.2 Strategic Policy L: Accessibility and Transport (L)

The National Park Authority is committed to improving access to local facilities and reducing the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged.

Policy	Relevant Scheme Proposals
The provision of services are located so as to minimise the need to travel	The scheme, by assisting in the provision and retention of employment closer to the local area, lessens the need to travel outside of the area.
There is convenient access via footpaths, cycle paths and public transport, thereby encouraging the use of these modes of travel for local journeys, reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport	<p>The scheme should provide positive impacts on these factors by;</p> <ul style="list-style-type: none"> • Reducing traffic levels in Llanbedr to provide an improved environment for cyclist/pedestrians within the village centre with less conflict • Making it safer and easier to cross the busy A496 by directing Mochras Road under the A496 (grade separation) and providing a safer pedestrian route along Mochras Road linking the village centre and the railway halt. • Potentially to also divert the cycle route NCR 8 onto the existing A496 to the north of the village centre, providing a more convenient route for cyclists than the current route.
There is an improvement in accessibility for all, in particular disabled people	Improved footway provision along Mochras Road should improve access for all.
Changes to the road network do not damage or cause detrimental effects to ProW, listed buildings or historic monuments or cause adverse effects to environmental designations. The highest priority will be given to the conservation and enhancement of the characteristic biodiversity of Snowdonia, particularly habitats and species designated under national and European legislation	<p>The main PRoW, the Wales Coastal Path will be unaffected. One other PRoW will be crossed by the new road where a new combined agricultural and pedestrian underpass will be provided.</p> <p>The link to village centre from the Wales Coastal path will be improved from both the Coronation Bridge and via Mochras Road.</p> <p>The new A496 route will be the same distance as the existing route from the Llanbedr Standing Stones and screening will be used to mitigate the effects of the new road. A new PRoW from the existing PRoW to the Standing Stones is also proposed.</p>

Policy	Relevant Scheme Proposals
Where possible, these improvements to the road network will feature provision for segregated pedestrian and cycling uses	Segregation by grade separation is proposed along Mochras Road and one PRoW. Additional segregation may be possible on the sections of the existing A496 to be reclassified to the north of the village centre and along a section of Mochras Road.
It will reduce or remove vehicle traffic from within town centres and where possible from rural areas.	Reduction of traffic in village centre, particularly HGV through traffic, will have a significant positive impact.
The natural environment of the park is not adversely affected	Measures built into the scheme should ensure any adverse effects to the natural environment are mitigated.
Secure cycle parking facilities are provided where appropriate	Secure cycle parking facilities could be provided in Llanbedr village, at the car park on Mochras Road and potentially at other locations such as the railway halt, Mochras (Shell Island) and Llanbedr Airfield.

Other policies taken into account

A number of different national and local policies have been taken into account in connection with the design of the scheme including the physical design elements and the environmental impact assessment and mitigation and these are covered in more detail in the Environmental Statement. The following is a list of the main policies considered in connection with the scheme.

National scale:

- The Well Being of Future Generations (Wales) Act 2015 – See Appendix B
- The Wales Transport Strategy: One Wales - Connecting the Nation, Welsh Government, April 2008.
- National Transport Plan, Welsh Government, March 2010 (prioritised in December 2011).
- A Walking and Cycling Action Plan for Wales 2009 – 2013, Welsh Government, December 2008.
- Wales Infrastructure Plan for Growth and Jobs, Welsh Government, 2012.
- Active Travel (Wales) Act 2013

Regional scale:

- Regional Transport Plan, Trafnidiaeth Canolbarth Cymru/Mid Wales Transportation (TraCC), September 2009.
- Draft TraCC Regional Highways Strategy and Programme, Hyder Consulting, December 2012.
- The North West and Mid Wales Integrated Transport Network Technical Report, AECOM, April 2014.
- TraCC Walking and Cycling Strategy, TraCC / Hyder Consulting, February 2012.
- TraCC Regional Rail Strategy and Actions, Hyder Consulting 2013.

Local scale:

- Local Transport Plans (currently in development, yet to be published).

3.0 Community Participation/Involvement

3.1 Consultation/Participation Events

There have been a series of events including three held initially in connection with the Welsh Transport Appraisal Guidance (WeITAG) studies.

In order to ensure that the views of the local public were fully considered within the WeITAG studies the following participation events were held in Llanbedr village hall:

- 1) 5th June 2014: An initial event held at the start of the WeITAG Planning stage in order to establish the public's perception of transport-related problems, opportunities and constraints within the study area.
- 2) 2nd October 2014: This event was arranged in order to provide an update on the outcomes of the WeITAG Planning stage and demonstrate how the public's views had contributed to determining the Transport Planning Objectives and solutions. The proposed options to be taken forward to WeITAG Appraisal (Stage 1) were also presented in order to ascertain public opinion before they were refined further.
- 3) 6th November 2014: The final event associated with the WeITAG studies was organised to present the refined options following the second public participation event and receive feedback which contributed to their appraisal.

Feedback from the first three events was recorded via bilingual questionnaires, specially developed for each event. The feedback was used to inform key elements of the WeITAG study, including identifying the problems, opportunities and constraints within the local area, establishing the transport planning objectives (TPOs) and contributing to the appraisal of options. Following publication of the WeITAG studies two further events were held as follows:

- 4) 2nd of June, 2015. A public event providing an update on progress with the Llanbedr access improvements, exhibiting the Proposed Improvement (developed from the preferred option).
- 5) 17th March 2016. A drop-in exhibition at the Llanbedr Village Hall providing an update on progress on the scheme together with a 3D visualisation of the Proposed Improvement.

Additionally in December 2017 a newsletter was produced and distributed in the Llanbedr area reporting on progress. An electronic copy of the newsletter was sent to all stakeholders, and members of the public who expressed an interest in the scheme during the drop-in sessions. Hard copies were given to the newsagent in the village to be distributed to members of the public, and copies were also deposited at the following public buildings;-

- Barmouth library
- Barmouth Post Office
- Dyffryn Ardudwy Post Office
- Dyffryn Ardudwy Community Centre
- Harlech Post Office
- Harlech Library

Further details about the public participation events, including the detail of the feedback received, are summarised in Appendix A.

In addition the local community council has been engaged and involved at all stages of the development of the project. A representation from the Llanbedr Community council, together with extracts from the minutes of the Gwynedd Council Cabinet Meeting held 17th January 2017 regarding the Proposed Improvement are presented in Appendix C to this Statement.

4 EVALUATION

4.1 Evolution of the design

There have been plans in connection with a proposed bypass of Llanbedr since the early nineteen-fifties and a protected route for a bypass was established in 1953. In 1992 a public consultation event was held to discuss the protected route but for various reasons no further progress was made.

More recently, with the establishment of the Snowdonia Enterprise Zone (Snowdonia EZ) in 2012, the need for improved access links that part of the Enterprise Zone (EZ) located at Llanbedr airfield was recognised as vital to help retain and attract new businesses, offering a more diverse range of employment opportunities.

This led to a broader consideration of access problems, in the local area resulting in the WelTAG studies completed in 2015.

For the WelTAG studies many alternative route options were considered at early stages which were narrowed down as part of the WelTAG initial planning stage to 23 different options. These were then sifted to arrive at a short list of 7 options. These 7 options were then appraised as part of the WelTAG process to arrive at the preferred option. The design process for this planning application has adopted the preferred option as the Proposed Improvement

Subsequently detailed investigations and surveys into the Proposed Improvement have been undertaken in order to inform the design and collect environmental information to inform the Environmental Impact Assessment.

In arriving at the Proposed Improvement the physical, social and economic context has informed the design principles.

In addition to the context and the consultation comments/feedback the main design guidance used for the new road has been the design codes contained within the volumes of the Design Manual for Roads and Bridges (DMRB).

4.2 Design decisions

This section of the Design & Access Statement endeavours to make clear what the key design decisions were in relation to the A496 Llanbedr Access Improvement. It is intended to provide the rationale for the proposed road design.

4.2.1 Proposed Improvement to west of the village

By far the most significant problem identified during the WelTAG process was the congestion within Llanbedr village at the junction of the A496 with Mochras Road, due to the volume of through and side road traffic and presence of a narrow bridge creating a pinch point.

The most obvious option was to improve this junction if possible, however a simple check on the proximity and number of properties adjacent to the junction, the location of the bridge, Pont Llanbedr, which is a listed structure, and river, the Afon Artro, it was clear that a new junction could not be constructed at the present location.

The next alternative was to move the junction itself, which could be achieved by relocating it elsewhere on the existing A496 i.e. by providing a new single link road from the A496 to Mochras Road to the north or south of the existing village centre. This was considered but would only partially improve the situation within the village with some parts of the village experiencing greater traffic flows as traffic that would normally turn into Mochras Road would have to travel through the village to reach the new junction. This option would also not reduce overall levels of through traffic i.e. traffic travelling north to south or vice versa, but only reduce traffic turning into/out of Mochras Road. It would also not remove the pinch points created by Pont Llanbedr and the on street parking north and south of the bridge.

Creation of two new link roads providing independent links from north and south of the village to Mochras Road west of the village has also been considered as an option in the WelTAG study but again this would not reduce the volume of traffic travelling through the centre of the village.

The incorporation of north and south link roads into a single road that would also take through traffic out of the village centre was therefore identified as the Proposed Improvement and this needed to be located to the west of the village, as the main problematical junction was due to traffic travelling to/from the west of the village and one of the main aims was to improve the access to the airfield/EZ also located to the west of Llanbedr.

It was however also identified that the north and south links from the A496 into the village also needed to be retained and that the link along Mochras Road into the heart of the village also needs to be retained, to minimise the potential bypassing effect of this option.

The Proposed Improvement has been called, and could be considered to be, a bypass, however the maintaining of the existing three links to the north, west and south of the village, rather than providing a single link into it, has been designed to reduce the bypassing effect and to actually improve access to the village i.e. by removing the existing congestion, as well as improving access to the Enterprise Zone and the free flow of through traffic.

The assessment of the change in traffic patterns suggests that the traffic flows through the village would reduce from an annual average daily flow of approximately 3,000 vehicles per day to approximately 300 per day with a significant decrease in the number of HGVs, a high percentage of which are through traffic.

4.2.2 Design options for bridges

A bridge across the river would be required in the case of both a link road from the north of Llanbedr or the Proposed Improvement.

As the new road would have to rise to the level of the bridge it would require approach embankments either side of it which would mean that the existing Mochras road would have to be built over at the point where the new A496 crosses it.

The new road could be constructed over Mochras Road on embankment, which would sever Mochras Road, or by constructing a longer bridge spanning both the river and Mochras Road.

Providing a longer span bridge crossing over Mochras Road was identified as a good idea as it would;

- a) keep Mochras Road and the link to the village from the west open
- b) would provide grade separation between the two roads i.e. the A496 and Mochras road traffic would cross at different levels rather than at the same level and provide segregation between local traffic, pedestrians, cyclists, horse riders etc. and the A496 traffic,
- c) provide a wider biodiversity corridor and maintain habitat under the A496 for bats, birds, otters etc.

Following discussions with the land owner a further small increase in span to allow access for the land owner to both sides of his field to the south side of Mochras Road, which would also be severed by the proposed road, has also been included in the design.

Given that the longer span bridge over the river and Mochras Road has many advantages it is apparent that any new A496/Mochras Road junction would be pushed further south and that this would effectively mean partial construction of a southern link road. This therefore reinforces the decision to construct the Proposed Improvement as the relatively short extension southwards from the A496/Mochras Road junction, to the A496 south of Llanbedr would be an obvious extension of any northern link road scheme.

An additional bridge is proposed for an unnamed watercourse (a tributary of the River Artro) at the edge of the floodplain north of Mochras Road. A bridge has been selected for this location rather than a culvert in order to provide a larger corridor under the new A496 for wildlife and to reduce the construction impact on this watercourse.

4.2.3 Design for cyclists and pedestrians.

A conscious decision not to include provision for pedestrians and cyclists along the main A496 Proposed Improvement has been made. Instead the aim has been to improve the existing roads and footways for use by pedestrians and cyclists in the following ways.

1. The grade separation on Mochras Road discussed in Section 4.2.2. improves access across (under) the new A496 for all users,
2. The reduction in traffic along Mochras Road, (due to the removal traffic using the new A496) and improvements to the existing footway along Mochras Road as part of the design makes for a safer more convenient access for pedestrians and cyclist.
3. The links between the village and the Wales Coastal Path are improved and the Wales Coastal Path itself is unaffected, as the path crosses the existing A496 outside of the Proposed Improvement.
4. The National Cycle Network route 8 (NCR 8) will be slightly improved, by reducing traffic flows over the short section of it crossing Pont Llanbedr, but as there will also be a significant reduction in traffic along the section of the existing A496 north and south of the bridge with the Proposed Improvement there is the opportunity for either NCR 8 to be diverted along this easier to cycle section (easier due to lower gradients, greater forward visibility and a more direct route) or to sign this as a more direct alternative to the existing NCR 8.
5. Provision of a combined agricultural/pedestrian underpass and suggested signing of the local footpath from the Coronation Bridge to the village centre (PRoW 1), (as an alternative part of the Wales Coastal Path) allows more direct access to the village and its services, with an improved link back to the Coastal Path, along Mochras Road.

4.2.4 Design with the existing landscape

The existing landscape consists of two contrasting areas of landscape character, the coastal plain to the north and west of Llanbedr and the upland area to the south and east. The horizontal and vertical design of the Proposed Improvement utilises this difference to soften the impact of the level difference along the road by a combination of a slowly rising embankment to the north of Mochras Road and a cutting to the south of Mochras Road into which the road will flow from the north.

The main junction for the airfield/EZ access, and a more minor junction for access to the centre of the village via Mochras Road, will be located at this landscape character interface just south of Mochras Road, reducing its visual impact.

5.0 Design

The following section of the Design & Access Statement describes the design of the A496 Llanbedr Access Improvement in more detail, having regard for the previous sections and should be read in conjunction with Figure 2.1.

5.1 Function

The proposed road improvement has been principally designed to provide a more direct connection to the Llanbedr airfield/Snowdonia Enterprise Zone (EZ) and as a consequence the Mochras (Shell Island) camping complex.

The 1.5 km section of road has the ability to improve certainty around travel times between Barmouth and Penrhyndeudraeth/Maentwrog strengthening the areas position as a place to invest and grow. With the existing and the proposed airfield/EZ developments the A496 Llanbedr Access Improvements will make the location more attractive for economic activity.

Design speeds of 100 km/h (60 mph) and the national speed limit are proposed for the new road, to maintain the through flow of traffic on the main A496, whilst the existing 30 mph limits through the village would be maintained.

The design responds to the needs of the existing A496 road users by removing the pinch points such as the narrow bridge over the Afon Artro and areas of roadside parking, which narrow the road, and the numerous existing junctions and private access onto the main A496 route.

The design of the A496 Llanbedr Access Improvement considers the potential future growth in the area. It addresses the capacity issue of the existing local road network i.e. relieving congestion in the centre of the village and particularly at the A496/Mochras Road junction.

The proposed A496 Llanbedr Access Improvement would connect into the existing A496 north and south of Llanbedr and would remove most of the through traffic from the village centre, resulting in an approximately 90% reduction in through traffic.

The alignment of the road has been designed to use the local topography as much as practically possible, to reduce the potential of import and export of material. The road improvement includes approximately 150m of cutting to the south of the river Artro, which will provide material for the creation of embankments to the north of the river, which are required to assist with the longitudinal gradient up to the bridge over the river and Mochras Road.

A further function of the Proposed Improvement is that the roadside verges will provide a corridor for future underground services, such as communications cables, providing a more direct route to the Snowdonia Enterprise Zone, avoiding areas of older underground infrastructure and making installation easier and cheaper.

5.2 Proposed Junctions

Three junctions are proposed, one each to the north and south of Llanbedr, providing links into the village from these directions along the existing road (which would be reclassified), and one to Mochras Road providing direct access from the A496 to/from the airfield/EZ and Mochras (Shell Island) to the west and also to the village centre to the east.

The most northerly junction will be a conventional T junction with no right turning provision, as the number of vehicles making this manoeuvre should be minimal given the two junctions allowing access from the south and west.

The southernmost junction is a T junction but it will include a right hand turning lane for northbound traffic turning into the village, in order to maintain the free flow of through traffic. This junction can also be used by southbound vehicles wishing to turn left into the village, although it anticipated that few vehicles will do this.

The central junction will provide the turning to the west and the airfield/EZ and Mochras (Shell Island) for both northbound and southbound traffic. For southbound traffic a right hand turning lane will be provided to maintain the flow of through traffic on the A496. Consideration has been given to providing a roundabout at this location but is not justified due to the relatively low traffic levels and the environmental impact of a roundabout, particularly the requirement for additional land take and street lighting.

It is highlighted that the central junction provides an additional turning opportunity into village, making three in total, using this junction and a right hand turn into Mochras Road heading east.

5.3 Afon Artro/ Mochras Road Bridge and Unnamed Watercourse Bridge

The Artro/Mochras Road bridge is intended to span both the river and Mochras Road and to function as an agricultural underpass south of Mochras Road. Its southern end will tie in with the junction west to Mochras Road before entering a cutting to the south whilst its northern end will tie into the new embankment required to cross the floodplain of the River Artro.

The bridge will be a two span structure with abutments north of the river and south of Mochras Road with central piers located between Mochras Road and the river. The total span of this bridge will be 56.40 metres and the height between the road and the bridge soffit will be a minimum of 5.30 metres

The unnamed watercourse bridge is located approximately 200 metres north of the river Artro and will be a single span bridge with an approximately 16 metres span. The southern abutment to this bridge will lie on the floodplain of the river whilst the northern abutment will form part of the river's flood defences.

5.4 Flood Protection/ Resilience

Flood protection has been considered as part of the design from day one, as any road located to the north and west of Llanbedr would cross both a floodplain and existing flood defences. In crossing the floodplain the effect of the proposed route on the floodplain and the river has been carefully modelled, in consultation with Natural Resources Wales (NRW), and the effect of the new road is predicted not to increase the risk of flooding.

The existing A496 north of Llanbedr is shown on the NRW flood maps to be prone to flooding noted as historical and Flood Risk Zones 2 and 3. The new A496 which will be raised on embankment and will be constructed above predicted flood levels thereby providing a more resilient route than the existing A496.

5.5 Cycle Paths and Footways

Two national long distance cycle and walking routes pass through the Llanbedr area namely the National Cycle Network Route 8 (NCR 8) and the Welsh Coastal Path. The design has considered these and will not directly affect either of these routes but will indirectly improve a short section of the NCR through the centre of the village, by reducing traffic along that section of the route. The proposed design will also improve the link between the coastal path and the village centre by reducing traffic along the section of Mochras Road linking the two.

Locally the provision of additional footway where there currently is none, is proposed along Mochras Road and may be feasible on the existing A496 in the village once traffic levels have reduced and the effects of this have been monitored.

One local footpath will be crossed by the new route but provision for crossing the A496 via a combined agricultural/pedestrian underpass has been included in the design. A new PRoW linking this footpath and the existing A496 north of the village to the Meini Hirion standing stones is also proposed.

5.6 Materials

Sustainability has been adopted throughout the design of the proposed road improvement, with the intention of re-using on site material as much as can be accommodated in the design, rather than exported from the site.

Overall there is a requirement for a net import of material and for granular materials that cannot be won from excavations as part of the work for e.g. drainage blanket and starter layers. The opportunity to use secondary aggregates that are locally sourced will be sought.

5.7 Lighting

The Llanbedr and wider area lies within the Snowdonia Dark Sky Reserve and lighting design to reduce light pollution is proposed.

There is currently lighting on the A496 within the village boundaries and along Mochras Road as far as the railway halt.

The lighting along Mochras road will be maintained and only this will be lit. The new A496 and new road junctions onto the A496 will be unlit. The lighting along Mochras Road is to be replaced with new LED lighting with full cut-off lanterns to reduce light spill and glare, as appropriate to the Dark Skies designation and to reduce light levels within the river corridor to 1 lux to minimise the effect of lighting on wildlife.

5.8 Drainage

The surface water run off generated by the A496 Llanbedr Access Improvement will be collected and managed through a range of measures including attenuation within ponds and pipes and the use of grassed infiltration ditches (swales) located in the verges.

The surface water drainage system would comprise kerb and gullies to the south and swales to the north of the River Artro. Flow will be routed to carrier drains, as well as filter drains and attenuation will be utilised.

The outflows from all drainage networks would be restricted as agreed with NRW prior to discharge to watercourse, these will match green-field runoff where possible.

5.9 Landscape Treatment

A range of measures to limit the impact of the Proposed Improvement on the landscape have been proposed in the Environmental Statement including additional planting for screening, the use of masonry clad outer surfaces to structures and the undergrounding of some overhead power lines. Further details on this can be found within the Environmental Statement for the Proposed Improvement.

5.10 Public Transport

It is envisaged that the existing bus stop just south of the centre of the village will continue to be the main bus stop however the proposed design does allow for access off the new A496 and along Mochras Road into the village from the central junction on the A496, possibly allowing for the provision of an additional bus stop to the west of the village for travellers approaching from the west e.g. from the railway halt, Mochras (Shell Island) and the airfield/Enterprise Zone.

The provision of an improved footway along Mochras Road and new street lighting should improve the quality of the link the railway halt.

6.0 Access

The following section of the Design & Access Statement addresses access in the design process for the A496 Llanbedr Access Improvement having regard for the previous sections.

6.1 Policy

The following table highlights the key policies that have influenced the access design of the access improvement.

Policy	Influence on Access
Eryri LDP	See Section 2.4 above
The Well Being of Future Generations (Wales) Act 2015	See Appendix B

6.2 Community Involvement

Consultation was undertaken for the proposed A496 Llanbedr Access Improvement as detailed in Section 3.1 above. The consultation/participation events were designed to achieve as wide an access as possible for all user groups, with various mediums adopted so as to ensure information was provided and understood. Refer to Appendix A for further details of this process.

6.3 Construction

The contract for the construction of the proposed works is anticipated to be awarded in the Spring of 2019 with completion of the construction works by the end of 2020 providing the Council is able to secure the funding required to deliver the project.

Construction plant and materials would be conveyed to the site using the existing road network.

As most of the works will be off-line disruption to the traveling public will be kept to a minimum. The exception to this may be the construction of the bridge over Mochras Road where a temporary, short duration road closure may be required e.g. when installing bridge beams.

6.4 Operation

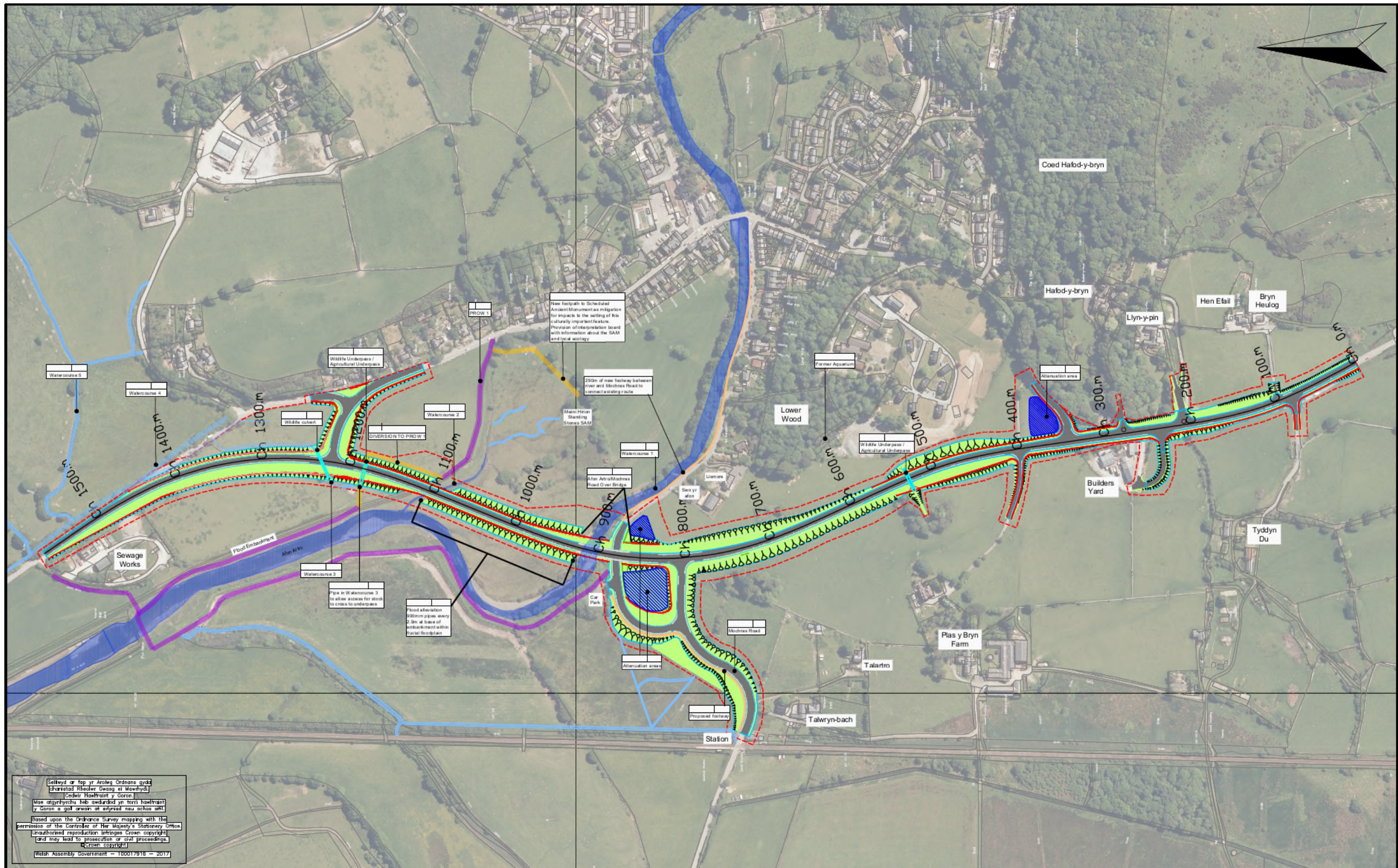
The proposed A496 Llanbedr Access Improvement will commence to provide benefits locally from its opening. The redistribution of traffic from the existing A496 to the new will be relatively seamless with connections north and south of the village directing traffic onto the new section of road.

The existing A496 will continue to provide access to the existing residents and visitors to Llanbedr from the north and south. Traffic from the airfield/SEZ and Mochras (Shell Island) will be given the option to turn north or south onto the A496 or to head for the village centre along Mochras Road, passing under the new A496.

FIGURES

Figure 2.1 – Context Plan

Figures 2.6 and 2.7 - Typical Cross Sections



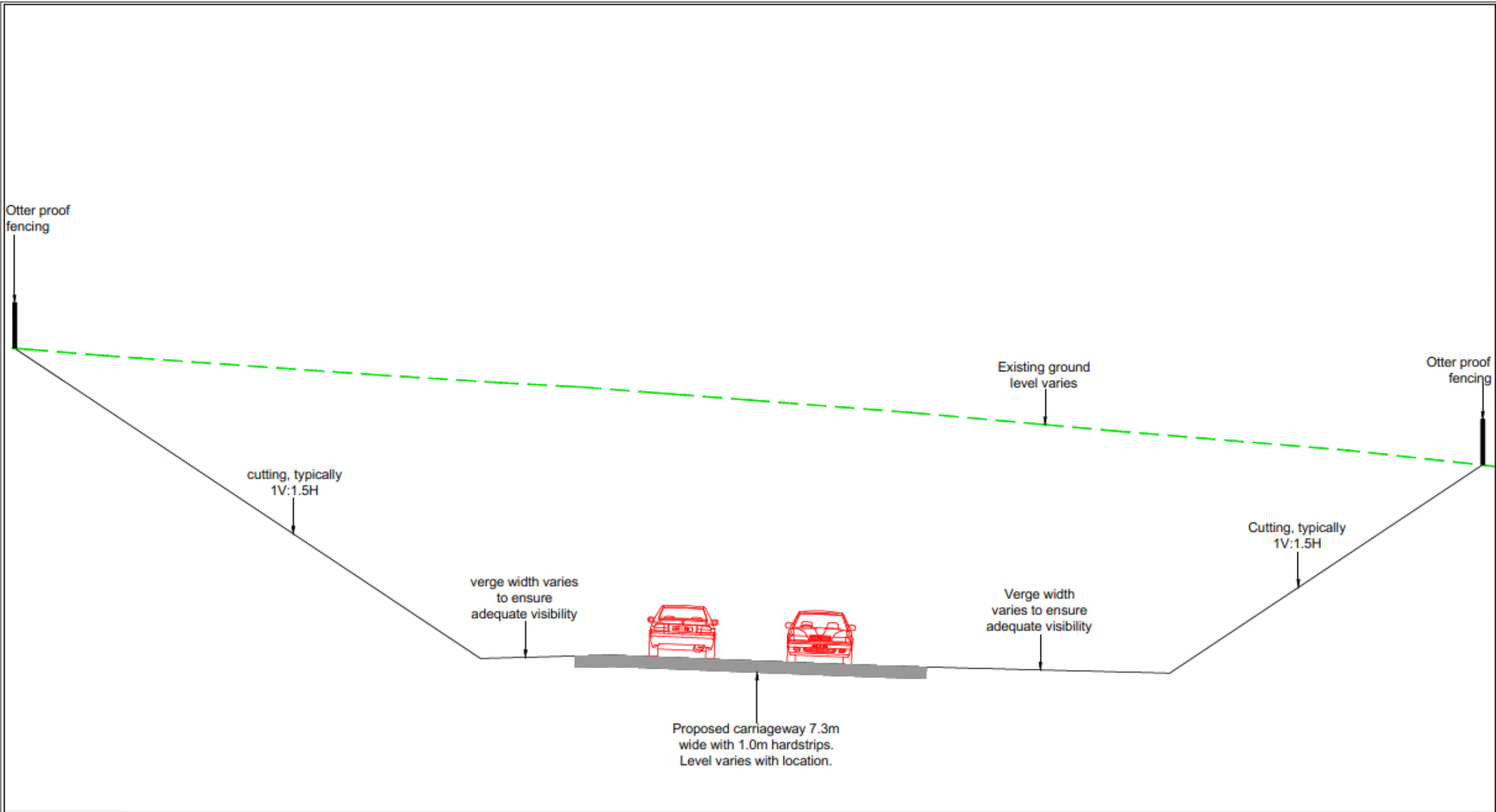
Sellwyd ar fop yr Arolwg Ordnans gyda
Chariad Rhedol Gwasg ei Mawrhydi
[Cedwir Hawlfraint y Goron]
Mae digwyddiadau hyswadu yn hyswadu
y goron a gall arwain at adrodd neu achos goll!
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CYNLLUN / SCHEME : A496 - Llanbedr Access Improvements

TEITL LLUNIAD / DRAWING TITLE : Context Plan

DARLUNWYD GAN : DRAWN BY :	RW	DYDDIAD DARLUNWYD : DATE DRAWN :	Jan.2017
GWIRIWDYD GAN : CHECKED BY :	DP	DYDDIAD GWIRIWDYD : DATE CHECKED :	Feb.2017
Taflen Sheet	1 of 1	GRADDFFEYDD : SCALES :	1:4000@A3
Rhif Lluniad Drawing No.	Figure 2.1		CYWI REV

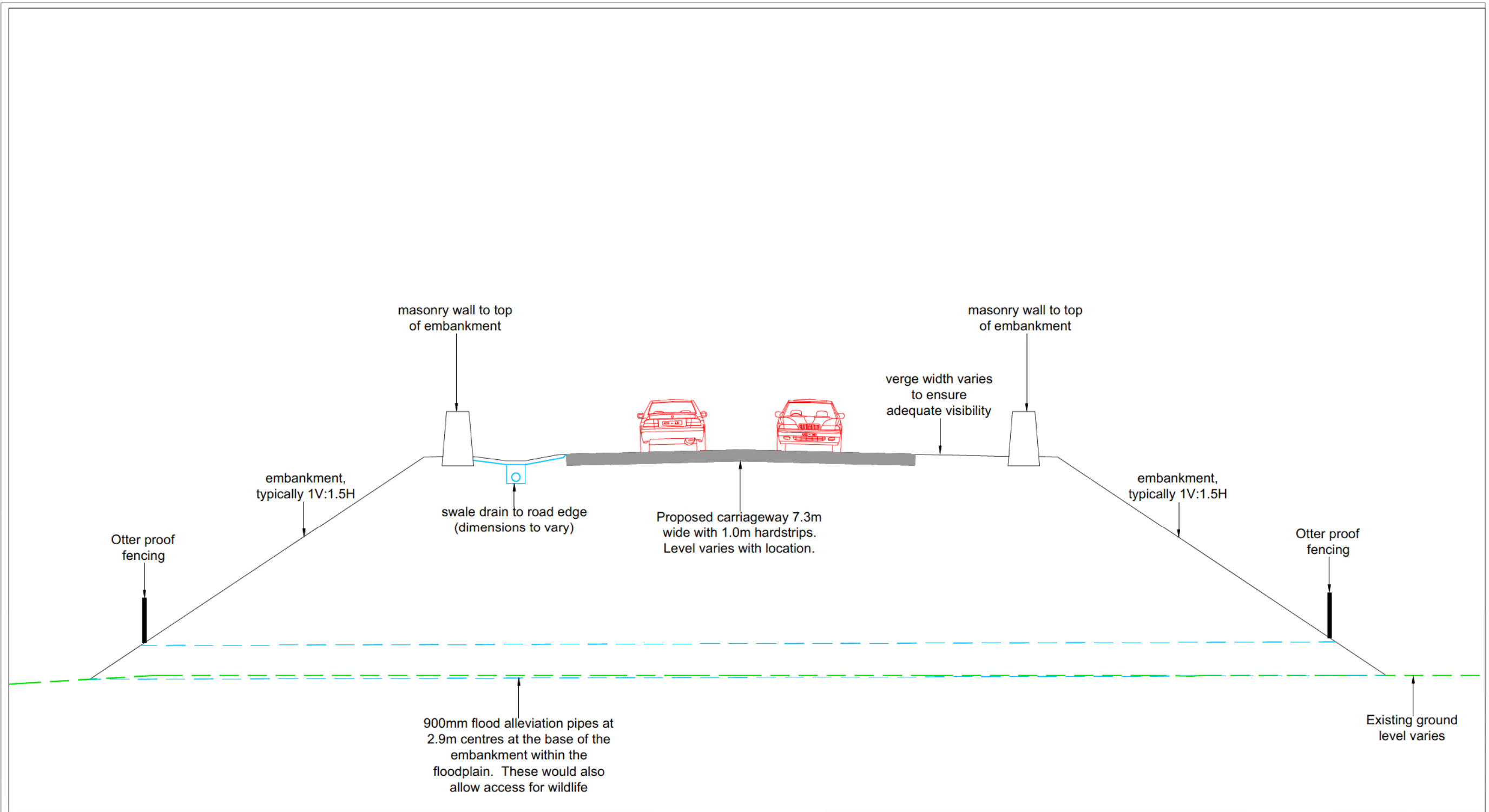




SCALE - 1:100 @ A3

Seicoleid o'r Top o'r Amlyg Gwyrddu ydych chi'n ddefnyddio'r Cynnydd o'r Ynion o'r Gwyrddu.
 Cofrestrwyd y Cynnydd.
 Mae'r Cynnydd yn ddarparu'r Cynnydd o'r Ynion o'r Gwyrddu.
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TEITL LLUNIAD / DRAWING TITLE : <p style="text-align: center;">Typical Cross Sections (Chainage 700m shown) CROSS SECTION OF A CUTTING</p>		GWIRIWDYD GAN : CHECKED BY : DP	DYDDIAD GWIRIWDYD : DATE CHECKED : Feb 2017	
		Talfen Sheet 1 of 2	GRADDYFDD : SCALES : AS SHOWN @ A3	
		Rhif Lluniad Drawing No. Figure 2.6		



SCALE - 1:100 @ A3

Sellwyd or fop yr Arolwg Ordnans gyda
 chaniatod Rheolwr Caisig el Mawrthdi.
 Cadeir Hwlfrant y Goron.
 Mae atgynhyrchu heb awdurdod yn torri hwlfrant
 y Goron a gall arwain at erlyniad neu achos siffl.
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CYNLLUN / SCHEME :	A496 - Llanbedr Access Improvements
TEITL LLUNIAD / DRAWING TITLE :	Typical Cross Sections (Chainage 1040m shown) CROSS SECTION OF AN EMBANKMENT

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DARLUNWYD GAN : DRAWN BY :	RW	DYDDIAD DARLUNWYD : DATE DRAWN :	Jan 2017
GWIRIWDYD GAN : CHECKED BY :	DP	DYDDIAD GWIRIWDYD : DATE CHECKED :	Feb 2017
Taflen Sheet	2 of 2	GRADDFEYDD : SCALES :	AS SHOWN @ A3
Rhif Lluniad Drawing No.	Figure 2.7	CYWI REV	



Appendix A

Community Involvement

Public participation

Public and stakeholder engagement is considered an important aspect of the WeITAG process since it enables interested parties to be involved with the decision-making process and helps to ensure that the issues most relevant to transport in the study area are considered. In order to ensure that the views of the local public were fully considered within the WeITAG studies the following participation events were held:

5th June 2014 Event

An initial event held in Llanbedr village hall to establish the public's perception of the transport-related problems, opportunities and constraints within the study area.

The key points arising from this event considered most relevant to the project are:

- 1) The majority of respondents were local residents that use the A496 and Mochras Road frequently. This indicates that the main target audience for the study were involved in the participation process.
- 2) The main problem identified by the majority of respondents (55%) is that the current A496/Mochras Road junction is too narrow and inhibits vehicle access to Mochras Road destinations; this supports the view that the junction is sub-standard.
- 3) Other problems mentioned by over 20% of respondents include:
 - high seasonal traffic volumes and congestion;
 - lack of parking facilities in Llanbedr, and;
 - speeding traffic through Llanbedr.
- 4) Flooding was identified as the main constraint to achieving transportation improvements in the study area (45%), with environmental designations also featuring highly.
- 5) A bypass for Llanbedr was identified as the most popular opportunity for improving transportation in the study area (45% of responses), with access roads from the south, north and car parking provisions also mentioned in over 20% of responses.
- 6) Of the top three ranked options for transportation improvements a bypass of Llanbedr was the most popular choice (24 points), closely followed by a southern access route and then a northern access route.

Problems

The following problems are ranked in order of the number of responses provided

1	The bridge/junction of the A496/Mochras Road is too narrow and has tight radii, which makes access to Llanbedr Airfield and Mochras (Shell Island) difficult, especially for larger vehicles (this was the commonest problem identified from the 5th June 2014 public participation event).
2	The high volume of traffic during peak holiday seasons and associated traffic congestion.
3	The lack of parking areas/car parks in Llanbedr, leading to on-street parking.
4	Speeding traffic – motorists ignoring the relevant speed limits, especially through Llanbedr.
5	The lack of pedestrian/cyclist provision in Llanbedr and along the access road to Mochras (Shell Island) / Llanbedr Airfield.
6	The A496 through Llanbedr, and sections of it outside of Llanbedr, are too narrow.
7	Mochras Road, leading to Mochras (Shell Island) and Llanbedr Airfield, is too narrow

Opportunities

The following opportunities were identified to improve transport access within the study area:

- Improve traffic flow through Llanbedr.
- Improve access to Llanbedr Airfield and Mochras (Shell Island).
- Provide car parking facilities within Llanbedr.
- Consider how the current speed limit through Llanbedr can be effectively managed.
- Improve visibility for road users (e.g. remove or trim back trees outside Maes Artro).
- Improve pedestrian and cycling provision within Llanbedr and along Mochras Road (e.g. foot/cycleway).
- Initiate a series of road improvements on the A496 north and south of Llanbedr.
- Enhance local public transport links and services.
- Consider improvements to the interfaces of rail and road infrastructure e.g. the un-gated, signal control on Mochras Road.

Constraints

The following aspects about the study area were considered to currently restrict transport access and/or could restrict future transport access improvement solutions:

- *Flooding:* Much of the study area, particularly north of the Afon Artro, lies within both a fluvial and tidal floodplain and has been affected by flooding in the past.
- *Environmental features/designations:* In addition to the Snowdonia National Park there are various designated conservation sites, listed features and protected species present within the study area.
- *Properties:* There are various properties in the location of the Mochras Road/A496 junction and along Mochras Road which would inhibit the scope for changes to the existing local road infrastructure within Llanbedr, but also currently suffer from the adverse effects of traffic congestion.
- *Development restrictions:* These include the previous protected route corridor for a bypass and Obstacle Limitation Surfaces associated with Llanbedr airfield. While the former is not included in the current Eryri Local Development Plan its presence in previous development plans is well acknowledged and therefore could bias opinions on preferred solutions and route options. The latter could inhibit the scope for providing features that may be associated with certain transport access improvements, such as bridge structures and lighting.
- *Rail infrastructure:* The Cambrian Railway Line runs north-south between Llanbedr and the airfield. However, there may also be opportunities to address/improve current rail constraints, such as the crossing over Mochras Road.
- *Limited alternative transport options:* Bus and rail services would currently offer limited appeal to commuters and/or visitors to Llanbedr Airfield using these forms of transport due to the infrequency of the stops (approximately every 2 hours). There is also a lack of dedicated, linked pedestrian/cycling facilities between Llanbedr railway halt and Llanbedr airfield and a lack of consistent facilities between Llanbedr and Llanbedr railway halt leading to travel constraints for non-motorised users.

2nd October 2014 Event

This second public participation event was held in Llanbedr village hall on Thursday 2nd October 2014 (12:30 – 20:00).

This event was arranged in order to provide an update on the outcomes of the WeITAG Planning stage and show how the public's views had contributed to this stage and in determining the Transport Planning Objectives (TPOs) and solutions. The proposed options to be taken forward to WeITAG Appraisal (Stage 1) were also presented in order to ascertain public opinion before they were refined further.

The outline sifted options were presented and the public asked to provide their feedback on these and the identified problems and objectives by completing a short questionnaire. The results were used to verify that the problems, opportunities and constraints previously identified were relevant to the local community and to ascertain which Transport Planning Objectives were of most importance locally.

The results of the public feedback from this event are summarised as follows:

- A total of 53 local residents completed the questionnaires, with 77 individuals recorded attending the actual exhibition.
- The main problems initially identified following the first event (5th June 2014) and used to inform the WeITAG study were still consistent with those raised during the second event; these being the substandard nature of the A496/Mochras Road junction and the high seasonal volume of traffic and congestion. Conversely, speeding traffic through Llanbedr was ranked lower and the substandard nature of Mochras Road higher than during the initial event on 5th June 2014.
- The most popular objectives involve reducing traffic congestion at the A496/Mochras Road junction (which corresponds with the highest ranking problem) and reducing the negative impacts of transport on Llanbedr, which highlights the opportunity to provide benefits for both the local community and the airfield. Improving transport connectivity along Mochras Road to and from the airfield was also ranked highly (third).
- The most popular option was to provide a bypass to the west of Llanbedr village, with Mochras Road remaining open to all traffic. This option was much more popular (224 points) than the bypass option proposing to close Mochras Road to through traffic (155 points). Another popular option was to provide both northern and southern link roads, connected via a section of Mochras Road (208 points).
- The biggest obstacle to achieving an improvement is considered to be the associated cost / funding requirement.
- The most important aspects to consider for any preferred option are the local economy and local community.

The WeITAG study Transport Planning Objectives (TPOs) (ranked in terms of their importance to the local public based on feedback from the second public participation event, held on 2nd October 2014) were as follows:

1. Reduce traffic congestion at the Mochras Road/A496 junction.
2. Reduce the negative impact of traffic on the community of Llanbedr.
3. Improve transport connectivity to and from Llanbedr Airfield.
4. Improve the efficiency and reliability of all transport to and from Llanbedr Airfield.
5. Improve the actual and perceived safety of travel for all travellers within Llanbedr and along Mochras Road.
6. Improve freight transport access to and from Llanbedr Airfield.
7. Improve travel opportunities for pedestrians and cyclists within Llanbedr and along Mochras Road.
8. Minimise the impact of transport improvements on local environmental and heritage features.
9. Be resilient to local effects of climate change, particularly future increases in flood events.

The plan of the sifted options presented at the public participation event was also issued to the relevant statutory environmental and planning authorities for their information and comment. Responses were received from Cadw, Gwynedd Archaeological Planning Service (GAPS), Natural Resources Wales (NRW) and Snowdonia National Park Authority (SNPA).

6th November 2014 Event:

This final event associated with the WelTAG study was organised to present the refined options following the second public participation event and to receive feedback which contributed to their appraisal.

Feedback from the events was recorded via specially developed bilingual questionnaires.

Proposed Improvement Presentations/ Events (Post WelTAG study)

2nd of June, 2015: Llanbedr Village Hall 12:30 - 20:00

This was a public event providing an update on progress with the development of the Proposed Improvement.

61 members of the public signed the register

17th March 2016; Llanbedr Village Hall

Local residents and businesses were encouraged to attend a 'drop-in' exhibition so that they could express their views on the design development of the Proposed Improvement.

The drop-in exhibition was open to all between 2:00pm and 8:00pm on Thursday, 17th of March 2016.

This was a public event providing an update on progress with the scheme, exhibiting the Proposed Improvement as plans together with a 3D visualisation.

December 2017 - Newsletter

A newsletter reporting on progress with the scheme was distributed both electronically and as hard copies to parties that had expressed an interest in the scheme, and at outlets around the Llanbedr, Dyffryn Ardudwy, Barmouth and Harlech areas.

Appendix B -

Well Being Goals

(From The Well Being of Future Generations
(Wales) Act 2015)

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 cycling route NCR 8
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

Appendix C

Llanbedr Community Council Representation

And

Extract from Minutes and Decision Notice of
Gwynedd Council Cabinet Meeting 17th January
2017

I sylw Cyngor Gwynedd

Parthed Mynediad hwylus i'r Parth Menter Llanbedr

Yr ydym fel Cyngor yn cefnogi mynediad hwylus i'r Parth Menter yn Llanbedr. Er mwyn sicrhau bod y gwaith arfaethedig yma yn mynd yn ei flaen yr ydym yn anfon ychydig eiriau o gefnogaeth fel Cyngor. Hyderwn yn fawr bydd y cynlluniau yn mynd i'r adran gynllunio yn fuan, er mwyn i ni weld cychwyn ar y gwaith yma.

Drwy'r haf yr ydym wedi dioddef tagfeydd di ri yn Llanbedr, ac edrychwn ymlaen at weld cychwyn ar y gwaith mynediad i'r Parth Menter, yn y dyfodol agos.

Yn ogystal a hyn, mae'n rhaid wrth y gwelliannau er mwyn ennyn buddsoddwyr i'r ardal. Rheini yn cynnig gwaith o ansawdd a cyflogaeth da ar gyfer ein pobl Ifanc, fel y bydd yn gymhelliad i'w cadw yma i'r dyfodol, a gwelwn gyda gobaith Arfordir Ardudwy unwaith eto yn ffynnu. Yr unig ateb i hyn ydi'r fynedfa at y Parth Menter. Felly hyderwn yn fawr y gwelwn ryw ddatblygiadau positif yn digwydd yn fuan yn y flwyddyn newydd.

Yn gywir

Morfudd Wyn Lloyd

Clerc Llanbedr

Translation

For the attention of Gwynedd Council

Regarding access to the Enterprise Zone at Llanbedr we as a Council support better access to the Enterprise Zone at Llanbedr.

In order to ensure that the work proposed here goes ahead we would like to send you a few words of support as a Council. We trust very much that the plans will go to the planning department soon, so that we see a start to the works.

Throughout the summer we have suffered endless congestion at Llanbedr, and we look forward to seeing work start on access to the Enterprise Zone in the near future.

In addition to this, there must be improvements in order to encourage investors to the area. Those offering quality work and good employment for our young people, so that is an incentive to keep them here for the future, so we can see with optimism the Ardudwy Coast prosper once again.

The only solution to this is the access to the Enterprise Zone. So we hope very much that we will see some positive developments taking place early in the New Year.

Yours Faithfully

Morfudd Wyn Lloyd

Llanbedr (Community Council) Clerk

emphasised that communication would be necessary in every possible way in order to ensure that every service user understood the changes.

8. CHANGING PREFERRED ROUTE - IMPROVE LLANBEDR ROAD / ACCESS

The report was submitted by Cllr Dafydd Meurig.

RESOLVED

Not to protect the original route for the Llanbedr by-pass and support the plan in Appendix B of the report for the new access road in the area.

DISCUSSION

It was noted that plans had been in place to create a new by-pass at Llanbedr since the 1950s, and the route had been protected since 1953. It was elaborated that there had been a complicated history attached to the plans to create a by-pass over the years but a change had happened since 2012 when Welsh Government created Enterprise Zones. One of these areas are Snowdonia Airspace Centre at Llanbedr. Since 2012, work had been done to identify a new route, that would be a new access to the centre as well as a by-pass.

The Head of Regulatory Department elaborated on the process of choosing a route. A number of consultations had been undertaken with the local community and partial agreement had been reached on the road which relieved the community's concerns as well as offering a high quality access to the Airspace Centre.

Annwen Hughes (Local Councillor) noted that the local community had been screaming for a by-pass. It was emphasised that there was a real need for a by-pass in order to ensure jobs of high standard to the area at the Airspace Centre. The Community Council had been concerned with the change to the route but, following a discussion, they were willing to show support to this route.

Matters arising from the discussion:

- The road's maximum speed limit was discussed, as well as the implications of this on how much land would be needed in order to create the road. It was noted that discussions had been held with landowners regarding the size of the road, and that the road's size did not change much when changing the road's maximum speed limit.
- It was noted that a forum needed to be created in order to discuss the road further with the local people, and ensure that the contact information of one staff member was shared with them so they could build a relationship and be aware that there was a member of staff there to listen to them.

GWYNEDD CABINET DECISION NOTICE

Date of Cabinet Meeting: 17/01/2017

The Decision will come into force and implemented, unless the decision is called in, in accordance with section 7.25.1 of the Gwynedd Council Constitution.

01/02/2017

SUBJECT

Item : CHANGING PREFERRED ROUTE - IMPROVE LLANBEDR ROAD / ACCESS

DECISION

Not to protect the original route for the Llanbedr by-pass and support the plan in Appendix B of the report for the new access road in the area.

REASONS FOR THE DECISION

Although a route for a new by-pass road has already been established a long time ago, it is believed that, by now, there is a need to revise the plans with the specific aim of improving transport connections to the airport.

The work of considering different options has been carried out by using the WeITAG evaluation process, and the result was to recommend a new access road that would also function as a by-pass to the village.

DECLARATIONS OF PERSONAL INTEREST AND ANY RELEVANT DISPENSATIONS APPROVED BY THE STANDARDS COMMITTEE

No declarations of personal interest or relevant dispensations were received.

ANY CONSULTATIONS UNDERTAKEN PRIOR TO MAKING THE DECISION

The Statutory Officers were consulted as well as the local member to seek their views, which have been included in the report submitted to the meeting.
