

Replacement Local Development Plan 2018-2033

Background Paper

BP58: Green infrastructure transforming towns

Deposit Plan
December 2022



Mae'r ddogfen hon ar gael yn Gymraeg hefyd.

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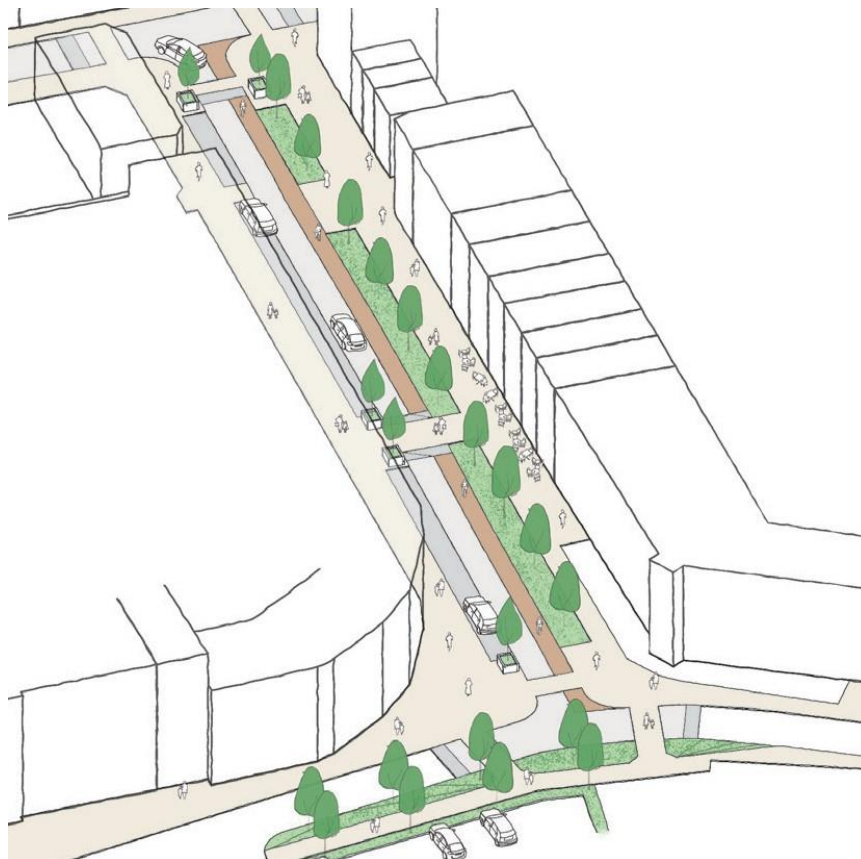
**Sir Conwy, yr amgylchedd iawn i fyw, gweithio
a darganfod**

**Conwy County, the right environment to live,
work and discover**

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Conwy County Town Centre Green Infrastructure Interventions Assessment

Design Report

DECEMBER 2022
IN9250.012A



Introduction



Background Information and Project Brief

Conwy County Borough Council (CCBC) commissioned The Environment Partnership (TEP) Limited to undertake a Green Infrastructure Interventions Assessment of the eight main towns in the County comprising:

- Llandudno
- Colwyn Bay
- Abergelle and Pensarn
- Towyn and Kinnel Bay
- Conwy
- Llanrwst
- Penmaenmawr
- Llanfairfechan

This report provides Green Infrastructure Audits for each town centre followed by high-level place planning work for priority areas, comprising RIBA Stage 2 concept designs.

The town centre study areas are based on the Local Development Plan 2017-2022 Primary Shopping Zones and Shopping Areas.

The CCBC Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) considers Green Infrastructure (GI) for the whole county. This report builds on the findings of the GIA to identify where investment in multi-functional GI can have the most benefits to society and nature to meet local needs effectively and support the objectives of the GIA.

TEP worked closely with the CCBC project team

through a series of workshops, harnessing their local knowledge and experience to develop suitable proposals. This included officers from Planning Policy, Highways, Active Travel, Business Tourism and Regeneration, Open Space and Retail, Ecology, Trees and Conservation.

Vision for Conwy's Priority Towns

There are large areas of Conwy's coastal towns which are currently absent of GI or where GI is performing very few functions. Enhancing existing GI assets and creating new, multi-functional green spaces can provide a range of social, environmental and economic benefits in Conwy's 8 priority towns. In addition, improving Active Travel routes and enhancing the public realm in town centres will provide additional opportunities for GI along with economic and social benefits that will assist in supporting the post pandemic recovery.

Objectives of the study

The aim of the GI Audits is to assess and map each of the 8 priority town centres in more detail to identify where demand is, what type of green infrastructure is needed and where proposals should be targeted. The GI Audit for each town considers national and local guidance and benchmarks, stakeholder knowledge and the GI multi-functionality mapping shown in Section 3.0 of the GIA.

Each GI Audit considers in more detail where GI should be protected, enhanced and areas of potential to create new GI as detailed in the GIA.

This also considers open space, Active Travel and public realm opportunities within each town centre to ensure open space needs, access and place making are addressed. Each audit builds on this to identify and map high level opportunities for GI, Active Travel and public realm improvements in each town centre. The outcome is a series of tangible interventions within each of the 8 towns.

Through agreement with the project team, high level place planning work has been undertaken for the highest priority interventions with a series of landscape and public realm concept designs produced to RIBA Stage 2. Each concept design provides practical options for improving GI, Active Travel routes and public realm between the communities and key destinations such as the town centre, employment, health and wellbeing facilities, education, open spaces and the surrounding countryside and seafront.

This will ensure residents, visitors and communities have the opportunity to access good quality and safe green infrastructure whilst enhancing the visitor experience and appearance of each town centre, improving social, environmental and economic benefits.

What is Green Infrastructure?

Definition:

'Green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places' (PPW 10, 2018)

The GIA describes GI as "critical infrastructure for the health of Conwy's residents and wildlife. GI is the network of multi-functional green and blue spaces which provide ecosystems essential for people and nature to thrive."

"The GI features contributing to networks are wide-ranging, including but not limited to, parks and gardens, coast and beaches, woodlands, lakes, street trees, green roofs and walls, cemeteries and churchyards and allotments. Individually, these features are GI assets, though they each play one or multiple roles in the wider GI network, which are termed GI functions¹.

GI is multi-scalar, functioning at the landscape scale comprising whole ecosystems or broad environmental features such as mountain ranges, to the local scale where GI includes parks, watercourses and allotments. At street level, trees, hedgerows and roadside verges also contribute to the wider GI network. Work to improve the quality and multi-functionality of GI is just as important at all scales for a resilient and interconnected network of GI across the borough."

¹ Landscape Institute's GI Position Statement (2013)

1.0 Base line Review



1.0 Baseline Review

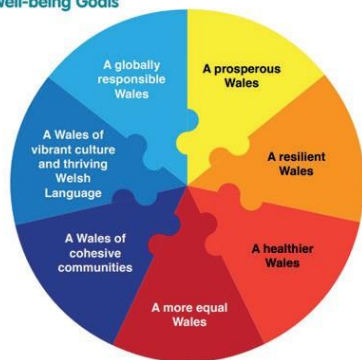
Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act places a duty on public bodies to carry out sustainable development, requiring an improvement in the delivery of all four aspects of well being: social, economic, environmental and cultural.

The Well-being Act has established seven well-being goals which are intended to shape the work of all public bodies in Wales:

- *A Resilient Wales*
- *A Healthier Wales*
- *A More Equal Wales*
- *A Wales of Cohesive Communities*
- *A Wales of Vibrant Culture and Thriving Welsh Language*
- *A Globally Responsive Wales*
- *A Prosperous Wales*

Well-being Goals



Future Wales: The National Plan 2040

Future Wales: The National Plan 2040 was published in February 2021 and forms the national development framework, setting the direction for development in Wales to 2040.

The document sets out a strategy for addressing key national priorities through the planning system including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

The following policies have relevance to the Conwy CBC Green Infrastructure Interventions Assessment:

- *Policy 2 Shaping Urban Growth and Regeneration – Strategic Placemaking*
- *Policy 9 Resilient Ecological Networks and Green Infrastructure*
- *Policy 19 Strategic Policies for Regional Planning*
- *Policy 21 – Regional Growth Area – North Wales Coastal Settlements*

North West Area Statement

In 2020, Natural Resources Wales (NRW) published the first version of their Area Statements which cover seven different, diverse parts of Wales. The Area Statements set out the key challenges and opportunities to strengthen ecological networks and ecosystem services at a local scale. They identify areas where taking action at the right scale can maximise benefits. Priority areas for action identified in Area Statements will be a material planning consideration.

Due to its breadth and influence, stakeholders identified the climate and environment emergency as the most important and overarching theme for the North West Area Statement. Other themes include:

- *Encouraging a sustainable economy: identifying sustainable approaches to economic opportunities that enhance the natural resources unique to the North West;*
- *Reconnecting people with nature: enabling communities to reconnect, understand, engage and influence the creative use of the local natural environment;*
- *Opportunities for resilient ecosystems: working to reverse the decline, and act to enrich biodiversity; and*
- *Supporting sustainable land management: working with air, land and water managers across North West Wales to develop sustainable resource management*

1.0 Baseline Review

Adopted Local Development Plan 2007-2022

The Conwy Local Development Plan 2007-2022 was adopted in October 2013. CCBC are now carrying out a full review of the Plan. This section covers the key issues and policies relating to this project.

Section 1.11 of the Local Plan sets out priority issues in Conwy. The issues relevant to this project are extracted below:

- *Tackling Deprived Areas: Colwyn Bay has experienced a significant decline in the tourism industry. There is a need to promote the comprehensive regeneration and renaissance of Colwyn Bay.*
- *Protecting Regional & Town Centres: The regional centre of Llandudno and other important Town Centres within the Plan Area experience pressure from non-retail uses. There is a need to maintain and, where appropriate, enhance Llandudno as the retail centre for the region, promote the regeneration of Colwyn Bay, as well as other retail centres and, where possible, enhance the overall vitality, attractiveness and viability of the centres through a more diverse shopping experience.*
- *Encouraging Sustainable Transport: There is a need for improved sustainable transport use and transport infrastructure in Conwy through the development of an integrated transport system, sustainable accessibility in urban and rural areas, public transport provision, modal interchanges, increased cycling and walking facilities and the requirement of travel plans to reduce car dependency.*

- *Promoting High Quality Design: There is a need to insist on high quality sustainable design to sustain and enhance the character of Conwy as well as providing more innovative design to encourage the younger population to remain and return to the area.*
- *Efficient Use of Natural Resources: Conwy is vulnerable to the impacts of Climate Change, in particular, to rising sea levels and sudden heavy rain storms leading to an increased risk of flooding. There is a need to use natural resources more efficiently and exploit renewable energy production through installed electricity generating capacity.*
- *Protecting Conwy's Cultural Heritage: There is a need for development to take into account the historic built environment, and ensure that design and build quality will help protect, maintain and, where appropriate, improve on this quality in Conwy.*
- *Protecting and Enhancing Conwy's Natural Environment: There is pressure on wildlife species and habitats (biodiversity) from development. Where appropriate all new development should help enhance the biodiversity resource within the Plan Area and protect natural environment designations shared with neighbouring authorities.*
- *Protecting and Enhancing Community Facilities & Services: Existing urban and rural areas in the Plan Area experience a shortfall of formal and informal open space, including allotments and leisure. There is a need to safeguard and enhance key community facilities and services to ensure the protection and promotion of sustainable communities.*

Policy DP/1 (Sustainable Development Principles) states that development must:

- *Accord with national guidance.*
- *Make efficient and effective use of land, buildings and infrastructure.*
- *Conserve or enhance the quality of buildings, sites and places of historic, archaeological or architectural importance.*
- *Conserve or enhance the quality of biodiversity and wildlife habitats, and safeguard protected species.*
- *Take account of and address the risk of flooding and pollution in the form of noise, lighting, vibration, odour, emissions or dust.*
- *Make efficient and effective use of resources by employing sustainable building techniques, incorporating energy and water conservation measures and, wherever possible, the use of renewable energy.*

It also states that development should:

- *Provide safe and convenient access by public transport, bicycle and on foot minimising the need to travel by car.*
- *Include measures to manage traffic and minimise congestion arising.*
- *Be designed to a high standard, being attractive, adaptable, accessible, safe and secure.*
- *Conserve or enhance the quality of valued open spaces, the character and quality of local landscapes and the wider countryside.*
- *Take account and address the potential impact of climate change.*

- *Protect the quality of natural resources including water, air and soil.*
- *Reduce waste production and manage waste re-cycling.*

Policy DP/3 (Promoting Design Quality and Reducing Crime) states that new development must be 'high quality, sustainable design which provides usable, safe, durable and adaptable places, and protects local character and distinctiveness of the Plan Area's built historic and natural environment.' It states development must:

- *Be appropriate to, and enhance, its locality in terms of form, scale, massing, elevation detail and use of materials.*
- *Meet the Council's approved standards of open space provision and parking.*
- *Meet required standards of accessibility, having suitable regard to the needs of people of different ages and abilities in the design of the proposal.*
- *Have regard to the impact on adjacent properties and areas and habitats supporting protected species.*
- *Have regard to appropriate orientation, energy efficiency and the use of renewable energy in design, layout, materials and technology.*
- *Provide sustainable urban drainage systems to limit waste water and water pollution and reduce flood risk.*

The policy also states that development should:

- Enhance the local character of buildings, heritage and open spaces.
- Provide for a compatible mix of uses, particularly in town and village centres.
- Incorporate landscaping within and around the development appropriate to the scale and impact of the development.
- Integrate with existing routes to provide linked up places connecting with the wider area, in particular public facilities and green transport routes.
- Provide developments that offer transport alternatives and promote walking, cycling and use of public transport.
- Create safe places through the adoption of 'designing-out-crime' principles to provide natural surveillance, visibility, and well lit environments and areas of public movement.
- Secure the retention and enhancement of features of biodiversity.
- Incorporate areas and facilities for waste management, rainwater harvesting/storage, grey water reuse and recycling.
- Have regard to the Authority's Road Adoption Guidelines in road design.

Policy DP/4 (Development Criteria) states that proposals should provide:

- Safe access from the highway network and enhancement of public transport, cycling and pedestrian infrastructure.
- Car parking.

- Safe and secure cycle parking.
- Open Space.
- Safe and convenient access for all to public buildings and spaces, including those with limited mobility or those with other impairments such as of sight or hearing.
- A design and layout that minimises opportunities for crime.

It also states that planning permission will not be granted if there is a negative impact on:

- Residential amenity.
- Traffic generated.
- Archaeological interests and the built form.
- The Welsh language.
- Environmental conditions arising from noise, lighting, vibration, odour, noxious emissions or dust.
- Ecological and wildlife interests and landscape character.
- Flooding and flood risk.
- The best and most versatile agricultural land.
- Quality of ground or surface water.
- Essential community facilities.

Policy DP/6 (National Planning Policy and Guidance) states that development proposals 'must comply with national planning policy and guidance.'

Policy DP/8 (Colwyn Bay Urban Regeneration Masterplan) states some of the reasons proposals will be supported. This includes where proposals:

- Create the conditions for investment and economic growth and improved social activity.
- Increases connectivity to the waterfront, east-west links between the town centre, East Colwyn and Eirias Park and along Abergele Road.
- Contributes to buildings and structures with local or national heritage importance through sympathetic enhancement or conservation proposals.
- Creates a new focus for the town centre.
- Improves vehicle movement and public transport access to and within the town, including a new integrated transport hub at the Station Square and realigned highways and new public realm.

Policy TOU/1 (Sustainable Tourism) states that the council aims to enhance connectivity 'by supporting the delivery of improved links at Foryd Harbour, improvements to the Wales Coastal Path and through the Public Rights of Way Improvement Plan'.

Policy CFS/3 (Primary Shopping Areas) states that 'Primary Shopping Areas are designated in Llandudno and Colwyn Bay'.

Policy CFS/4 (Shopping Zones) states that 'Shopping Zones are designated in Llandudno, Colwyn Bay, Abergele, Conwy, Llandudno Junction, Llanfairfechan, Llanrwst and Penmaenmawr'.

Policy NTE/1 (The Natural Environment)

states that the council will seek to 'conserve and, where possible, enhance the Plan Area's natural environment, countryside and coastline' through:

- Safeguarding the Plan Area's biodiversity, geology, habitats, history and landscapes through the protection and enhancement of sites of international, national, regional and local importance.
- Where appropriate and necessary, improving the quality of statutory and non-statutory landscapes and areas of biodiversity value affected by development, through management agreements, habitat connectivity, improved planting, landscape and maintenance specifications.
- Working with developers to safeguard protected species and enhance their habitats.
- Respecting, retaining or enhancing the local character and distinctiveness of the individual Special Landscape Areas.
- Protecting the Coastal Zone.
- Preventing, reducing or remedying all forms of pollution including air, light, noise, soil and water.

Policy NTE/3 (Biodiversity) states that new development should preserve and improve biodiversity where possible through:

- Sensitive layout and design which avoids impacts or mitigates through an agreed programme for any identified adverse impact on biodiversity.
- Creating, enhancing and managing wildlife habitats and natural landscapes including connectivity.
- Integrating biodiversity measures into the built environment.
- Contributing to achieving targets in the Conwy Local Biodiversity Action Plan (LBAP).

Policy NTE/6 (Energy Efficiency and Renewable Technologies in New Development) states that new development should 'incorporate the principles of sustainable design such as: appropriate layout, massing, orientation, use of materials, rain water harvesting, energy efficiency, sustainable drainage, and waste recycling areas/storage'.

Policy NTE/10 (Water Conservation) states that 'development should incorporate water conservation measures where practicable and conform to BREEAM standards promoting water conservation, efficiency measures and utilize SuDS techniques.'

Policy CTH/1 (Cultural Heritage) states that the council is 'committed to protecting and, where appropriate, enhancing its cultural and heritage assets.' This is through:

- Recognising and respecting the value and character of heritage assets in the Plan Area and publishing Supplementary Planning Guidance to guide development proposals.
- Seeking to preserve and, where appropriate, enhance conservation areas, Conwy World Heritage Site, historic landscapes, parks and gardens, listed buildings, scheduled ancient monuments and other areas of archaeological importance.
- Protecting buildings and structures of local importance.
- Enhancing heritage assets through heritage and regeneration initiatives.
- Ensuring that development is compatible with the long-term viability of the Welsh Language.

Policy CTH/3 (Buildings and Structures of Local Importance) states that 'proposals affecting buildings or structures which make an important contribution to the character and interest of the local area will only be permitted where the building's distinctive appearance, architectural integrity and its setting would not be significantly adversely affected.'

Strategic Policy STR/1 (Sustainable Transport, Development and Accessibility) **states that**

- Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate.
- The council will promote walking and cycling throughout the Plan Area as part of an integral and highly sustainable means of transport.
- The design and construction of walking and cycling facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe.
- Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads.
- Transport schemes which lead to improvements in accessibility will be supported in principle.

Policy STR/2 (Parking Standards) states that:

- Car parking provision should be in accordance with the Council's maximum standards, to reduce dependency on the car and to promote more sustainable forms of transport.
- In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards.
- Secure cycle storage should be provided in accordance with the Council's standards.

Policy STR/5 (Integrated Sustainable Transport System) includes the following schemes within the study areas which will be protected and encouraged:

- Llandudno Railway Station – Deliver a high quality sustainable transport interchange facility.
- Foryd Harbour – Promoting the Sustrans National Cycle Route 5 and a new connecting pedestrian/cycle bridge at Foryd Harbour in Kinmel Bay.
- Wales Coastal Path Improvement Programme and the Conwy Rights of Way Improvement Plan – to improve accessibility to the coast and countryside for local communities and visitors.
- Colwyn Bay – Improved access between the town and the seafront as part of the Colwyn Bay Masterplan and coastal defence project.

Individual policies maps for each town can be found in the relevant chapters.

LDP Supplementary Planning Guidance

LDP14: Conservation Areas (Adopted July 2015)

The document states that the '*street scene in all Conservation Areas plays an important role in determining its character*'. Thorough attention should be given to the following areas in particular:

- *surfacing materials and finishes*
- *street furniture*
- *architectural features*
- *boundaries*

The public realm should be of high quality and should be inspired by '*the precedents set within the existing streetscape fabric*'.

Paving

The document suggests that historic paving materials add a unique quality to the public realm. Traditional materials in the area include stone slabs and cobbles. In Penmaenmawr, geometric pattern tiles can also be found in places. Historic paving materials should be retained, repaired and replicated. The document states however, that '*a contemporary but limited palette of materials would be appropriate in new areas which do not have historic precedents*'.

Signage

Signage within the Conservation Area includes:

- *Street Nameplates*
- *Pedestrian Wayfinding*
- *Traffic Management Signs*

There is street clutter in several places and street nameplates, pedestrian wayfinding signs and traffic signs all contribute to this.

Street nameplates are locally distinctive to character areas. In Llandudno for example, '*there is a tradition of enamel street signs on walls of buildings, thereby leaving the pavement space free of signage*'.

There is not an existing unified approach for pedestrian wayfinding signs within the Conservation Areas and these contribute to street clutter and cause uncertainty for pedestrians. New approaches should reduce street clutter. Historic signage including historic finger pointing signs should be retained and replicated. Heritage finger pointing signs are preferred to brown tourist signs.

Street nameplates and pedestrian wayfinding signs should use the Welsh Language where suitable.

Thought should be given to the location of traffic signs to reduce street clutter. The document also suggests that in many cases '*the need for traffic management signs can be avoided altogether through the use of different surface materials and changes within the streetscape itself*'.

Street Furniture

The document states that '*there has been a lack of consistency in the design*' of items such as seating, bollards, rubbish bins, planters and public art. These should be and appropriate to their setting in location and design.

Lighting

Traditional lighting should be retained or replicated where it previously existed. Unobtrusive feature lighting on pedestrian streets is suggested to encourage evening use of areas and enhance night time movement through the areas.

Boundaries

Private front gardens, boundary walls and landscaping should be preserved where possible.

Highways/Transportation

The document states that '*the quality of streets and spaces should not be sacrificed to meet the needs of traffic or parking*' and that historic street layouts and traditional surfacing can be helpful traffic calming and regulation solutions.

Landscape and Open Spaces

'*Existing trees should be retained*' and trees within Conservation Areas are encouraged, particularly those planted into the ground where possible. Planting and floral displays, however, need to be carefully considered to ensure they are appropriate to the historic setting. New and enhanced green spaces within the areas are welcomed.

Conservation Area Management Plans

The following towns have Conservation Area Management Plans and information on each of these can be found in the relevant chapters:

- *Colwyn Bay*
- *Llandudno*
- *Conwy*

Replacement Local Development Plan

CCBC are currently carrying out a full review of the Local Plan. At the time of this report CCBC were at Stage 5 - Preferred Strategy of the Replacement Local Development Plan (RLDP). The following section outlines relevant parts of the evidence in the background papers and topic papers informing the RLDP.

BP47 Green Infrastructure Assessment (2020)

Vision

'By 2033, Conwy will be an even greener and more prosperous place to live, work, visit and invest. Green infrastructure will deliver benefits to health and well-being, support sustainable growth of the economy, underpin the county's response to climate change and provide connected and resilient ecological networks.'

The Green Infrastructure Assessment (GIA) provides a key evidence base to inform the Replacement Local Development Plan 2018-2033. The GIA is set in the context of national planning legislation and policy, particularly with the climate emergency declared by Welsh Government in 2019. It then sets the baseline for green infrastructure in the county, identifying all types of GI.

The policy review and stakeholder consultation establishes five key aims:

1. Resilient Wildlife and Biodiversity Network
2. Thriving Blue Environment

3. Sustainable Growth and Economic Development
4. Healthy Lifestyles and Wellbeing
5. Improve Connectivity

The GIA establishes multi-functionality of the GI resource across the study area, which was achieved through analysis from geographical information systems (GIS). 20 functions are considered and these included: public recreation, green travel routes, evaporative cooling, habitat for wildlife, carbon storage and water interception. A 'heat' map highlights the areas of greatest functionality. Wooded areas score highly on the functionality assessment as trees can contribute to most functions.

Having established the baseline situation, the study identifies where the need for GI is currently being met or not met under the five aims established during the policy review and consultation. A series of GIS plans across the planning authority identify:

- Areas of GI to protect (areas of need with GI present and functioning)
- Areas of GI to enhance (areas of need with GI present but not fully meeting need)
- Areas of potential to create GI (areas of need with limited or no GI resource)

The GIA provides planning policy recommendations to assist with the RLDP. This includes a strategic GI policy and policies for priority areas, the strategic sites and development in Conwy.

Active Travel

Active travel is a term used to describe walking and cycling for purposeful journeys to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits for the health and well-being of Wales. Achieving modal shift by displacing private car journeys with walking and cycling and public transport is at the heart of Llwybr Newydd, the Wales Transport Strategy.

Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 was passed with the purpose of enabling people to undertake active travel for short journeys. It requires local authorities to promote active travel journeys and secure new and improved active travel routes and related facilities. Local authorities should be working towards developing routes that are coherent, direct, safe, attractive and comfortable.

Active Travel Network Maps (ATNM) should be produced showing existing and future active travel routes. Conwy CBC have produced proposed ATNMs and consulted with the public on existing and future routes in each of the eight study towns. Further information on these routes can be found in the relevant sections.

Active Travel Act Guidance (July 2021)

This revised design guidance published by Welsh Government must be considered when planning, designing and maintaining active travel routes in Wales. It includes guidance, best practice

examples and technical advice on the Active Travel Act and the design of active travel routes and related facilities.

Long Distance Walking Routes

There are several long distance walking routes that pass through Conwy County. These include:

- **The North Wales Path:** A 60 mile/97 kilometre route from Prestatyn to Bangor.
- **The Wales Coast Path:** A 870 mile/1400 kilometre route around the coast of Wales from Queensferry to Chepstow and overlaps the North Wales Path in several places.
- **The Cambrian Way:** A 293 mile/455 kilometre coast to coast route from Cardiff to Conwy.

Long Distance Cycling Routes

Sustrans National Cycle Network Route 5 is a long distance route from Reading to North Wales that passes through most of the town study areas.

Route 5 from Prestatyn is a mainly traffic-free sea-front route to Abergele. The section from Abergele to Llanfairfechan has several traffic-free sections. The coastal traffic-free route passing through Colwyn Bay and Rhos-on-Sea continues to Conwy via an on-road section before returning to the traffic-free sea-front route. A longer, predominantly traffic-free spur goes to Conwy via Llandudno.

Town Tree Cover in Conwy County Borough (2016)

This study forms part of the wider NRW 'Tree Cover in Wales' which assesses urban tree canopy cover across the country using data from 2013. The aim of the work is to provide decision makers with the baseline information needed to strategically plan and manage the urban tree resource. It focusses on tree canopy cover rather than counting individual numbers of trees as it is mostly through crown spread that trees deliver benefits.

The mean canopy cover for urban areas in Conwy County Borough was estimated at 13.8% for 2013 as a percentage of the urban footprint, down from 14.6% in 2009.

The study compares canopy cover for the 11 urban areas in Conwy County Borough, with the highest canopy cover being: Llanfairfechan (23.7%), Penmaenmawr (22.6%) and Conwy (22.2%). The lowest canopy cover is found in: Towyn/Kinmel Bay (6.4%), Llandudno (7.7%) and Tywyn/Deganwy/Llandudno Junction (11.3%).

The study considers that adopting canopy cover targets helps to drive urban tree management and provide a useful benchmark for local planning authorities.

The study highlights the low levels of tree cover in Towyn/Kinmel Bay and Llandudno and the potential for a planned approach to improve canopy provision for the future socio-economic well-being of local communities as well as addressing needs of air quality and flooding.

The ward level analysis provides further insight where targeted tree planting might be needed.

2.0 Kinmel Bay



2.0 Kinnel Bay

2.1 Study Area

Kinnel Bay is a small coastal town in the north east of Conwy County Borough. It has a wide range of residential property in an area that primarily functions as a seaside tourist and popular retirement area.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) describes a general absence of Green Infrastructure (GI) in parts of Kinnel Bay, and in particular a lack of tree cover. CCBC are proposing some focussed public realm improvements, including greening the streetscene and improving pedestrian priority and active travel.

The study area focuses around the main A548 Foryd Road and St Asaph Avenue junction and shopping zone, stretching from Horton Nose Lane in the east to Woodside Avenue in the west, to the car park at Kinnel Bay Dunes Nature Reserve in the north. The area includes the park off Charlesville Road.

Streets and spaces within the study area include:

1. A548 Foryd Road
2. St Asaph Avenue
3. Charlesville Road Park



2.1 Study Area



Foryd Road



Foryd Road, St Asaph Junction



Aerial photo of western section of A548 Foryd Road (image courtesy of Towyn & Kinmel Bay Town Council)



St Asaph Avenue (north)



St Asaph Avenue (south)



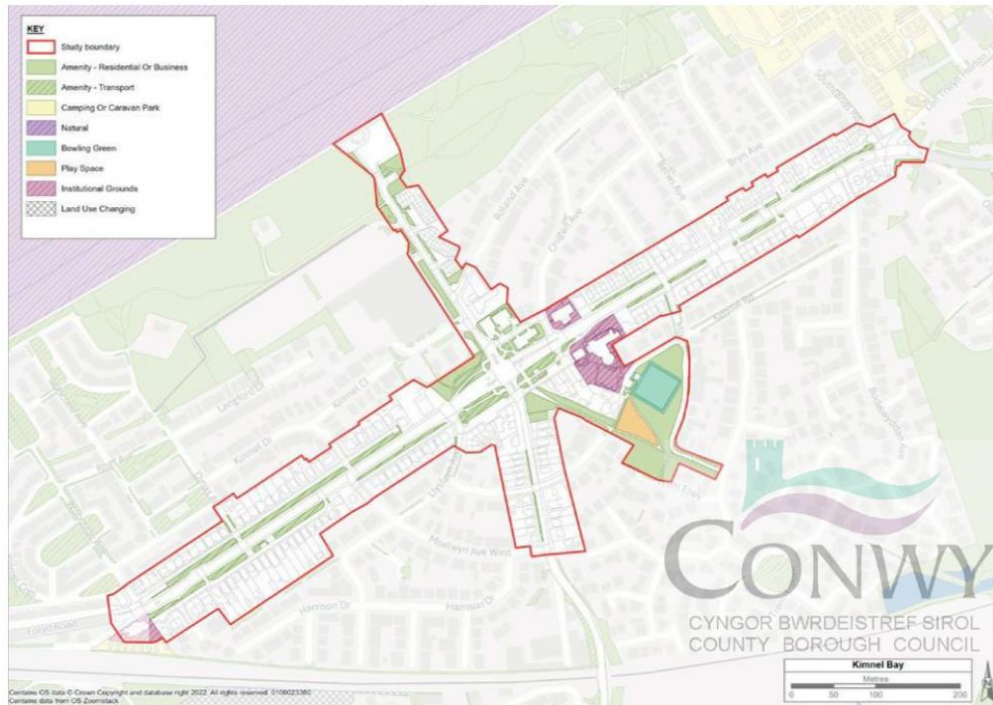
Promenade Car Park



Charlesville Road Park

2.2 Site Analysis

Analysis Plans



Open Space

Most open space in Kinmel Bay comprises amenity grass associated with road infrastructure, with the exception of the small park along Charlesville Road.

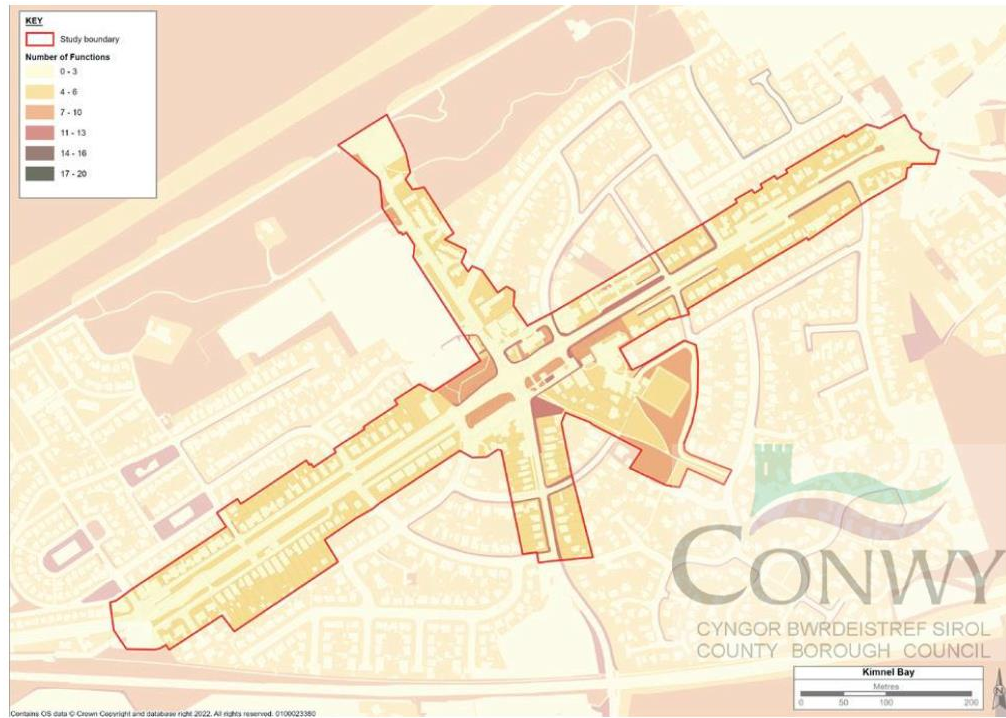
Open space to the residential areas south of the study area is limited, with minor incidental open space, again generally associated with road infrastructure. To the north assets include Kinmel Dunes Nature Reserve and Kinmel Bay beach.



Tree Canopy Cover

There is generally low tree canopy cover in Kinmel Bay. Within the study area trees are present on road verges and the entrance to Charlesville Road Park, however there is a notable lack of tree planting within the park itself except to the bowling green. There has been some small scale tree planting along verges on Foryd Road, however these are generally small stock and some are damaged or dead.

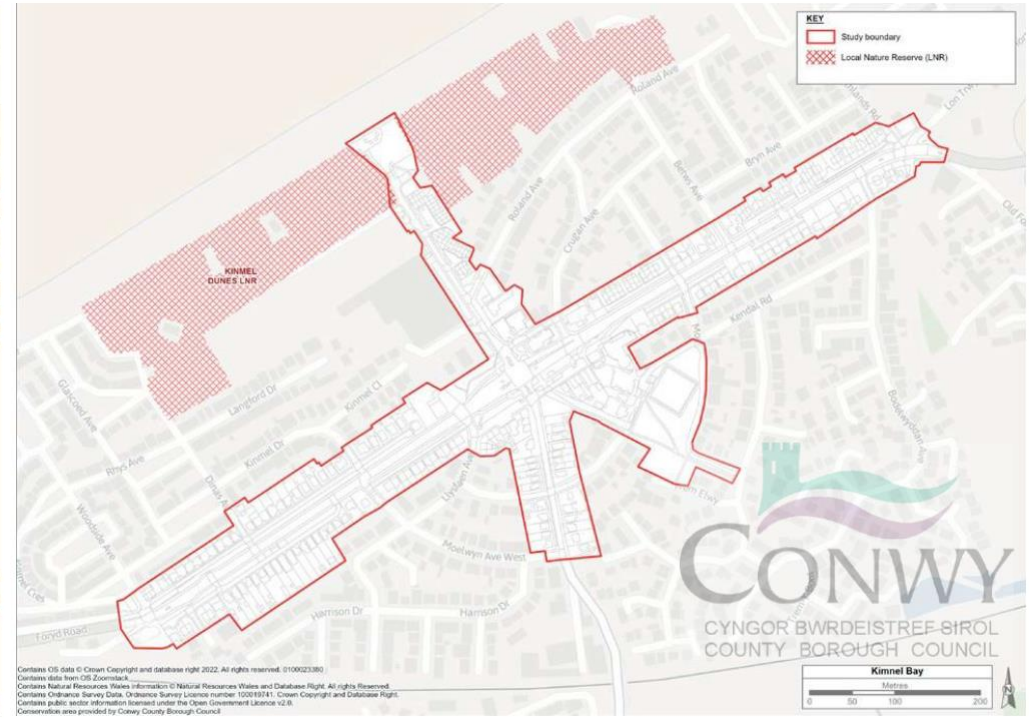
2.2 Site Analysis



GI Multifunctionality

This plan shows Green Infrastructure multifunctionality, and considers aspects such as recreation, wildlife habitats and shading.

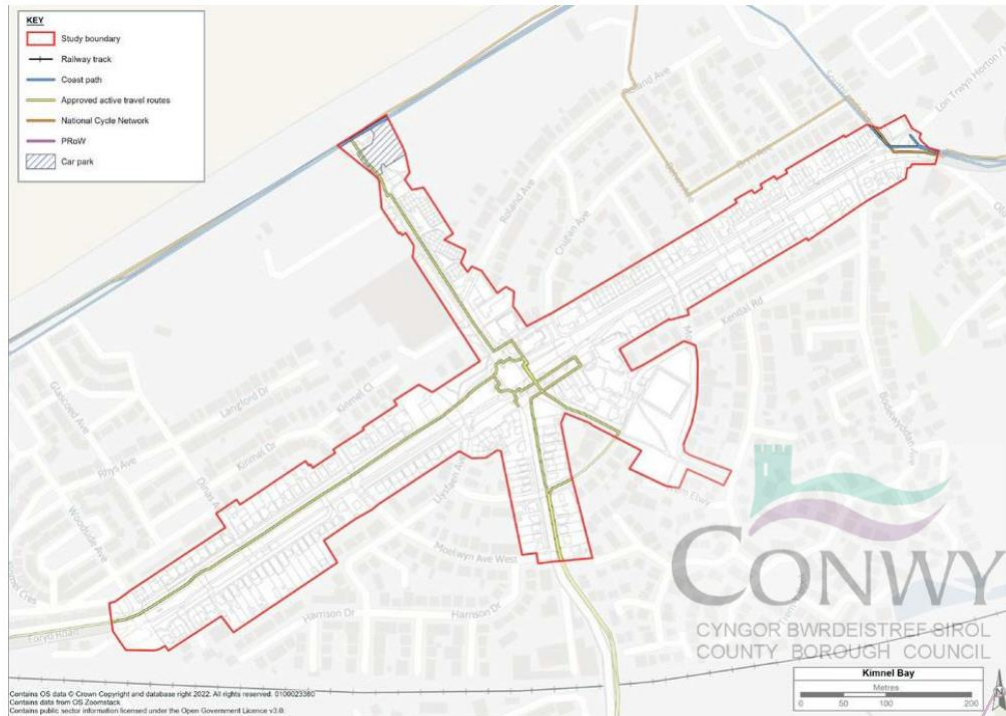
The study area generally has low GI multifunctionality, with pockets of more functional GI located where there is street tree cover.



Designations

The Kinnel Bay study area is devoid of any designations. Just outside the study area to the north is Kinnel Dunes Local Nature Reserve (LNR).

2.2 Site Analysis

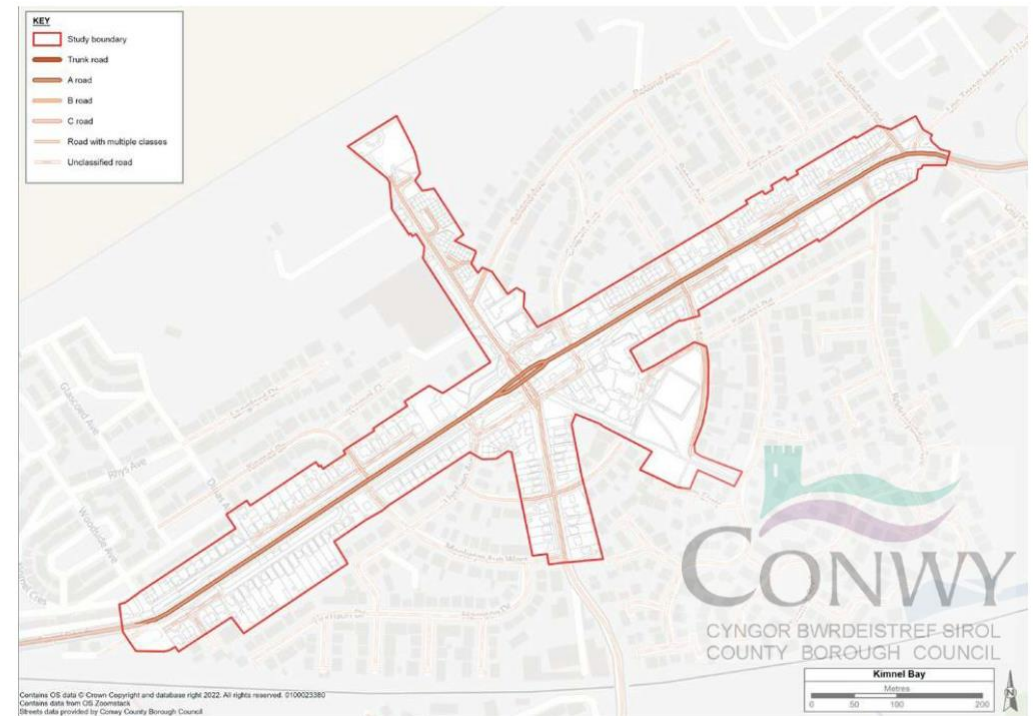


Transport and Access

The Wales Coastal Path and National Cycle Network Route 5 pass to the north along the coast.

Existing Active Travel routes comprise St Asaph Avenue (cycling to the north and walking south) and the western section of Foryd Road (walking). Foryd Road is proposed as a future Active Travel Route for walking and cycling.

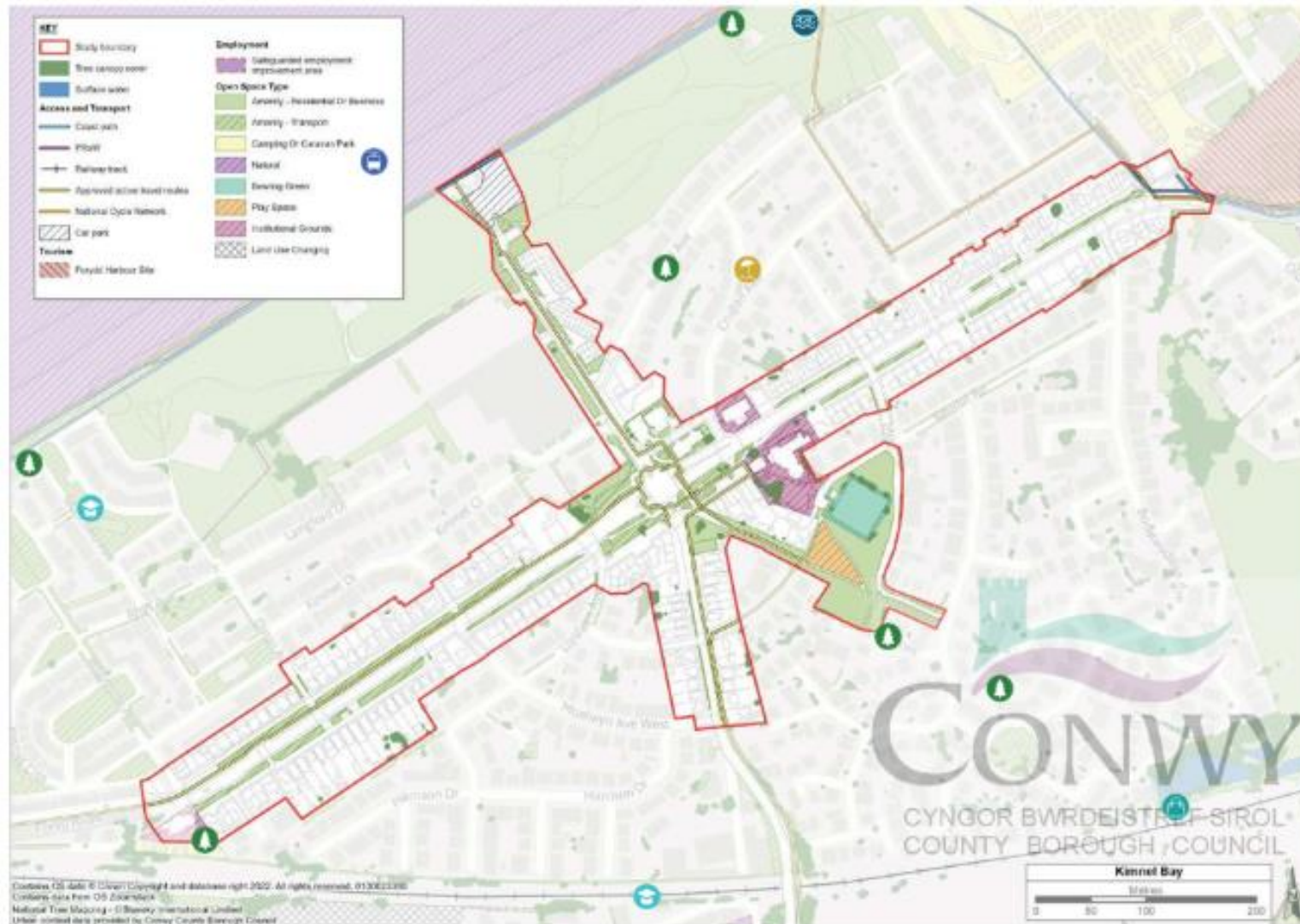
There is a public car park to the northern end of the study area associated with Kinmel Dunes LNR and the beach, a large car park serving the supermarket and smaller parking areas associated with the shopping zone at the Foryd Road/St Asaph Avenue junction.



Street Hierarchy

The A548 Foryd Road is a major coast road through Kinmel Bay that links with Pensarn and Rhyl, continuing east to Deeside. It is a busy through road connecting local streets with the central junction with St Asaph Avenue forming the shopping centre.

2.2 Site Analysis



Urban Context

Kinmel Bay is characterised by residential areas typically comprising bungalows with some two storey dwellings.

The town shopping zone is located around the expansive junction of Foryd Road and St Asaph Avenue with local amenities, convenience stores and businesses. The community resource centre, town hall, library and medical centre are also located here.

The town has poor urban form due to the large number of bungalows and dominant highway infrastructure of the A548 Foryd Road.

Key Destinations

Kinmel Bay's location close to Rhyl and Towyn make it a tourist destination, with many nearby caravan parks and access to the beach and Kinmel Dunes LNR.

The local shopping zone and community facilities at the Foryd Road and St Asaph Avenue junction are key destinations, along with the supermarket on St Asaph Avenue.

2.3 Opportunities and Challenges

SWOT Analysis

Strengths

- Sandy Cove (Kinmel Bay Beach)
- Kinmel Dunes Local Nature Reserve (LNR)
- Coast Path and National Cycle Route 5 along promenade
- Shared footpath cycleway on Foryd Road and St Asaph Avenue
- Large landscape verges to Foryd Road
- Local amenities located close together
- Clear connection to sea front

Opportunities

- Define town centre gateway
- Create strong core through enhanced public realm and green infrastructure
- Enhance pedestrian and cycle environment through repurposing carriageway
- Enhance roadside verges through tree, hedgerow, rain garden and meadow planting to diversify amenity grassland
- Tree planting and SuDS improvements to underutilised green space at key nodal points (St Asaph Avenue, Foryd Road junction)
- Create a Green Link to Sandy Cove through addition of tree planting and planters with coastal plants along St Asaph Avenue (north).
- Enhance pedestrian/cycle environment on St Asaph Avenue (north) including interface with Asda supermarket. Consider removing raised planters and replacing with accessible Green Infrastructure
- Consider cycle improvements through dedicated cycle route along Foryd Road and St Asaph Avenue (north)
- Rebalance public realm to include for more pedestrian and cycle priority
- Enhance biodiversity by meadow seeding, tree and hedgerow planting to Charlesville Road Park, and enhance play area

Weaknesses

- Vehicle dominated environment with wide carriageway and junction
- A548 Foryd Road dissects the town and forms a barrier to movement
- Weak town centre core
- Poor quality public realm to local amenities with limited meeting/public spaces
- Limited pedestrian crossings
- Lowest tree canopy coverage in the county borough
- Limited usable open space
- Low multifunctionality of existing green infrastructure
- Poor biodiversity away from Kinmel Dunes LNR
- Poor quality environment linking to Sandy Cove
- Predominantly single storey dwellings provide lack of enclosure or scale

Threats

- Interventions in adopted highway
- A548 is a busy through road for locals and tourists
- Utilities and service easements
- Limited space for interventions on St Asaph Avenue (south)
- Competition with car parking on St Asaph Avenue south and north

2.3 Opportunities and Challenges



2.3 Opportunities and Challenges

1. Foryd Road Connection

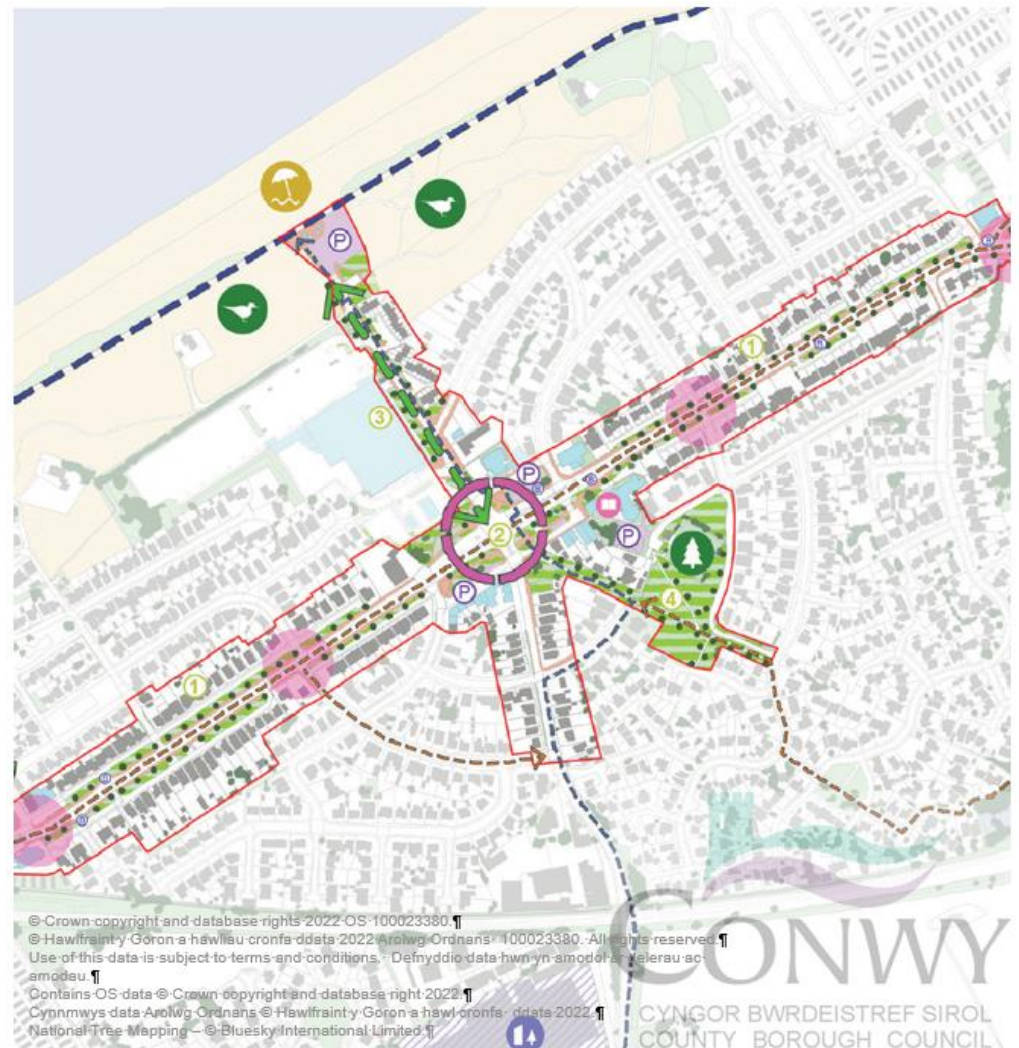
- Reduce carriageway width and increase width of walkways and consider scope to introduce dedicated cycle route
- Introduce tree avenue, hedgerow, SuDS rain garden planting within existing amenity grass verges
- Introduce median strip to visually narrow carriageway, with tree planting if feasible



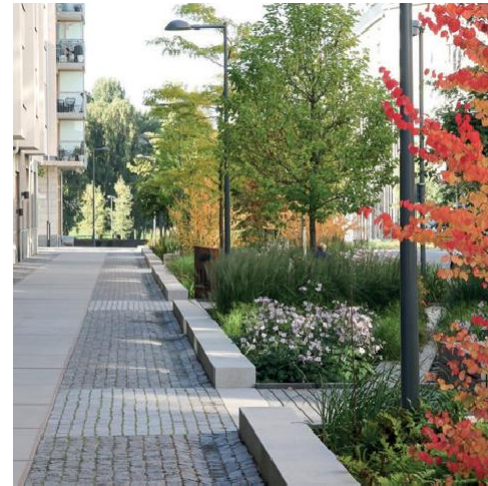
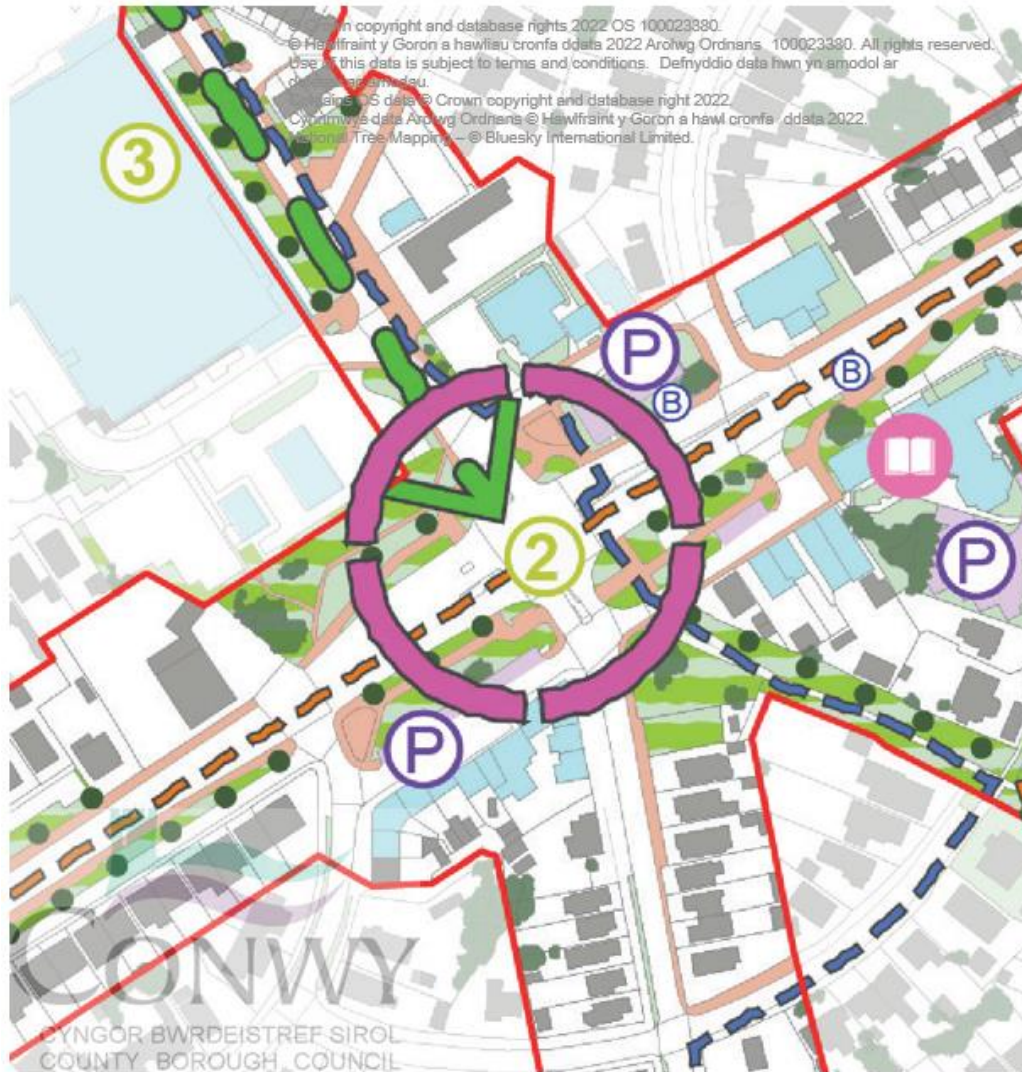
Median strip and tree planting at Northwood Hills High Street, London. Image Source: GreenBlue Urban



Rain garden planting Image source: knollgardens.co.uk



2.3 Opportunities and Challenges



Jaktgatan Photo: AJ Landskap Landzine



Tree and hedgerow planting Source: PlantPartner

2. Foryd Road/St Asaph Avenue Junction

- Key nodal point with underutilised green space
- Increase tree planting, shrub planting and rain garden planting within existing amenity grass

2.3 Opportunities and Challenges

3. Sandy Cove Connection (St Asaph Avenue North)

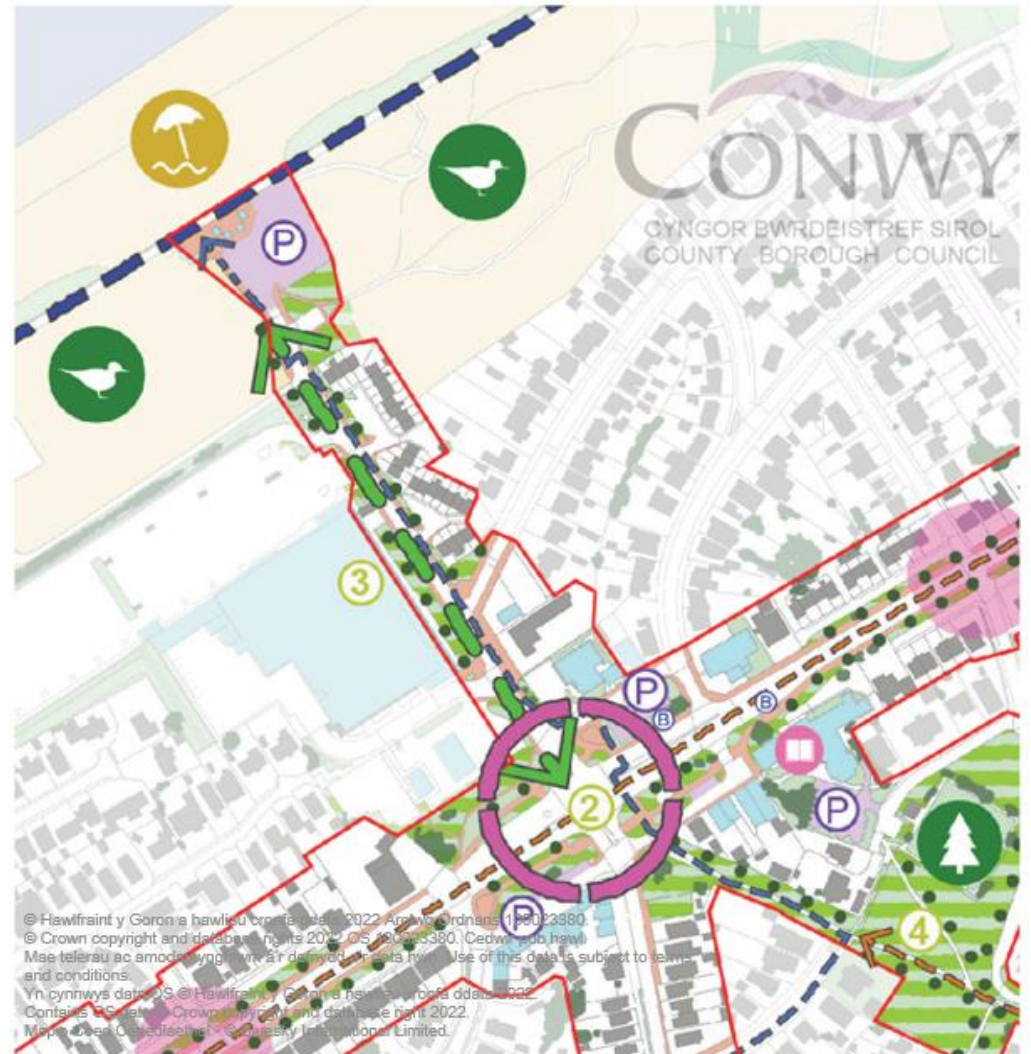
- Create green link to waterfront, coast path and LNR
- Tree planting and coastal shrubs within existing raised planters on either side of road, although may be outside land ownership.
- Introduce traffic calming to create a greater sense of pedestrian priority
- Enhance signage
- Consider greater interventions to the boundary with ASDA supermarket to remove raised planters and create useable public realm and green walking and cycling link to the sand dunes and seafront.



Sauchiehall Street © GreenBlue Urban



Greener Grange Town © GreenBlue Urban



2.3 Opportunities and Challenges



Riverside Lünen © Claudia Dreyße Image from Landezine

4. Charlesville Road Park

- Introduce additional tree planting, hedgerows to boundaries, rain garden planting/SuDS and diversify amenity grassland with areas of meadow and bulb planting
- Enhance pedestrian and cycle connection through the open space



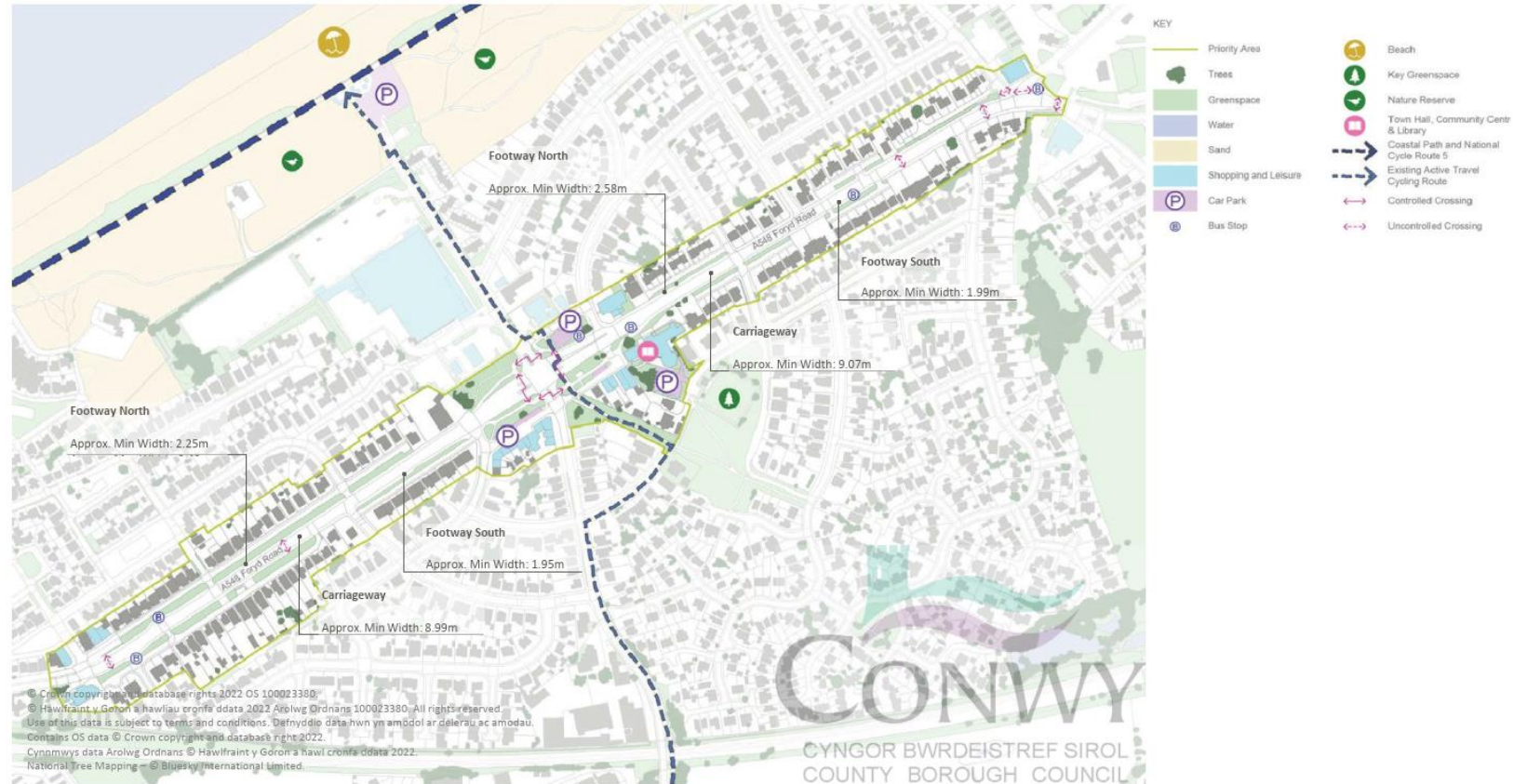
Meadows at Hampton Common

2.4 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Kinmel Bay. The areas include:

- *Foryd Road West*
- *Foryd Road East*



2.4 Priority Areas



Foryd Road West



Foryd Road / St Asaph Junction



Foryd Road Shopping/ Arcade Area West



Foryd Road East

Foryd Road

Foryd Road is part of the A548 coast road and is a busy through road with retail and local amenities located along it.

Existing Condition:

- Shared footpath cycleway along Foryd Road.
- Limited pedestrian crossing facilities. There are some central refuges.
- Wide carriageway (approx. 8.99m - 9.91m) and vehicle dominated road.
- Two way traffic.
- Multiple private and business accesses onto Foryd Road.
- Multiple bus stops on both sides of the road.
- Some area of public open space and amenity grass verges located along the road but poor tree canopy cover, habitat and limited usable open space.
- Poor quality public realm.

Opportunities:

- Narrow the carriageway and redistribute the space to improve GI and cycling provision.
- Enhance the pedestrian environment and pedestrian crossing provision.
- Enhance GI provision and areas of existing open space through enhancing biodiversity and habitat.
- Enhance the public realm.

2.5 Concept Design

Kinmel Bay Concept Design

Concept designs have been produced to RIBA Stage 2 for priority areas in Kinmel Bay, comprising the A548 Foryd Road.

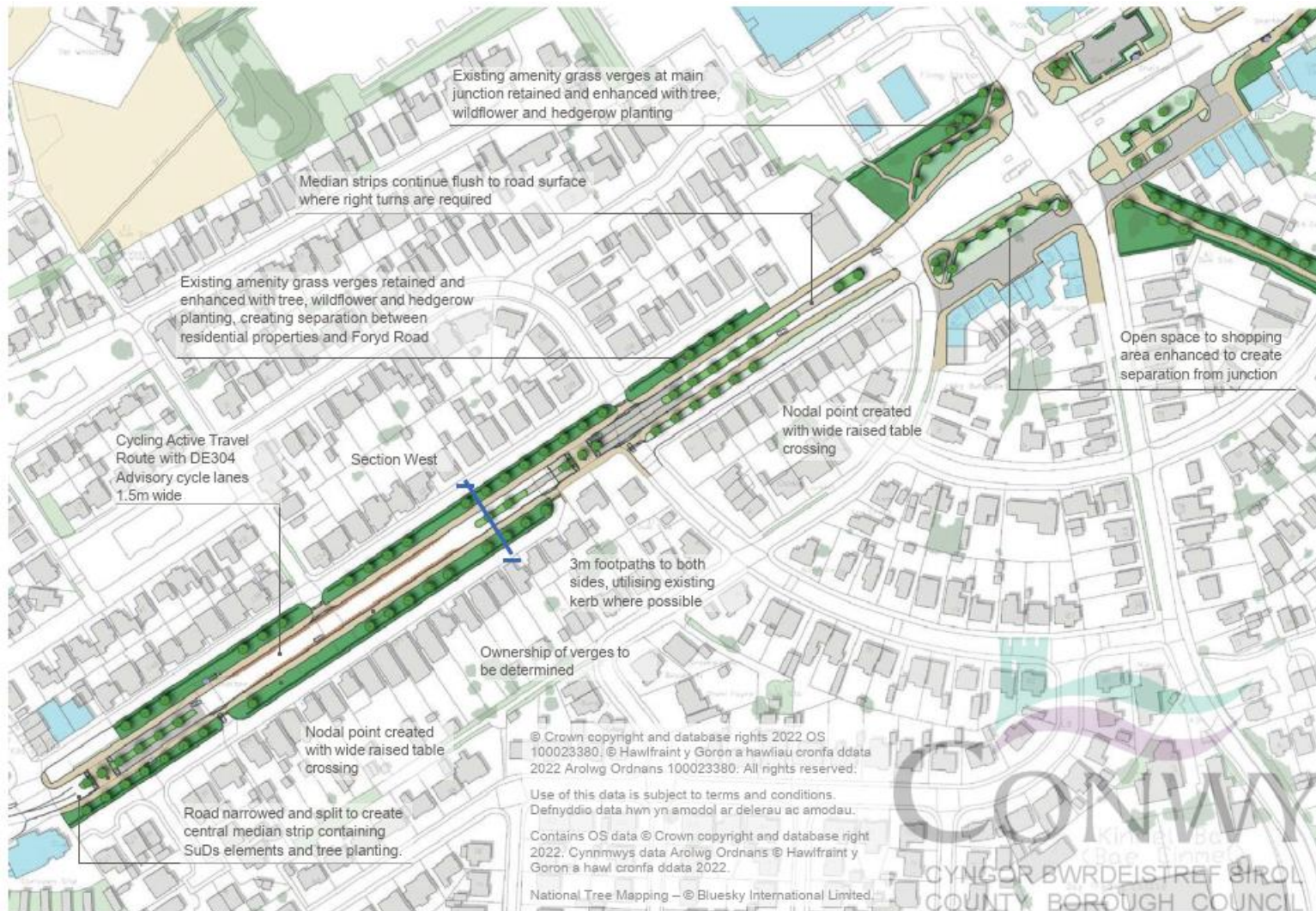
The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Kinmel Bay's main street and public open space.

A key aim of the concept design is to green the main Foryd Road corridor and create a pedestrian friendly environment through the introduction of significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.



2.5 Concept Design



Inset 1 - Foryd Road West

Foryd Road West

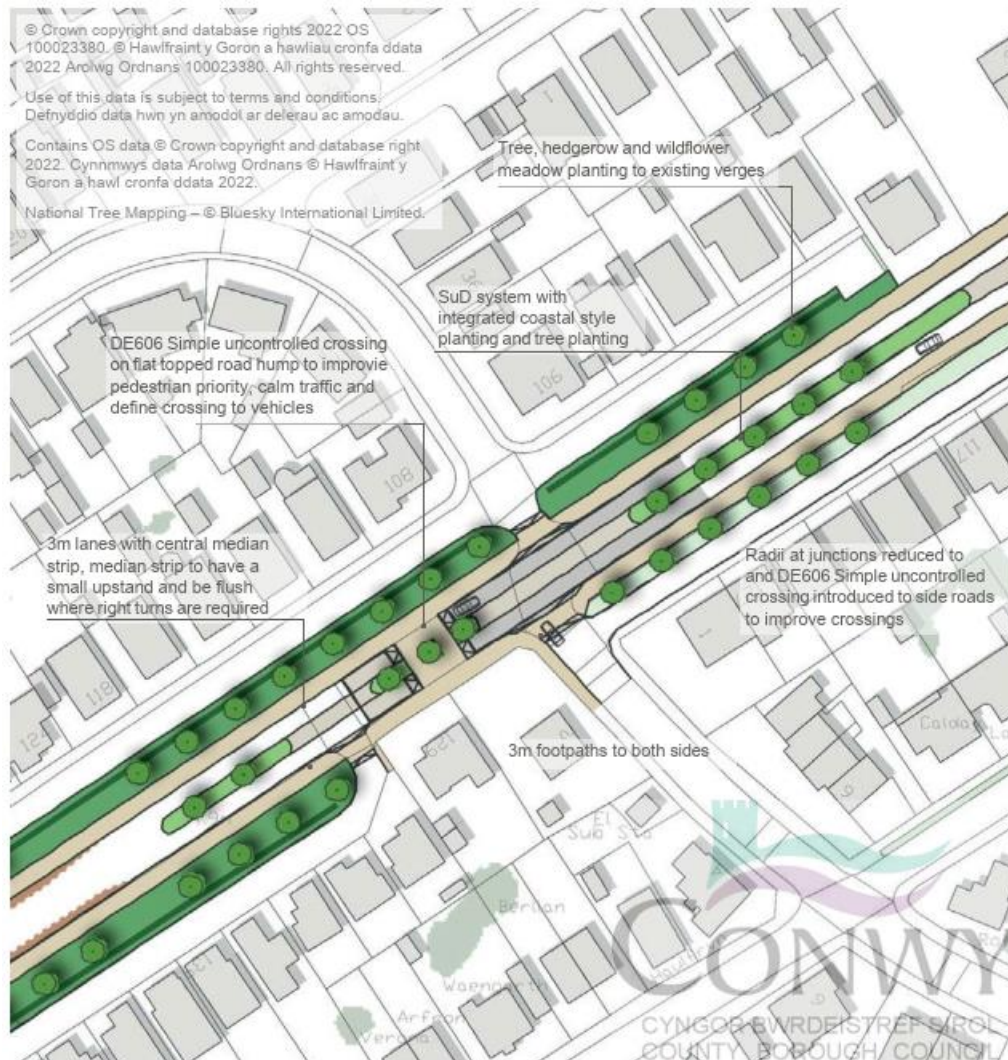
The south west section of the A548 Foryd Road forms the main approach to the town from Towyn and Abergele. Existing amenity grass verges provide the opportunity to create a green street with tree planting where possible, wildflower meadow planting and hedgerow planting to the residential side of the road. This will provide more structure to the road corridor, enhance the pedestrian environment and provide defensible space for dwellings.

The proposals aim to realise the opportunities identified earlier in this document, by detailing a nodal point at the entrance to the town. This is achieved by narrowing and splitting the carriageway at the speed limit reduction point, the scheme proposes to reduce the existing circa 9m carriageway to two 3m wide traffic lanes.

The proposals provide further interventions at other key nodal points, such as shops and local amenities, where the remaining circa 3m width of existing carriageway will be repurposed for trees and rain garden planting as SuDS where suitable and the introduction of central median strips, channels and raised table crossing points in contrasting materials to create greater pedestrian priority and opportunities for enhanced public realm.

Footways on either side of the road are maintained at a minimum 3m wide, suitable for shared use by both pedestrians and cyclists. For more confident cyclists on road cycle priority is proposed at nodal points with DE304 Advisory Cycle Lanes outside of these areas.

2.5 Concept Design

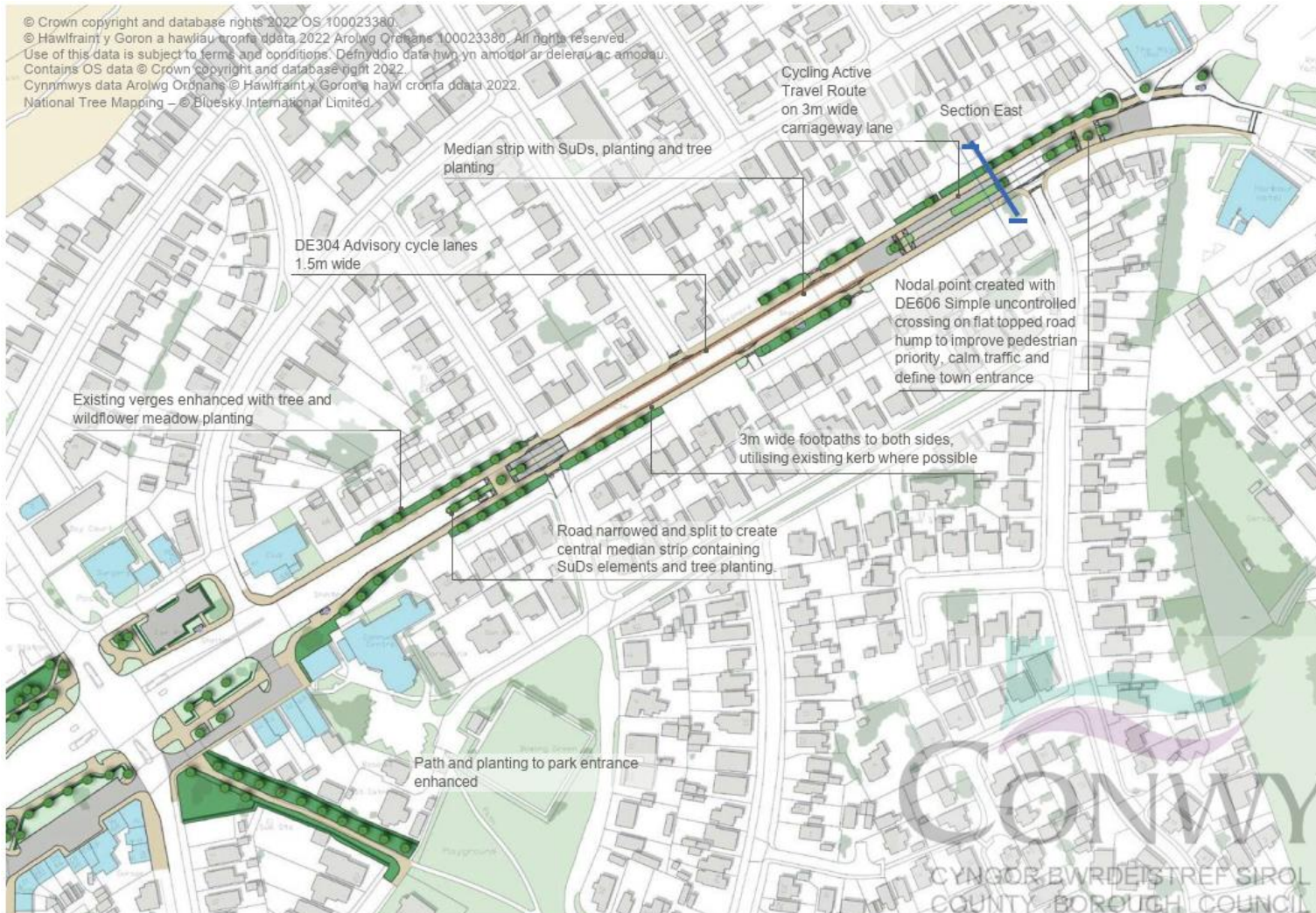


Foryd Road/ Kinmel Drive/ Moelwyn Ave. West Detail



Foryd Road/ St Asaph Junction Detail

2.5 Concept Design



Inset 2 - Foryd Road East

Foryd Road East

Foryd Road east continues with similar interventions as the western section such as nodal points and DE304 Advisory cycle lanes outside of the nodal points, allowing passing places for vehicles.

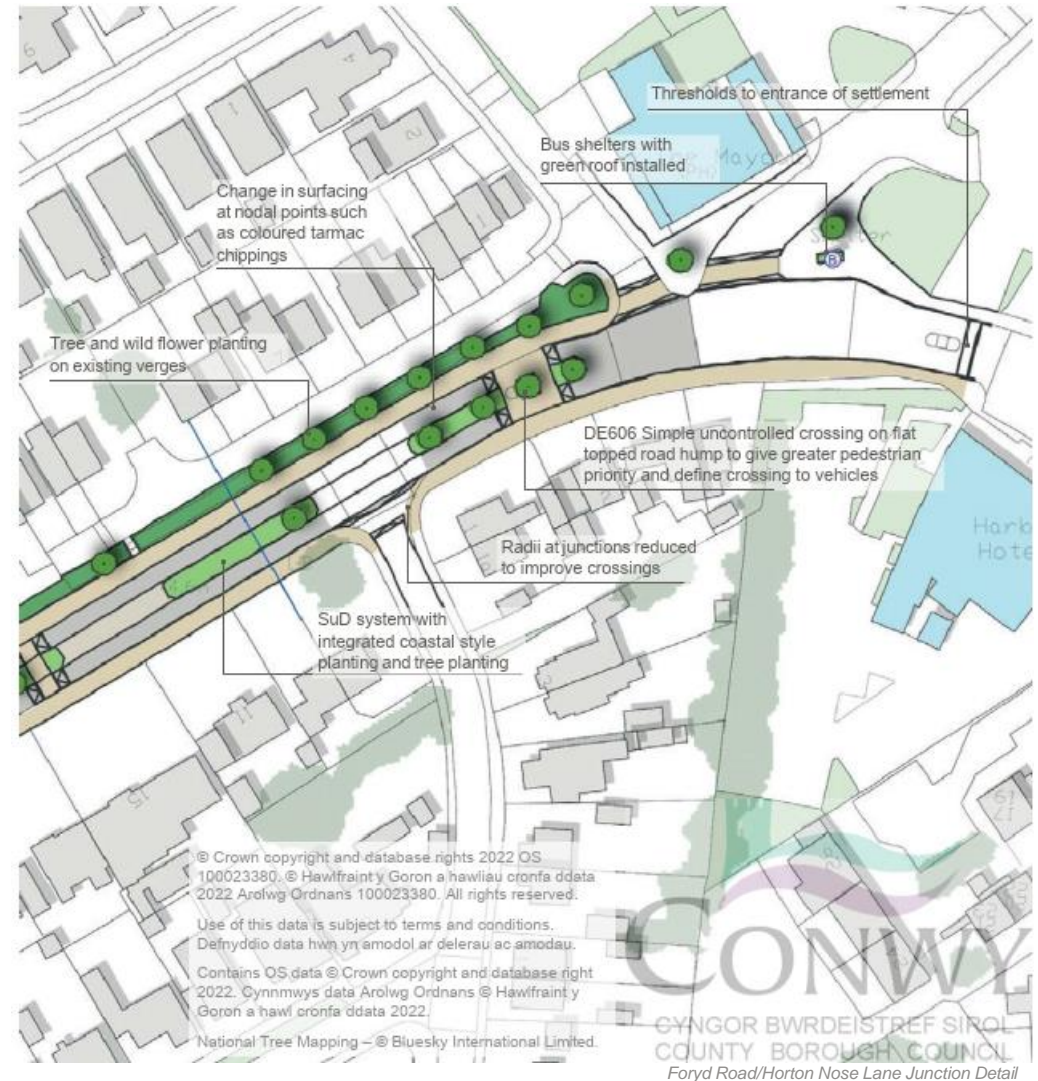
Nodes are located at the entrance/exit to Kinmel Bay in the East and close to the junction of Moelwyn Avenue East and North.

Improvements have also been proposed at the Foryd Road and St Asaph Junction, including new tree and wildflower meadow planting to the entrance of the Charlesville Road Park. New tree, wildflower meadow and hedgerow planting to car parking at The Square and public open space areas near the shopping centre.

2.5 Concept Design



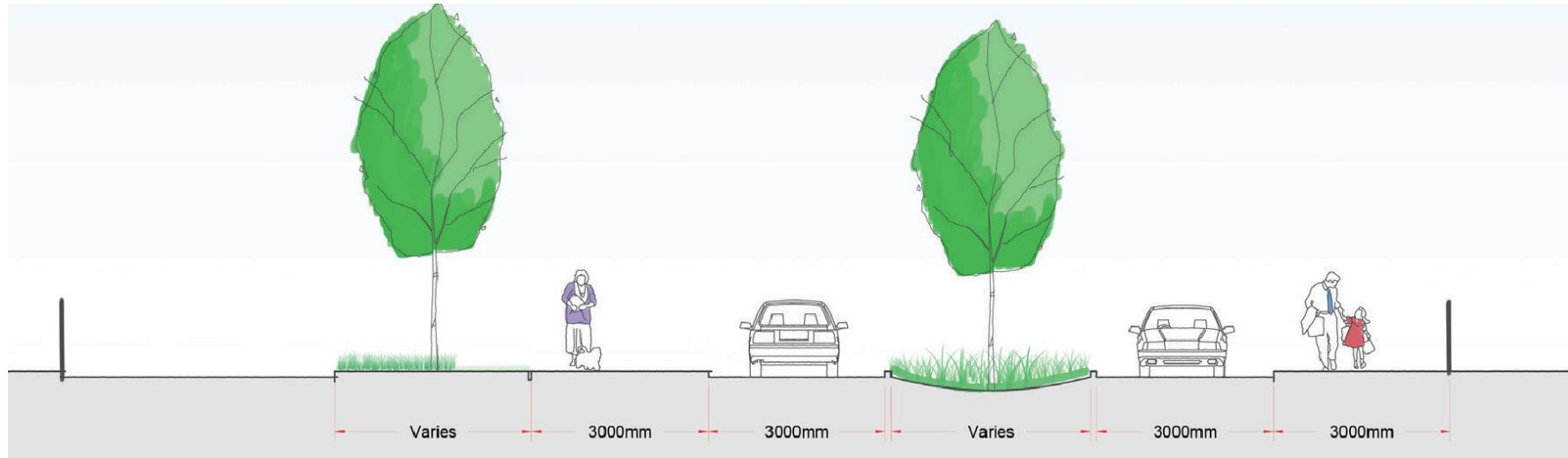
Foryd Road/Moelwyn Avenue Junction Detail



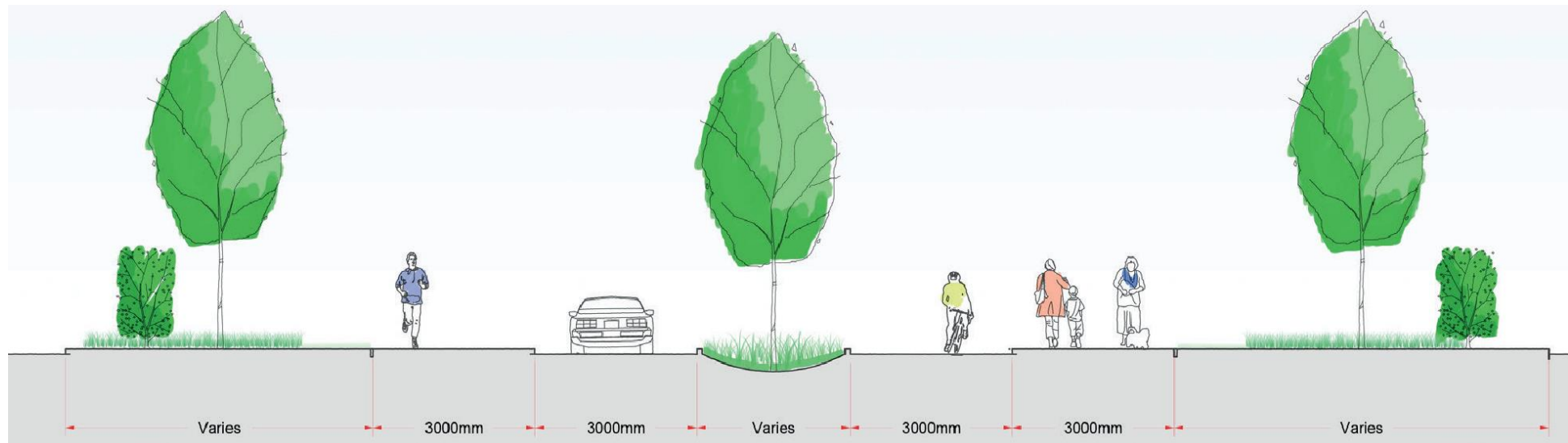
Foryd Road/Horton Nose Lane Junction Detail

2.5 Concept Design

Concept Design East Section



Concept Design West Section



3.0 Towyn



3.1 Study Area

Overview

Towyn is a small coastal town in the north east of Conwy County Borough. It functions as a seaside tourist destination and extensive areas are occupied by caravan parks.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) describes a general absence of Green Infrastructure (GI) in parts of Towyn and Towyn Park should be made more accessible. Conwy County Borough Council (CCBC) are proposing some focussed public realm improvements, including greening the streetscene and improving pedestrian priority and active travel.

The study area focuses on Towyn Road, Sandbank Road and Towyn Park, stretching from Morfa Avenue in the east to just west of Penisaf Avenue.

Streets and spaces within the study area include:

1. A548, Towyn Road
2. Sandbank Road
3. Towyn Park



3.1 Study Area



Towyn Road near Towyn Park and Sunny's Bar looking NE



Towyn Road near Bryn Road, looking SW towards Sandbank Road/Gors Road junction



Aerial photo of the A548 Towyn Road and Sandbank Road junction (image courtesy of Towyn & Kinnel Bay Town Council)



Towyn Road near Tŷr Prionce, looking NE



Towyn Road at Towyn Park



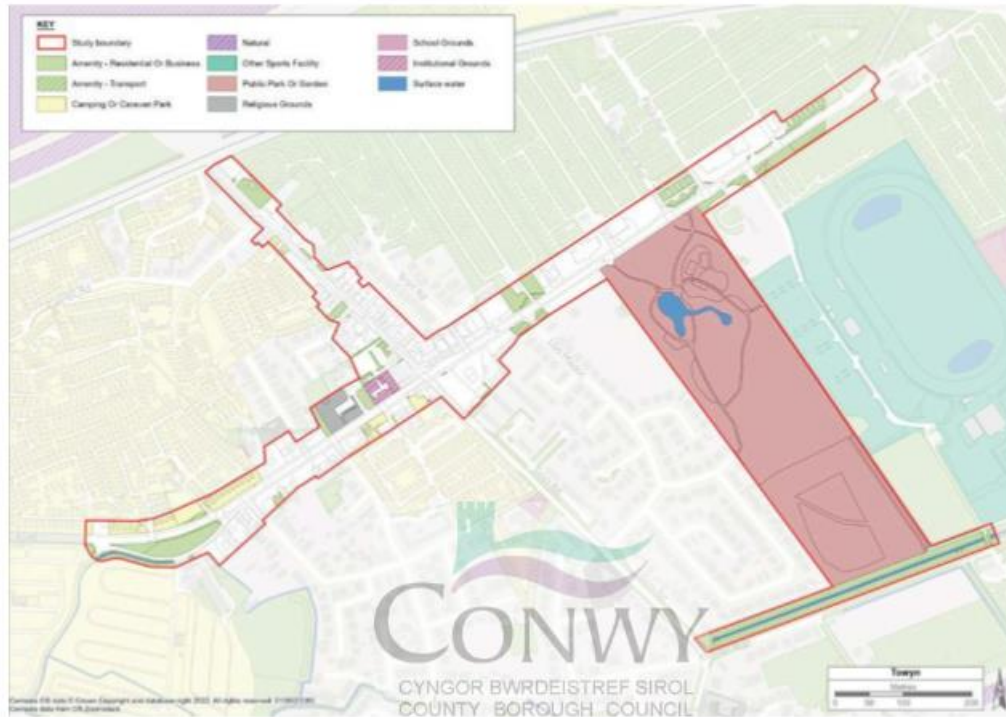
Sandbank Road



Existing footpath/cycleway to the south of Towyn Park

3.2 Site Analysis

Analysis Plans



Open Space

Provision of open space is limited other than Towyn Park which is a large public park close to the centre of Towyn, other areas of open space are typically associated with road infrastructure or businesses.



Tree Canopy Cover

Outside of Towyn Park tree canopy cover is very limited, and localised to land in private ownership and the car park on Sandbank Road. Towyn Road has very few trees.

3.2 Site Analysis



Green Infrastructure Multifunctionality

This plan shows Green Infrastructure multifunctionality, and considers aspects such as recreation, wildlife habitats and shading.

The study area generally has low GI multifunctionality, with the exception of parts of Towyn Park, particularly where there is tree canopy cover.



Designations

There are three Grade II* Listed Buildings located together at the crossroads at the centre of Towyn. These comprise the Church of St Mary, with churchyard walls, Ty'n Llan Nursing Home and Towyn and Kinnel Bay Youth Club.

There are no other designations within the study area or immediate surrounds.

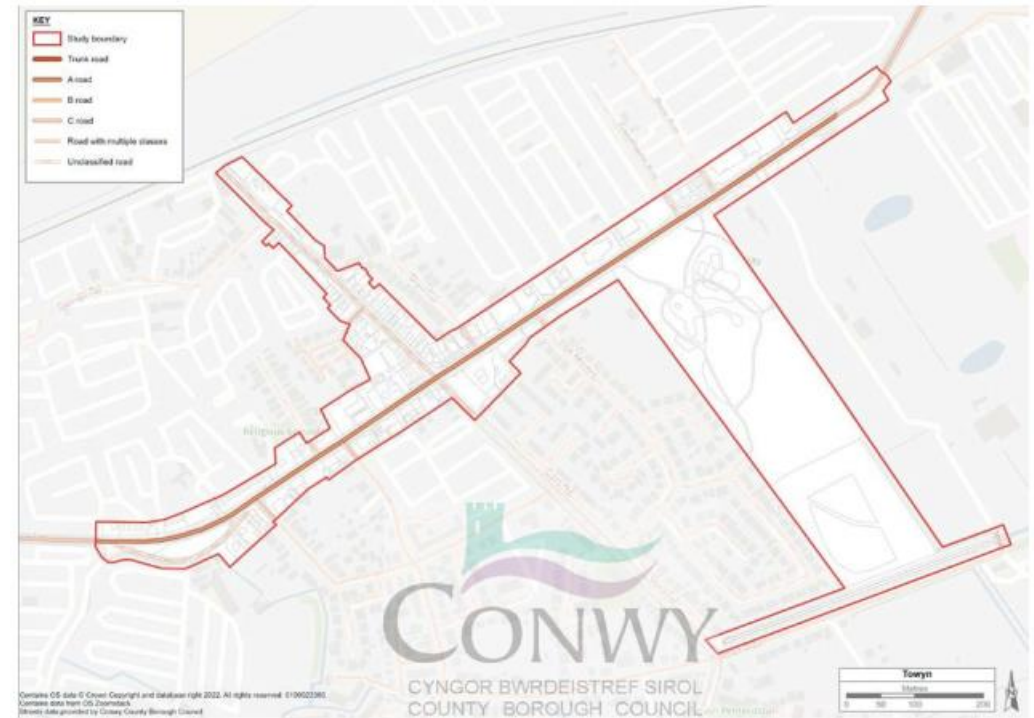
3.2 Site Analysis



Transport and Access

The Wales Coast Path and National Cycle Network Route 5 pass Towyn to the north of the study area, beyond the railway line, along the coast. Several approved active travel routes are present in the study area, including along Towyn Road, Sandbank Road, Gors Road and through Towyn Park.

There is a car park in the southern section of Sandbank Road, and a large car park associated with Tir Prince adjacent the study area nearby.



Street Hierarchy

The A548 Towyn Road bisects the study area and is the main connecting road between Rhyl, the A55 North Wales Expressway and Abergelle. Towyn Road runs south west to north east with minor roads and vehicle access points connecting surrounding residential areas, businesses and caravan parks. The main Towyn Road, Sandbank Road and Gors Road junction narrows and is located roughly in the centre of the study area.

3.2 Site Analysis



Urban Context

Towyn is a tourist destination characterised by a large number of caravan parks with static and touring caravan pitches. Tourism is concentrated in the summer season.

Residential areas are typically defined by bungalows with some two storey dwellings.

The town does not have a recognised shopping zone with local amenities, convenience stores, businesses, leisure and entertainment facilities dispersed along the A548 Towyn Road and Sandbank Road.

The town has poor urban form due to the large number of bungalows and static caravans and is dominated by the busy A548 Towyn Road.

The listed Church of St Mary, Ty'n Llan Nursing Home and Towyn and Kinmel Bay Youth Club provide attractive landmark features; along with the terraced cottages at the Towyn Road/Sandbank Road junction.

Key Destinations

Key attractions and destinations are located along the A548 Towyn Road and Sandbank Road and include Towyn Park, the sea front, Tir Prince Raceway, Knightly's Fun Park and numerous tourist shops and leisure facilities comprising games and entertainment centres, pubs, bars and clubs.

3.3 Opportunities and Challenges

SWOT Analysis

Strengths

- Popular tourist destination
- Leisure entertainment facilities and holiday parks
- Tir Prince and Towyn Park
- Coast Path and National Cycle Route 5 along promenade
- Connection to seafront
- Local vernacular of church, youth club and cottages at junction with Towyn Road/Sandbank Road

Opportunities

- Create stronger core to town and rebalance public realm to increase pedestrian and cycle priority
- Improve crossing points across Towyn Road and at holiday park entrances
- Green Towyn Road through tree planting, rain garden planting as SuDS and wildflower seeding to create a softer green setting
- Consider enhancing cycle route, providing wider pedestrian routes and central median strip along Towyn Road to slow vehicle speeds
- Introduce tree planting and SuDS with rain garden planting along Sandbank Road to create green link and enhance pedestrian and cycle environment
- Widen pedestrian routes and possible dedicated cycle route along Sandbank Road
- Explore possibility of Sandbank Road becoming one-way to create more space for pedestrians and cycles
- Improve public realm at key nodes such as amenity/leisure facilities
- Diversify existing areas of amenity grassland planting
- New Active travel route within Towyn Park and along Kinmel Way drain to connect with existing Active Travel Route to Chester Avenue
- Include biodiversity enhancements in Towyn Park, such as wildflower meadows, tree and hedgerow planting to diversify grassland
- Enhance Tir Prince entrance with additional tree and hedgerow planting Consider use of green walls on blank gable ends and to shops at Sandbank Road/Towyn Road junction
- Introduce public realm improvements such as seating and planting at key nodes

Weaknesses

- Vehicle dominated environment with wide carriageway
- A548 Towyn Road bisects the town and forms a barrier to movement
- No town centre core with local amenities and leisure entertainment facilities scattered along busy main road
- Poor quality public realm to local amenities with limited meeting/public spaces
- Limited pedestrian crossings and poor-quality pedestrian environment
- Limited tree cover on or adjacent main roads and lowest tree canopy coverage in the county borough
- Generally poor biodiversity and multifunctionality of existing green infrastructure
- Onward connection to seafront through 'Fun Fair'
- Predominantly bungalows and static caravans provide poor urban form with lack of scale and enclosure

Threats

- Interventions in adopted highway
- A548 is a busy through road for locals and tourists
- Utilities and service easements
- Limited space for large interventions on junction of Sandbank Road, Gors Road and Towyn Road
- Competition with car parking on Sandbank Road

3.3 Opportunities and Challenges



3.3 Opportunities and Challenges

1. Towyn Road Connection

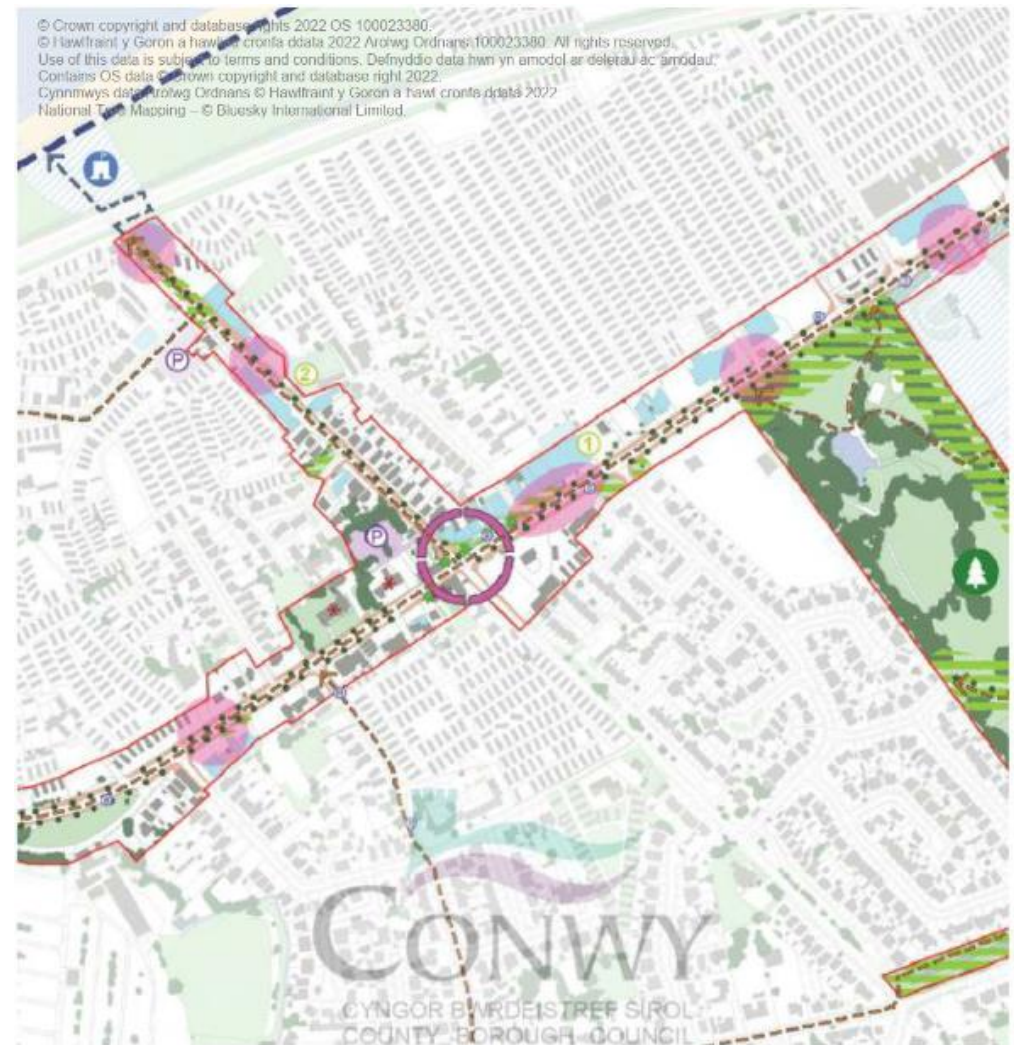
- Reduce carriageway width and introduce tree and rain garden planting where feasible or consider central median strip, potentially with rain garden planting and trees
- Increase width of walkways and consider scope to introduce dedicated cycle route
- Introduce traffic calming to create a greater sense of pedestrian priority, particularly at key local amenities (consider carriageway narrowing/central median strip/informal crossings, GI interventions)
- Introduce GI, public realm improvements and seating at key nodes such as local amenities and entertainment venues
- Consider green walls to blank facades at junction with Gors Rd
- Tree planting and GI enhancements to open space at Llys Madoc
- Improve crossing points at holiday park entrances and increase pedestrian priority through consideration of reduced kerb radii and raised tables
- Enhance Tir Prince entrance and frontage with tree and hedgerow planting



Raised table pedestrian crossing, median strip and tree planting, A554 Tower Road in Birkenhead



Tree planting on central reservation at Northwood Hills high street, London. Image © GreenBlue Urban Limited



3.3 Opportunities and Challenges



Cool Towns London Road, Southend-on-Sea
 © GreenBlue Urban Limited



Greener Grange Town © GreenBlue Urban Limited



Wapping Wharf, Bristol. Photography by Simon Doling
 Image From Gillespies

2. Sandbank Road Public Realm

- Reduce carriageway width and introduce tree and rain garden planting where feasible
- Increase width of walkways and consider scope to introduce dedicated cycle route
- Introduce traffic calming to create a greater sense of pedestrian priority, particularly at key local amenities (consider carriageway narrowing/central median strip/informal crossings, GI interventions)
- Introduce GI, public realm improvements and seating at key nodes such as local amenities

3.3 Opportunities and Challenges

3. Towyn Park

- Tree and hedgerow planting to frontage with Towyn Road
- Introduce new Active Travel footway cycleway route connecting south to existing route at Kimmel Way and along drain to connect with Gors Road. Incorporate tree and hedgerow planting and grassland diversification where possible to enhance GI.

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National Tree Mapping – © Bluesky International Limited.



Segregated two way cycle route



Footpath cycleway through open space at Stamford Brook, Altrincham



Wildflower meadow and tree planting at Hampton Common



3.4 Priority Areas



Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Towyn. The areas include:

- Towyn Road West
- Towyn Road Junction with Sandbank Road
- Towyn Road East

3.4 Priority Areas

A568 Towyn Road

Towyn Road forms part of the A548 coast road which cuts through the town from the northeast to the west. Key shopping and leisure facilities, holiday parks and open spaces are located along the road.

Existing Condition:

- Traffic flows in two directions.
- Wide carriageway (approx. 7.89m – 10.39m) and road feels car dominated.
- Footways are narrow in places (footways approx. 1.09m -5.13m) particularly at the Towyn Road / Sandbank Road / Gors Road junction.
- Limited pedestrian crossing facilities. There are central refuges along Towyn Road East.
- Multiple private and business accesses onto Towyn Road.
- Multiple bus stops on both sides of the road.
- Limited GI along the road.

Opportunities:

- Narrow the carriageway to repurpose space elsewhere and improve pedestrian, cycle and GI provision.
- Enhance active travel and increase cycle and pedestrian priority.
- Widen footways where required.
- Improve pedestrian crossing provision.
- Enhance the public realm along the road.
- Enhance GI provision along the road.



Towyn Road West



Towyn Road West



Towyn Road Junction



Towyn Road Junction



Towyn Road East



Towyn Road East

3.5 Concept Design



Towyn Concept Plan

Towyn Concept Designs

Concept designs have been produced to RIBA Stage 2 for the priority areas in Towyn, comprising the A548 Towyn Road.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Towyn's streets and open spaces.

A key aim of the design is to green the road corridor and create a pedestrian friendly environment through the introduction of significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.

3.5 Concept Design

Towyn Road West

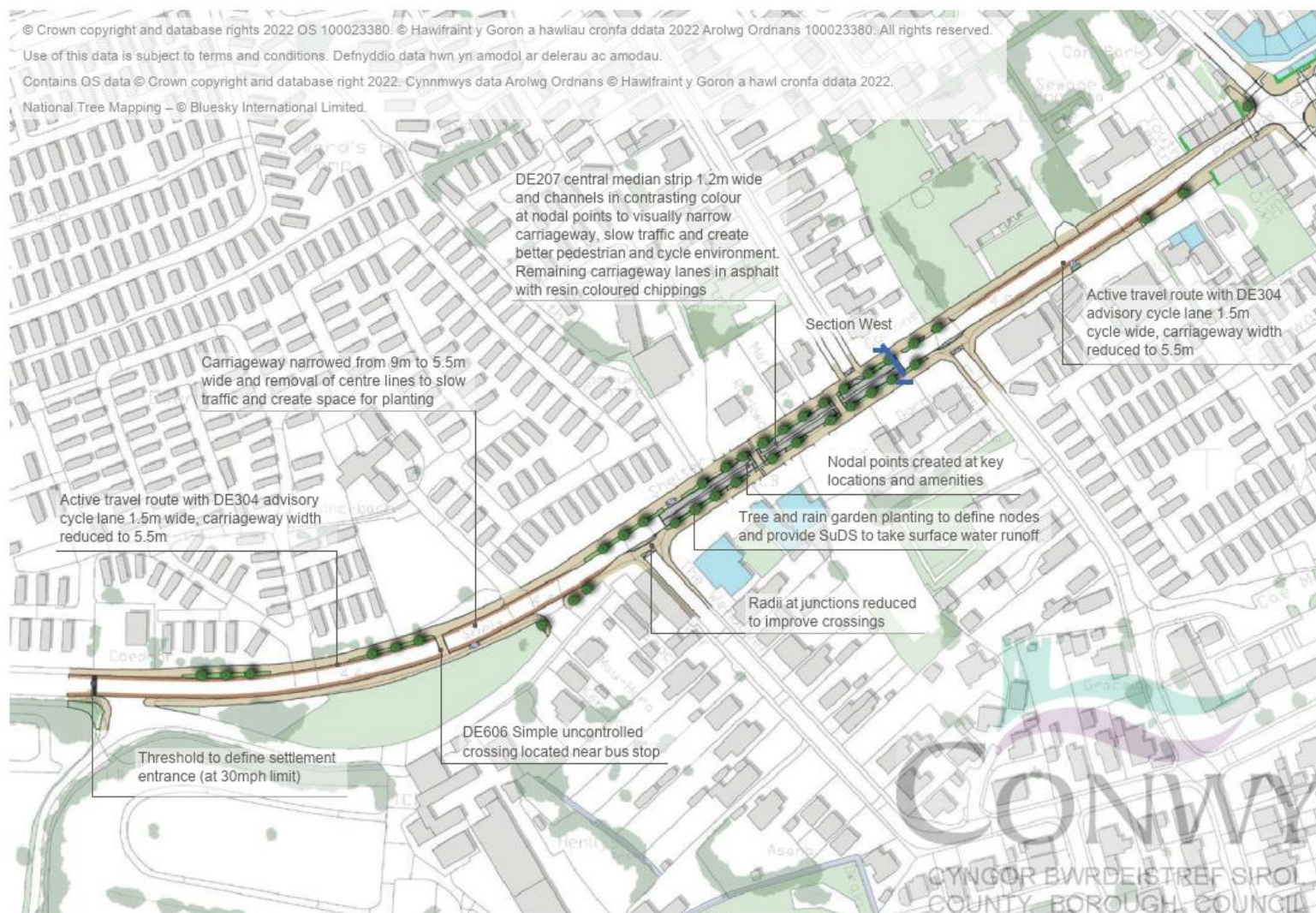
The south west section of the A548 Towyn Road forms the main approach to the town from Abergele and the A55 North Wales Expressway.

The proposals aim to define the entrance to the town by creating a threshold and carriageway narrowing where the speed limit reduces to 30mph.

The scheme proposes to reduce the existing carriageway from circa 9m to 6m wide with removal of centre lines and introduction of a DE304 advisory cycle lane to slow traffic, it is envisaged that the advisory cycle lane could be continued south west along Towyn Road outside of the study area.

Footways on either side of the road are maintained at a minimum of 3m wide, suitable for shared use by both pedestrians and cyclists. For more confident cyclists on road cycle priority is proposed at nodal points with traffic lanes reduced to 3m wide and DE304 advisory cycle lanes outside of these areas.

The proposals provide further interventions at key nodal points, such as shops and local amenities, where the remaining circa 3m width of existing carriageway is repurposed for urban greening with trees and rain garden planting as SuDS on both sides of the road and the introduction of DE207 central median strip, channels and DE606 simple uncontrolled raised crossing points in contrasting materials to create greater pedestrian priority and opportunities for enhanced public realm.



Inset 1: Towyn Road West

3.5 Concept Design



Towyn Road West



Towyn Road between Penisaf Avenue and Towyn Way West

3.5 Concept Design

Towyn Road Junction

The Towyn Road junction with Sandbank Road and Gors Road forms a key gateway and proposals focus on creating a green nodal point with enhanced pedestrian environment.

The carriageway is narrowed to 6m in order to widen footpaths to a minimum 2m at the western arm of Towyn Road and provide on road cycle priority.

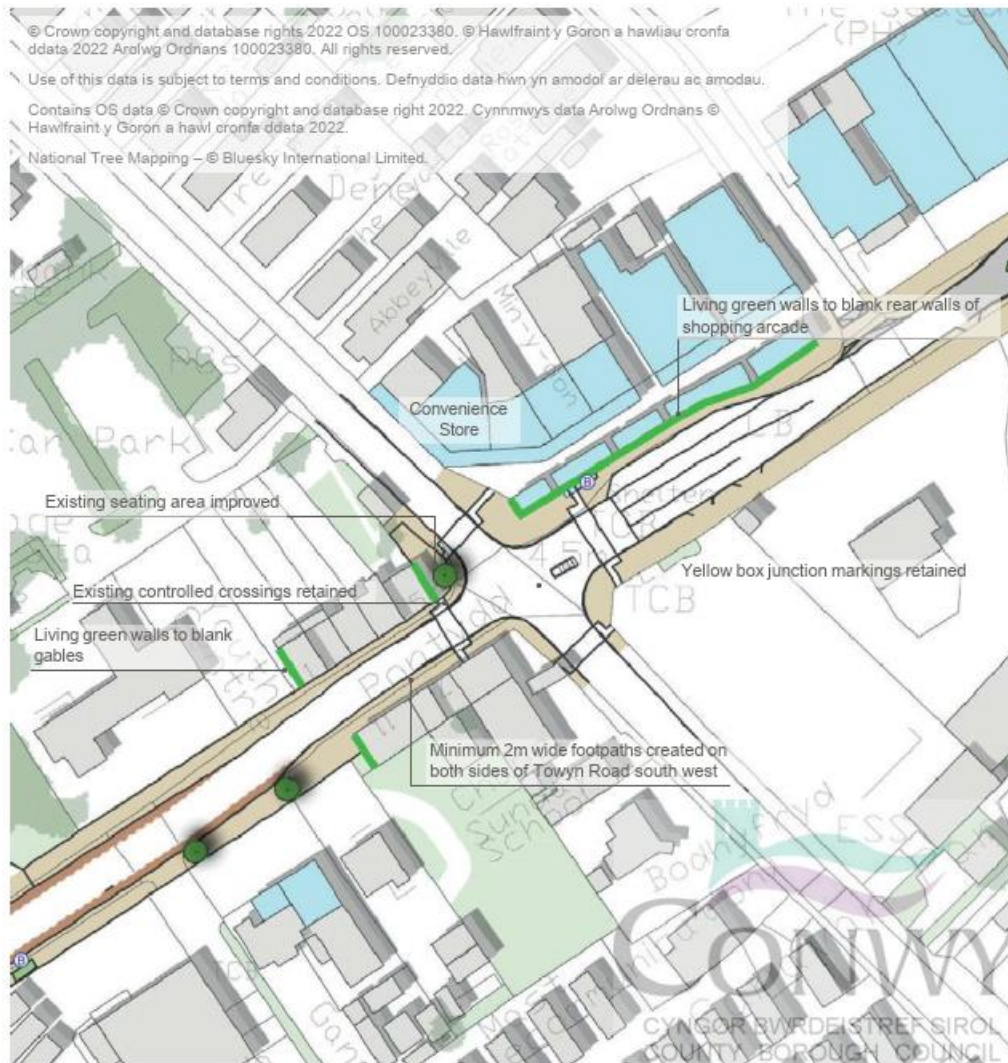
It is proposed that the bus stop is upgraded to a covered green roof bus stop in a roadside position.

Living green walls are proposed to the blank facade of existing arcade shops on the north side of Towyn Road and to the gable end of existing cottages to create a green gateway.

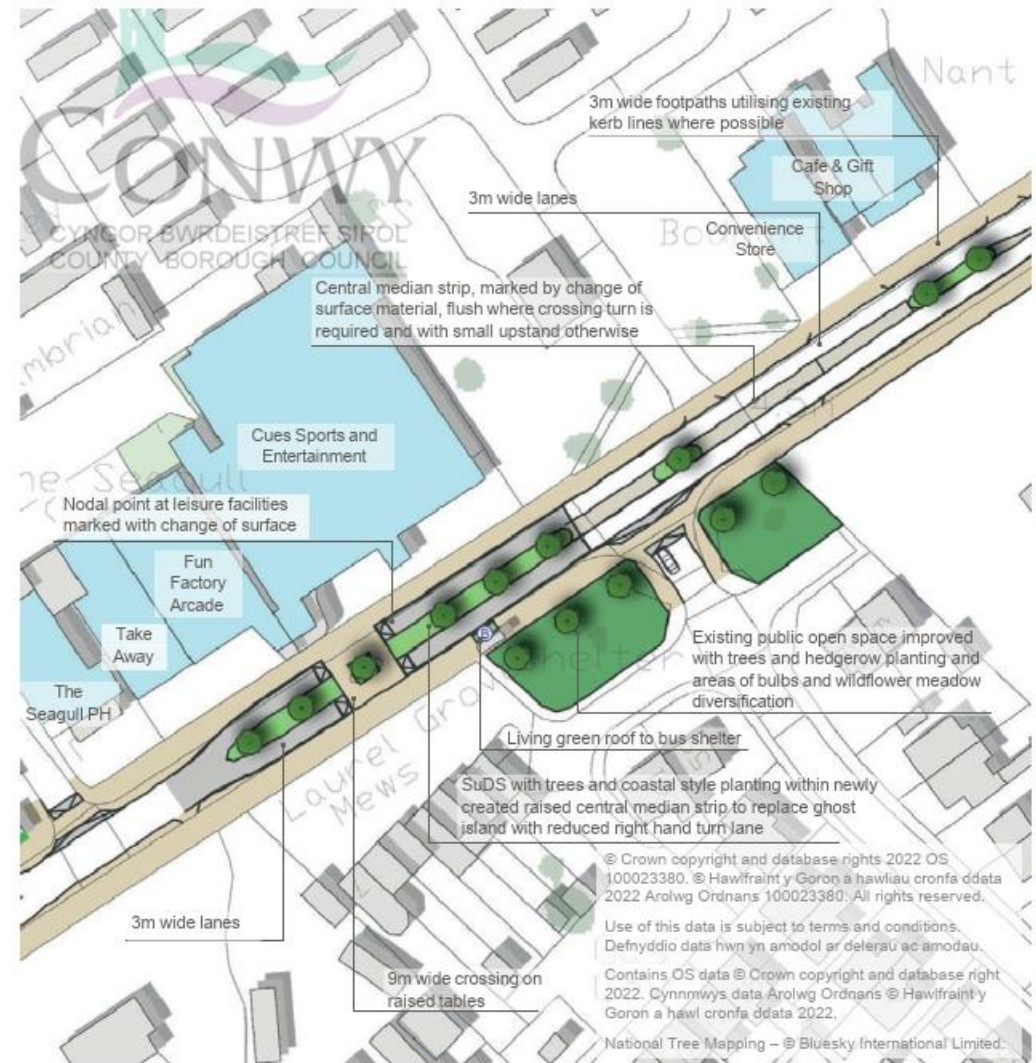
North east of the junction a nodal point is created at the existing leisure facilities to create a pedestrian focused environment that improves crossing facilities and the public realm.



3.5 Concept Design



Towyn Road junction with Sandbank Road and Gors Road



Towyn Road junction with Llys Madoc

3.5 Concept Design

Towyn Road East

The eastern section of Towyn Road includes the attractions of Towyn Park and Tir Prince, along with several leisure facilities dispersed along the road.

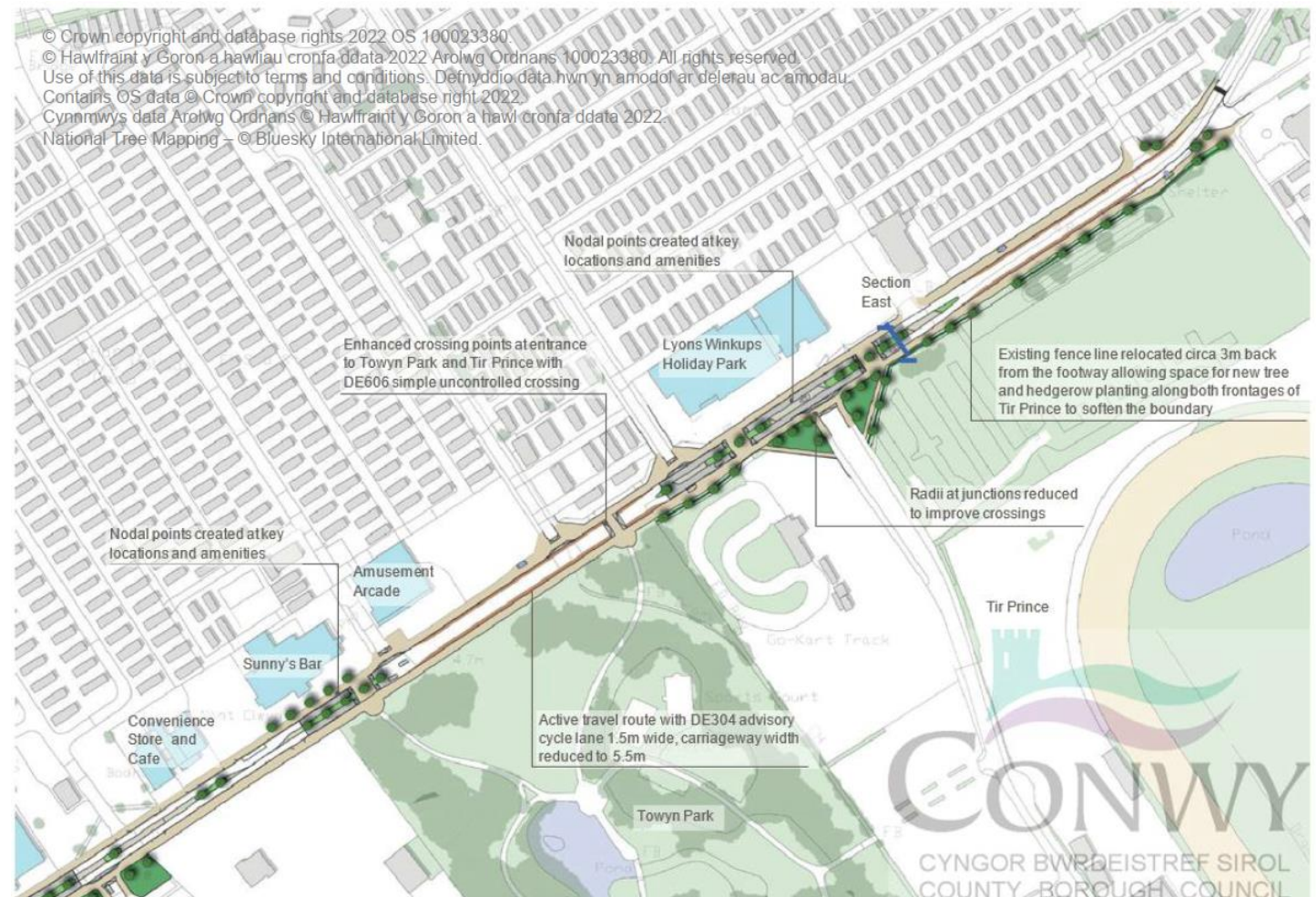
The proposals create a series of nodes at Towyn Park, Tir Prince and key leisure attractions with DE304 advisory cycle lanes between.

Nodes include reducing vehicle lanes to 3m wide to slow traffic and allow on road cycle priority, with central median strip, carriageway channels and change in surfacing material.

Provision of DE606 simple uncontrolled crossing on raised tables at pedestrian entrances to Towyn Park and Tir Prince.

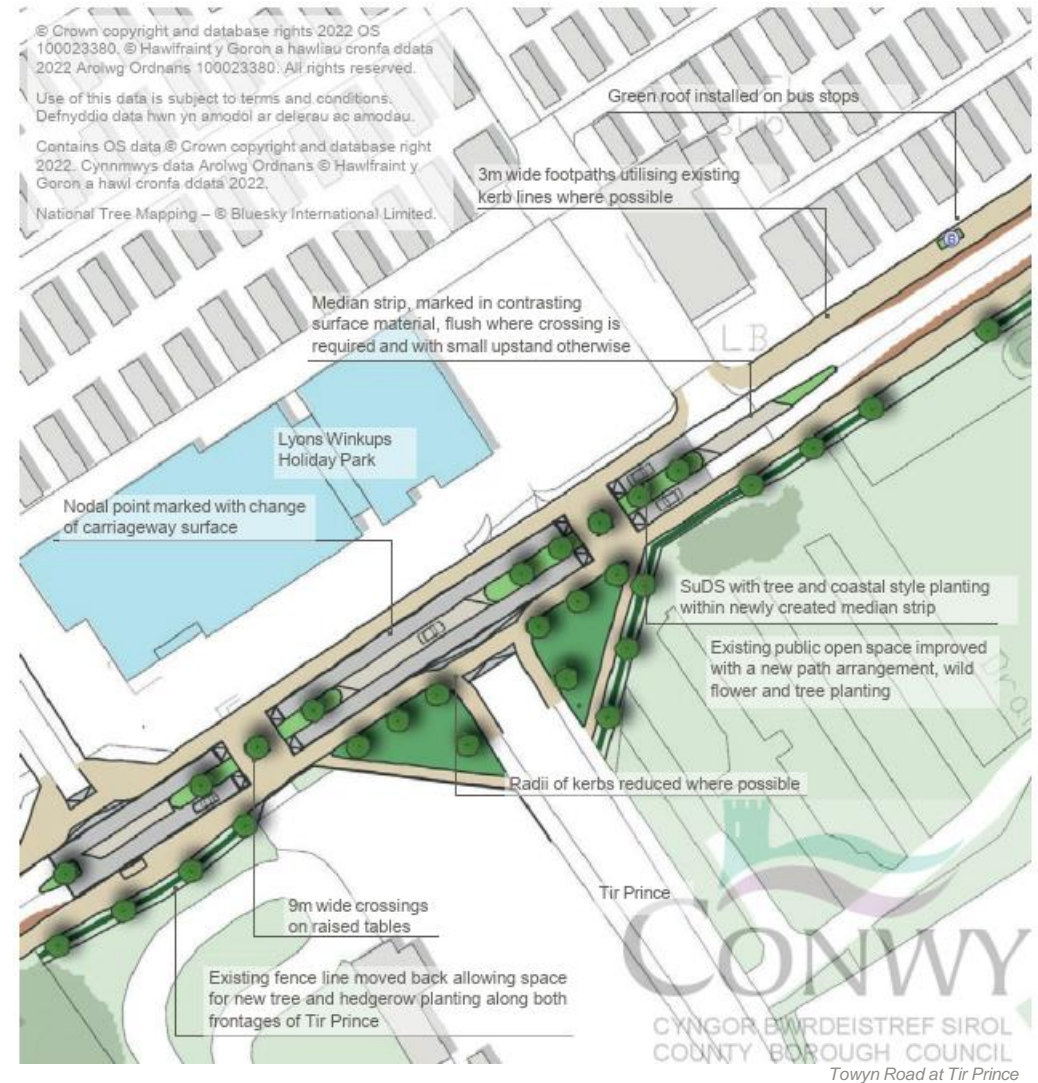
Replacement of ghost islands with tree and rain garden planting as SuDS to break up the road corridor and create a green street.

At Tir Prince it is proposed that the existing blue welded mesh fencing is relocated back from the footway circa 3m to allow space for new tree and hedgerow planting along the frontage to soften the boundary and green the street.

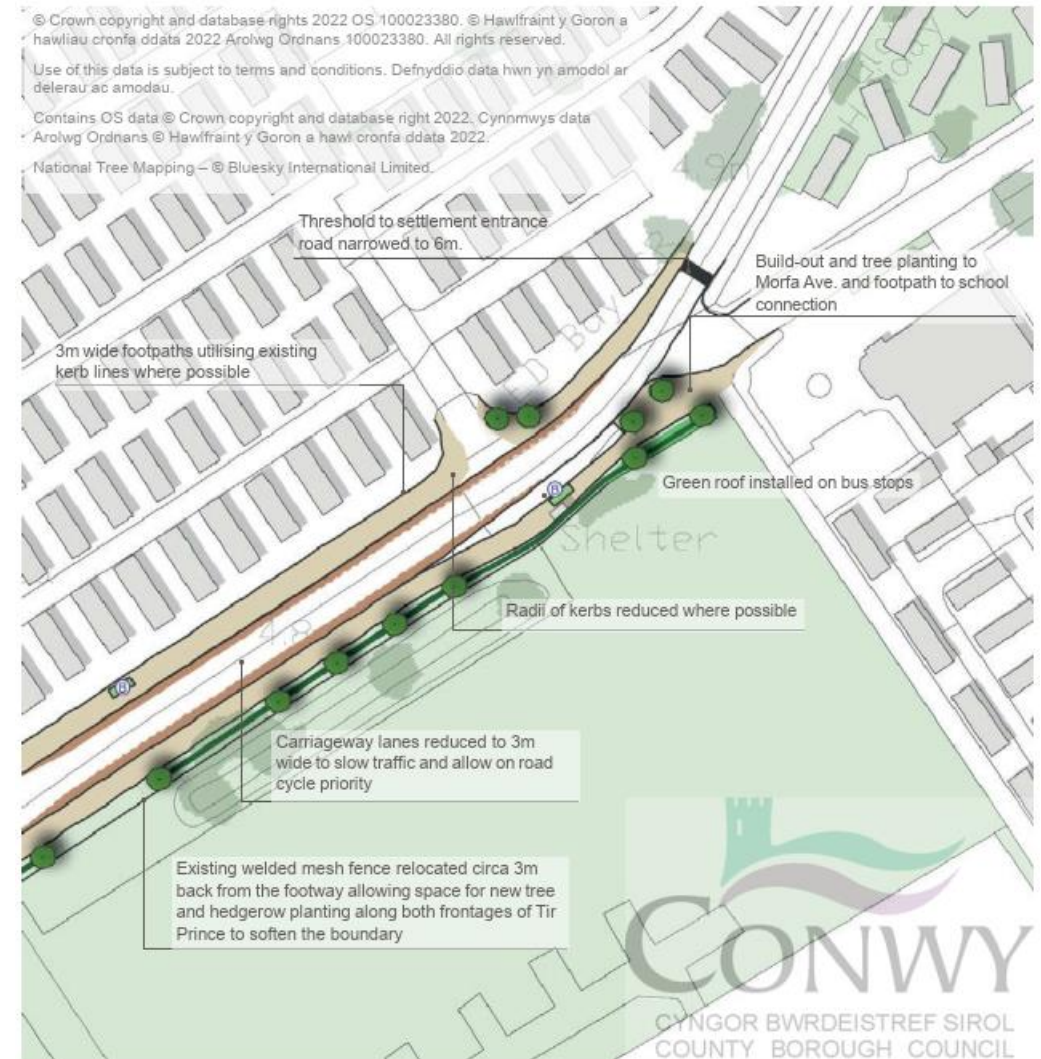


Inset 3 - Towyn Road East

3.5 Concept Design

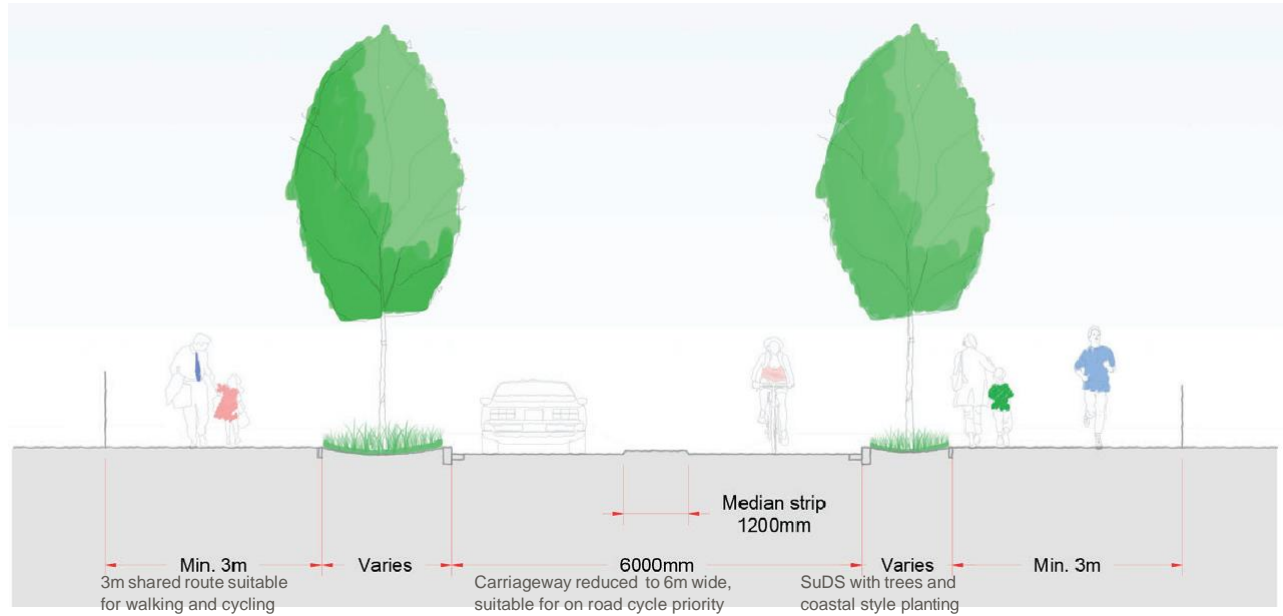


3.5 Concept Design

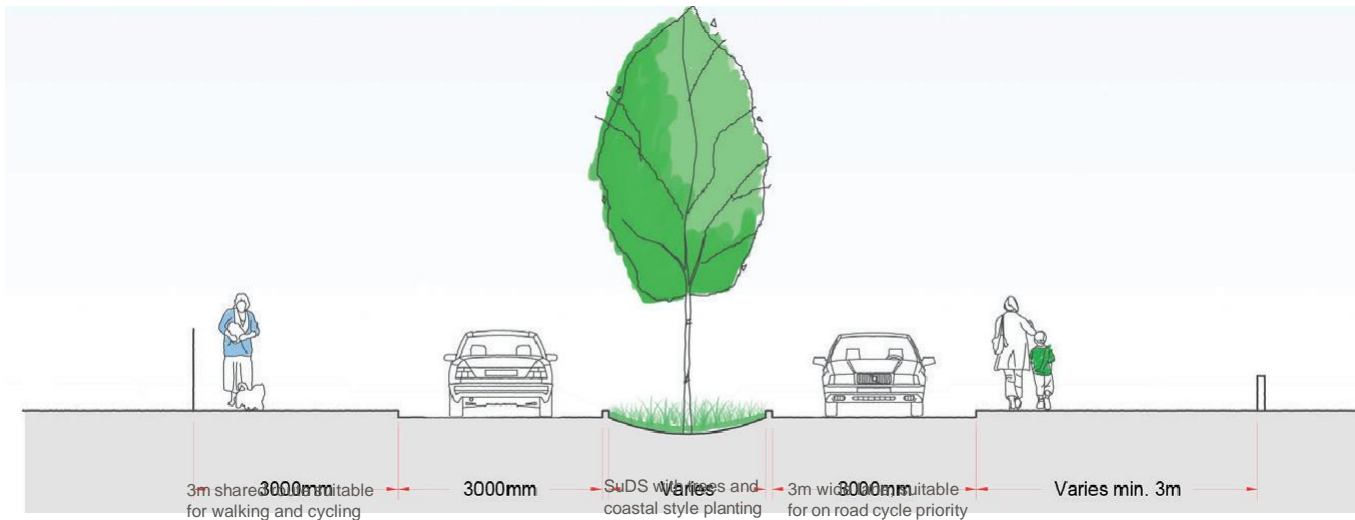


Towyn Road junction with Morfa Avenue

3.5 Concept Design



Typical Section Towyn Road West



Typical Section Towyn Road East

4.0 Abergele



4.1 Study Area

Overview

Abergele is a coastal market town and key urban settlement in the northeast of Conwy County Borough (4th largest town in the County). The town has approximately 10,000 residents. The A55 North Wales Expressway runs through the town to the north and east. The A547 and A548 are busy through roads that run through the centre of the town causing congestion. The town centre has a good commercial and retail offer.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) highlights that Abergele has low tree canopy cover (11.6%) and that whilst there are many green infrastructure (GI assets), there are gaps in the existing GI provision particularly along the A547 running through the centre of the town. There is only one street tree in the town centre and the document suggests planting such as street trees, hedgerows and shrubs along corridor approaches would add value to the town.

The study area focusses on the town centre shopping zone and key approaches comprising:

1. Bridge Street
2. Market Street
3. Eldon Drive
4. Sea Road
5. Church Street Green Link
6. The Mount
7. Chapel Street



4.1 Study Area



Bridge Street looking west at the entrance to the town centre



Market Street/Bridge Street/Water Street junction looking west



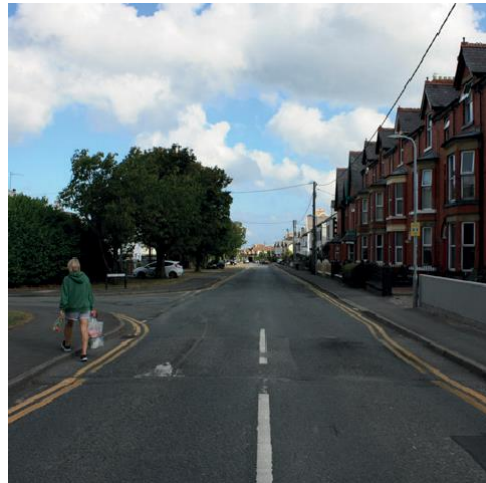
Market Street looking east towards Chapel Street



Market Street roundabout at entrance to the town centre



Market Street, near Sea Road, looking west to Gwrych Castle



Sea Road looking north



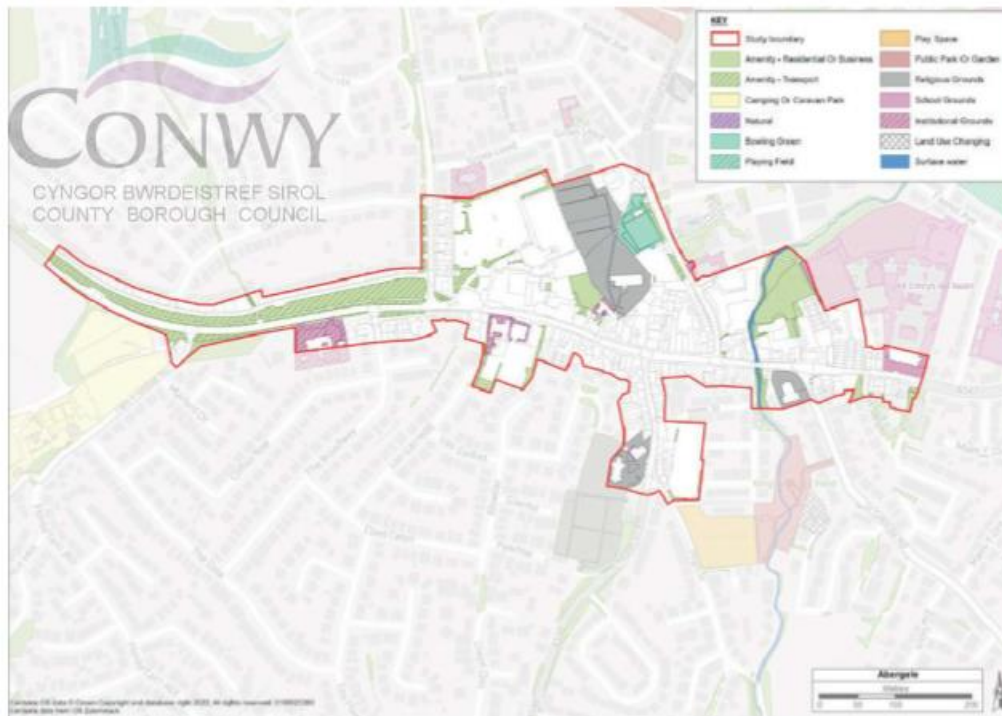
Church Street looking north



Chapel Street looking north

4.2 Site Analysis

Analysis Plans



Open Space

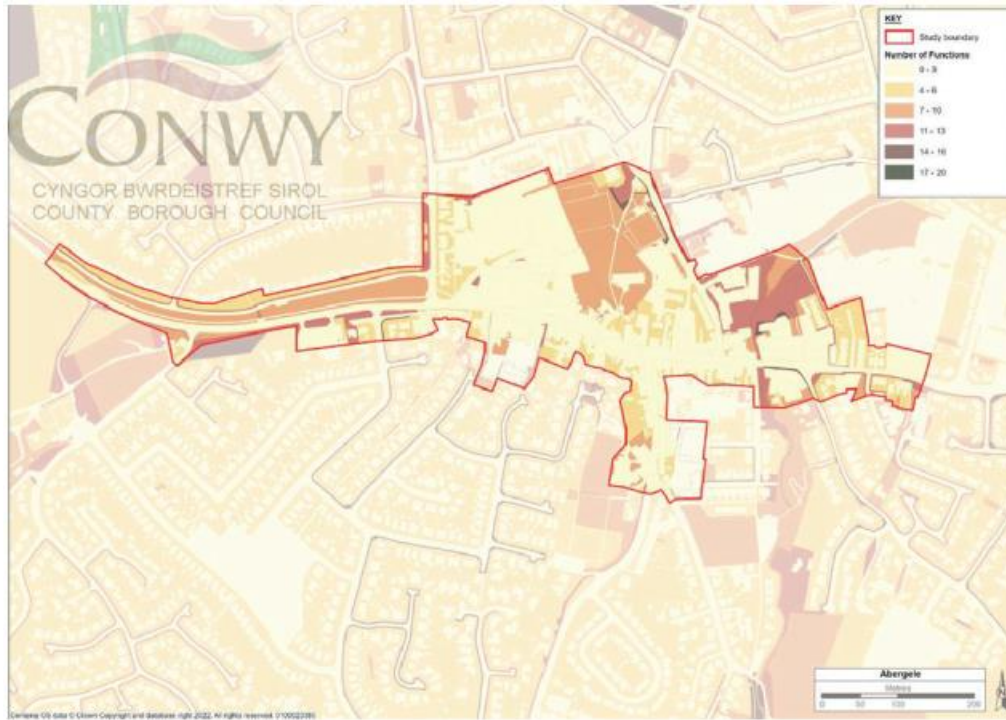
The town has many GI assets but there are gaps particularly along the A547 in the town centre. Existing areas of open space include Gele Park and The Mount, located close to the town centre.



Tree Canopy Cover

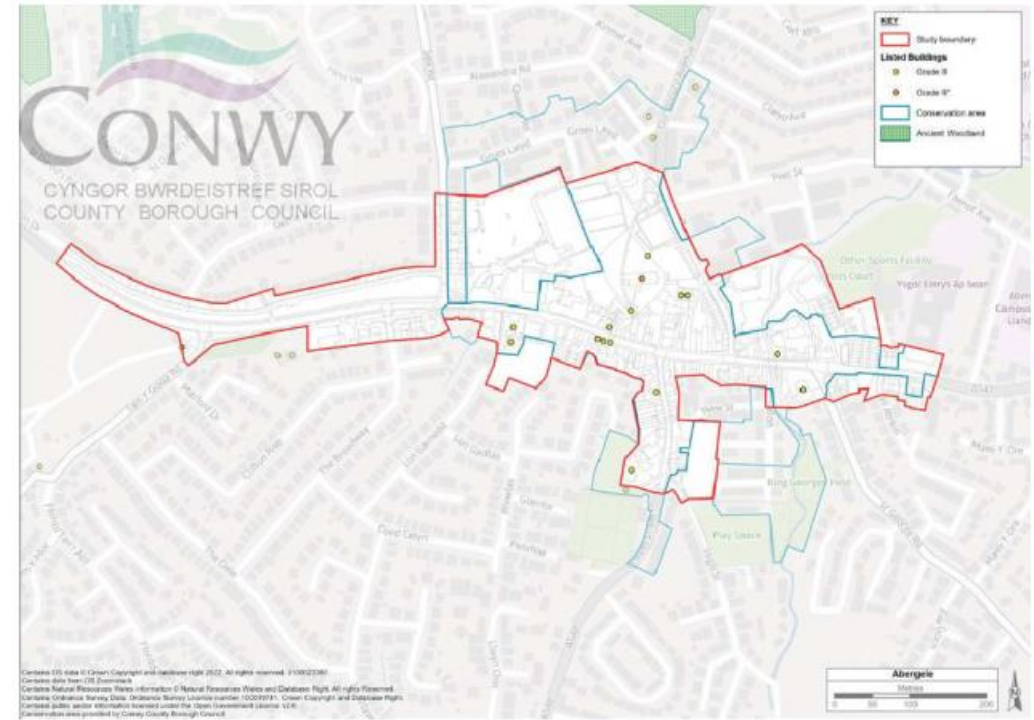
Abergele has low tree canopy cover and is lacking street trees with just one in the town centre. Tree cover is stronger to the west with some mature trees located in green space either side of the A547 on the town centre approach.

4.2 Site Analysis



GI Multifunctionality

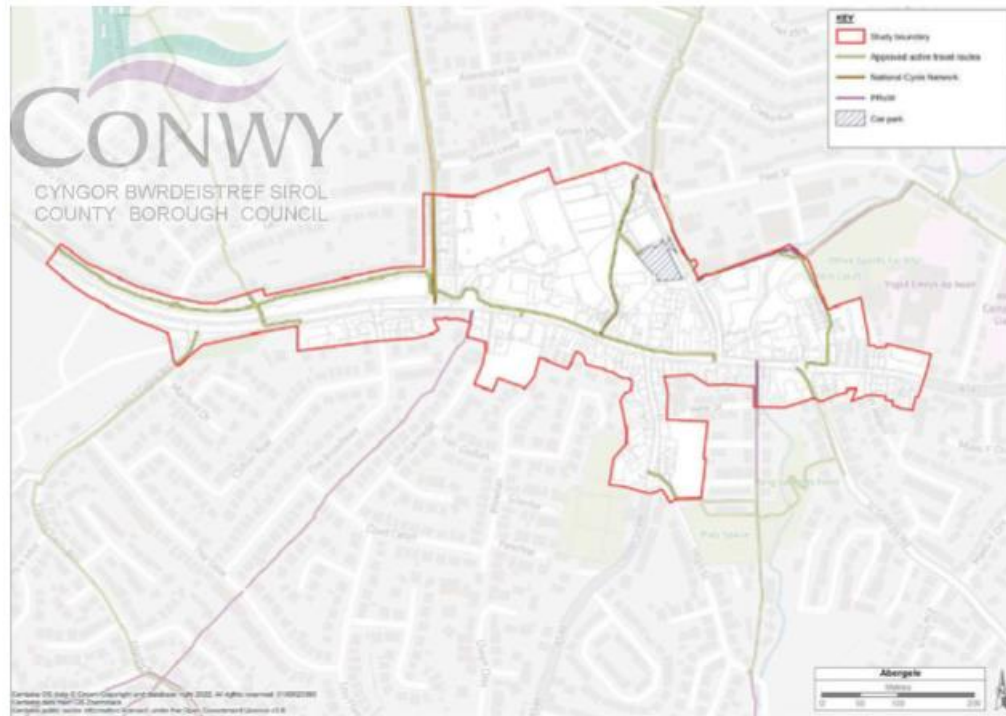
This plan shows the areas where GI with the most functions is located. The town centre generally has limited multifunctionality particularly along the A547 and A548. Areas with higher multifunctionality include The Mount and Gele Park.



Designations

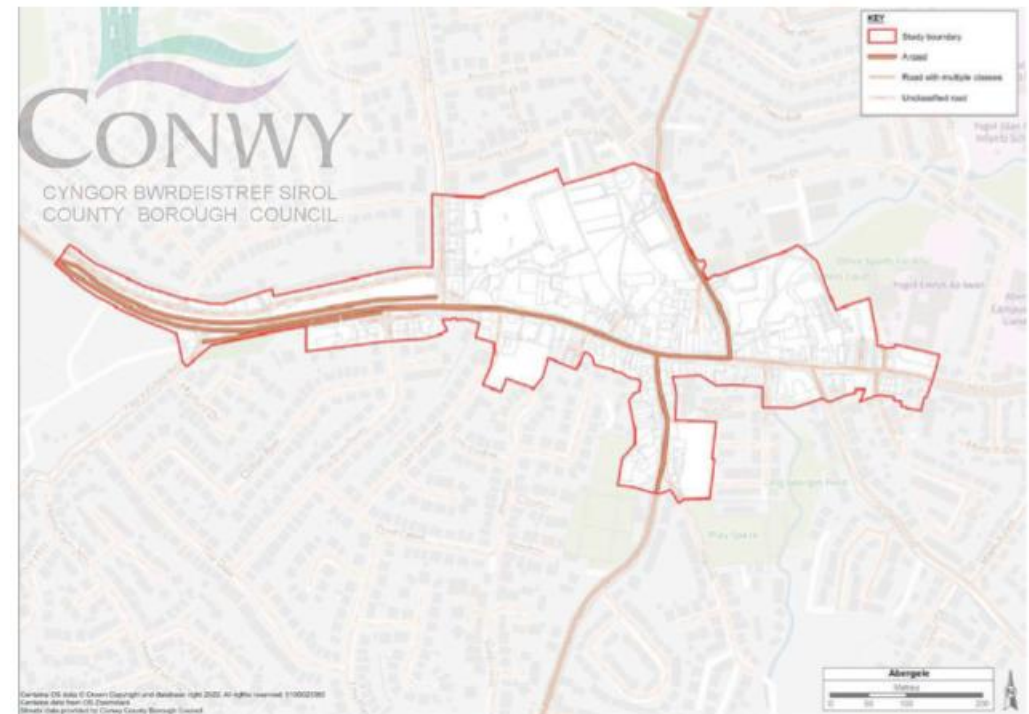
A large proportion of the study area lies within Abergele Town Centre Conservation Area and there are several Grade II listed buildings. St Michael's Church in the centre of the study area is a Grade II* building.

4.2 Site Analysis



Transport and Access

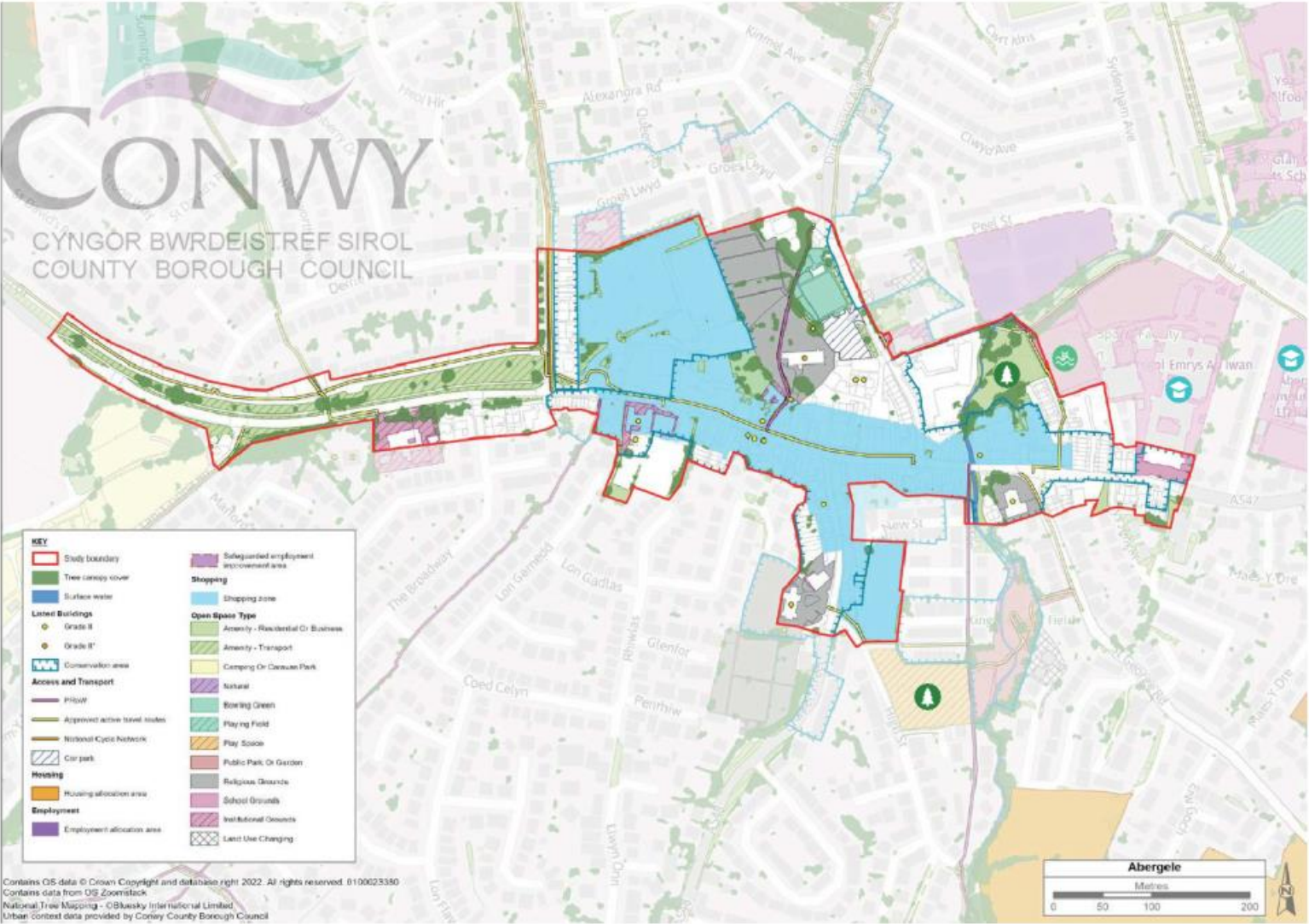
National Cycle Network Link Route 5 runs along Sea Road between Market Street and the seafront. Several approved Active Travel Routes are present in the study area including along Market Street, Sea Road and Eldon Drive. A car park is located off Water Street.



Street Hierarchy

The A547 and A548 pass through the centre of the town and are busy through roads that often cause congestion. They provide connections along the coast towards Pensarn, Rhyl and Conwy and south towards Llanfair Talhaiarn and Llanrwst. The A55 North Wales Expressway passes close to the north and east of the town.

4.2 Site Analysis



Urban Context

Abergele lies between the sea and the hills and is an important junction on the coastal route. The market town is close to the coast at Pensarn and countryside hills at Gwrych Castle. The town centre shopping zone is located around Market Street, Bridge Street and Chapel Street in the centre of the study area.

The town centre is formed around the A547/A548 junction and has a tight knit urban form, defined by two storey terraced buildings close to the street. Notable buildings on Market Street include the Old School Building and Old Town Hall, St Paul's Church on Bridge Street and St Michael's Church.

The market town character has been eroded to the western end of the town centre by modern development including a supermarket, library and garage defined by a large roundabout at the entrance. Further west the town centre approach has a greener character with trees and open space between Sea Road and Gwrych Castle.

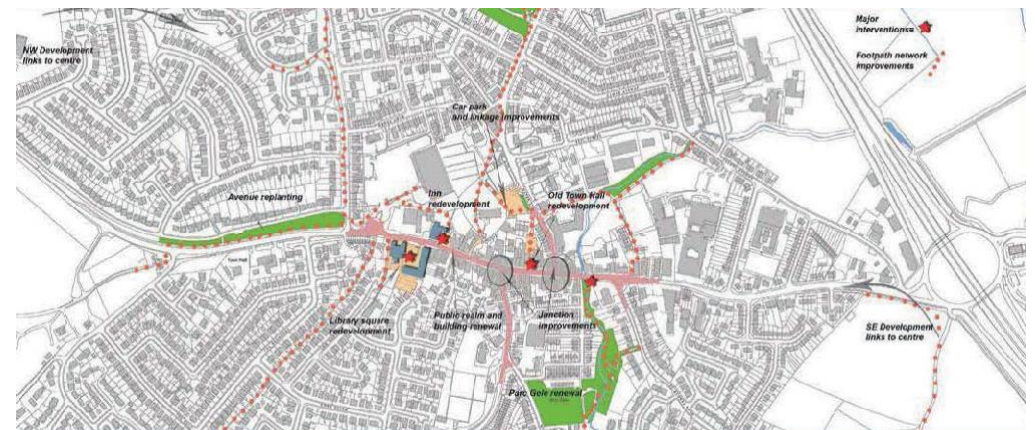
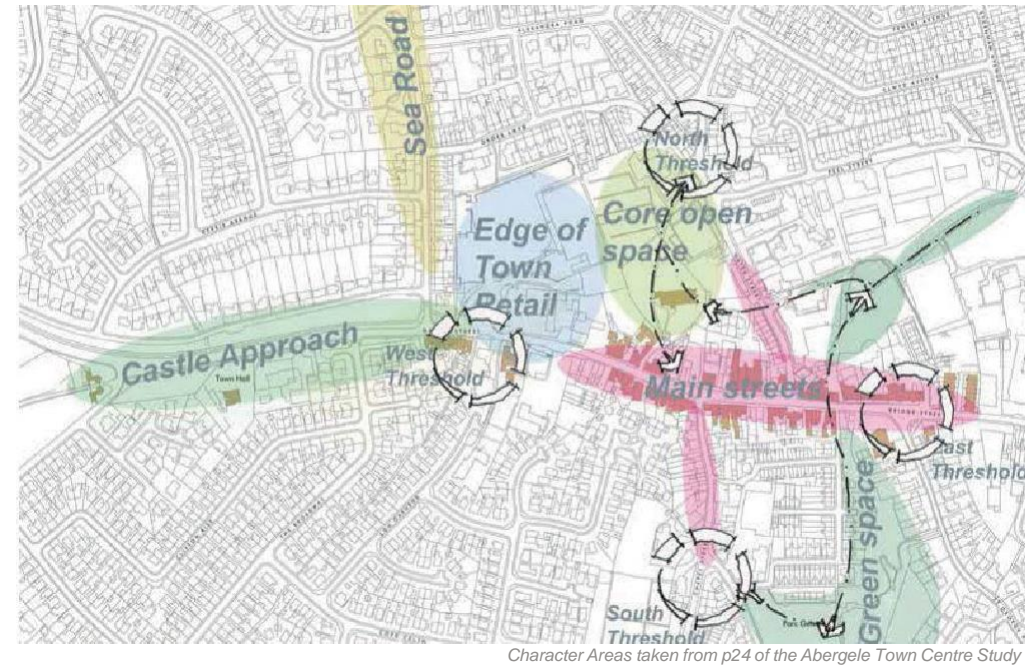
Key Destinations

Key destinations within the study area and immediate vicinity include the shopping zone, Gele Park, The Mount, Gwrych Castle, Pentre Mawr Park, Abergele Leisure Centre, a secondary school and a college.

4.3 Background

Abergele Town Centre Study

In 2016, Conwy County Borough Council commissioned People & Places Partnership to work with the local business community, specifically assessing the health of the High Street and to provide some organisational support for the Traders Association. As a development of this work and for the need to develop a more place-based approach, Chris Jones Regeneration was appointed to develop a town centre study in the summer of 2017 which focussed on the commercial area of the town in addition to looking at its relationships with nearby parks, beach area and other assets. A number of drop in sessions and community participation events were held which took people from issues to developing local solutions. In 2018, this document was adopted by the Place Plan with additional capacity building support and project development resource provided.



4.3 Background

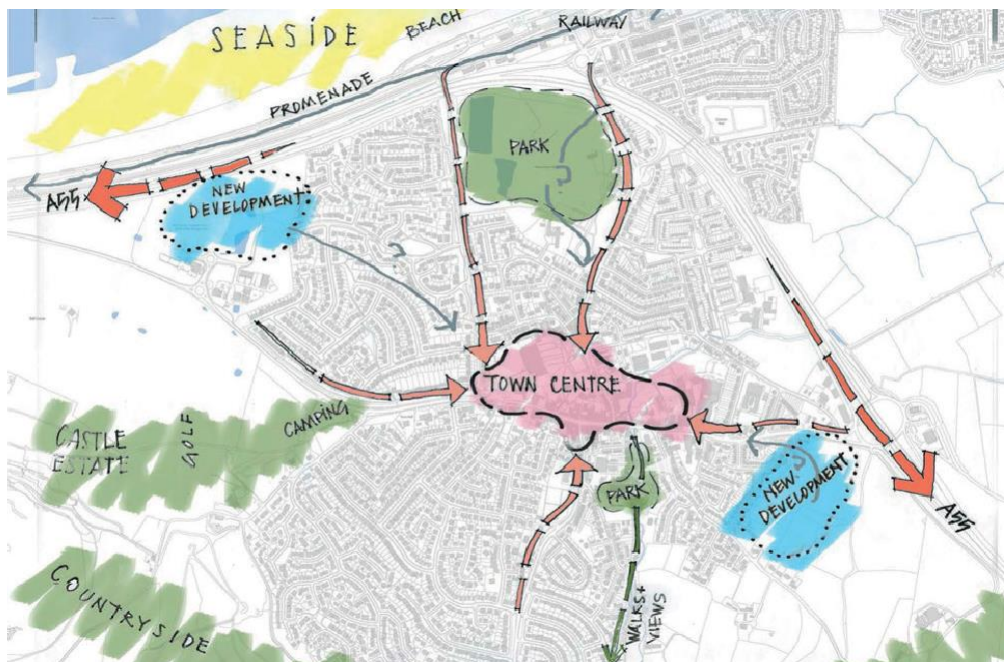
Abergele Place Plan (2019)

The Abergele Place Plan provides a framework that sets priorities and shows the relationship with land use planning and use of Section 106 monies from current and future developments in the town.

The framework is based on discussions and prioritisation that the Abergele Place Plan Sub Committee has undertaken, with respective working groups tasked with contributing to the scope and co-delivery of activities and projects.

The Place Plan outlines a vision for Abergele:

"Between coast and hills, Abergele is known as a town centre community that has a heart and is memorable for a diversity of activities taking place as well as a base to explore from."

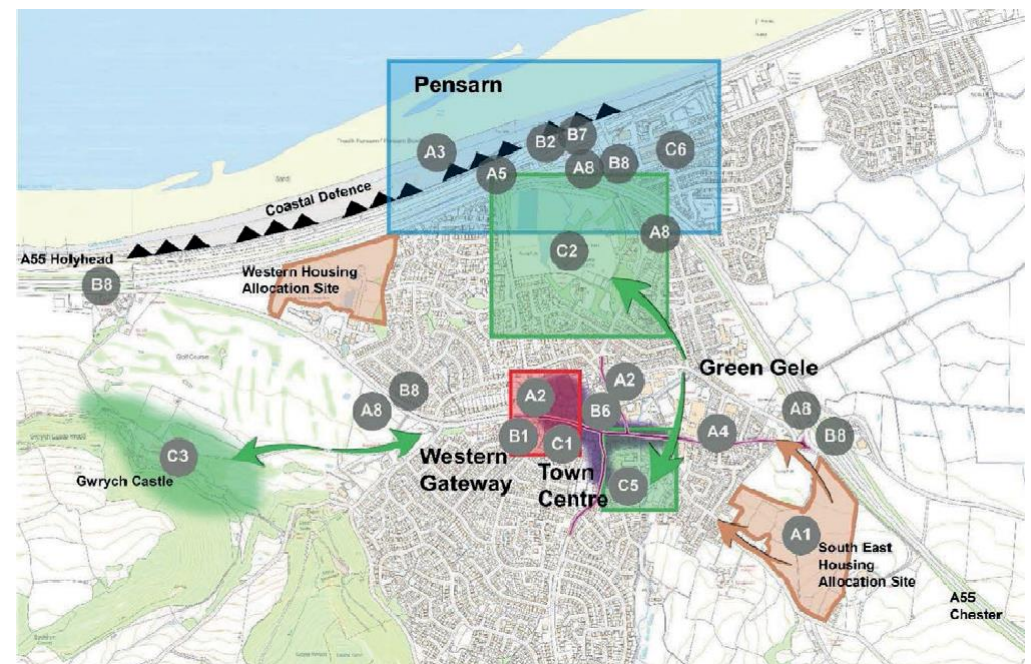


Setting of Town Centre taken from p5 of the Abergele Place Plan Framework (2019)

and includes prioritisation and banding of projects by themes comprising:

- Access & Infrastructure
- Business, Jobs and Tourism
- Community, Health and Well-Being

Projects are presented on a Strategic Project Plan providing a spatial set of priorities detailed within a Place Plan Activity schedule outlining description, need, benefits, funding opportunities and Section 106 for each project.



Place Plan Strategic Project Plan taken from p13 of the Abergele Place Plan Framework (2019)

4.3 Background

The following projects are of relevance to this study:

Access & Infrastructure

A1 - Links from South East Development Site to Town Centre

Specific activities to include:

1. *Provision of pedestrian/cycle linkages at South East LDP Development Site through Bryn Hyfryrd Grove, St George Road and Rhuddlan Road;*
2. *Public transport services along the new link road into the town centre that are frequent and allow for users;*
3. *Limit the size of the proposed retail convenience store to encourage links to the town centre;*
4. *Improvements to traffic lights and associated monitoring in the town centre during the first phase of the LDP development;*
5. *Make improvements to Rhuddlan Road to encourage cycling and walking so that they have a greater priority;*
6. *Announce the town centre to users through advanced and directional signage and introduction of outer gateway features and traffic calming.*

A4 - Town Centre Traffic Management Scheme

In response to current traffic needs and in planning for future traffic growth from related residential development (subject to planning consent), the town centre needs to take a proactive approach to managing traffic. This is traffic that is either visiting Abergele for a specific purpose or travelling through the town to another destination.

The current town centre offer and experience is also determined by how traffic is managed with the current environment dominated by vehicles with public space limited and pedestrians feeling secondary in the order of movement. Traffic management is therefore key to how Abergele town centre is enhanced as a place, so that businesses have better frontages, better paths and trails as well as creating public space and squares that can provide a focus for town life.

Conwy CBC highways appointed Atkins in 2017 to assess the current situation in terms of existing town centre junctions and traffic light systems with their report concluding that the system is at capacity on current volumes. Subject to planned housing development there is a need to plan for an enhanced traffic management scheme that is not just engineered but designed in a place-based way. This needs to be considered holistically in terms of benefit and impact to town: access, movement, parking, public space, frontages, land take-up, etc.

A5 - Improvements to Sea Road Including Bridge

Improvements to Sea Road specifically the bridge over the A55 and to reopen two way traffic which will improve accessibility to and from the beach area into the town centre. Need to incorporate cycle lane provision within bridge and along Sea Road.

A7 - Town Signage for Footpaths

To integrate signage across the town so that neighbourhoods are connected, and visitors can explore. Waymarking signage system and use of existing infrastructure to direct pedestrians at key nodes and places across the town.

A8 - Town Gateway Improvements

Co-ordinated works to enhance key gateways into the town from its four entrances to include new gateway signage that meets the new place brand, planting and linked into wider town signage that promotes key attractions.

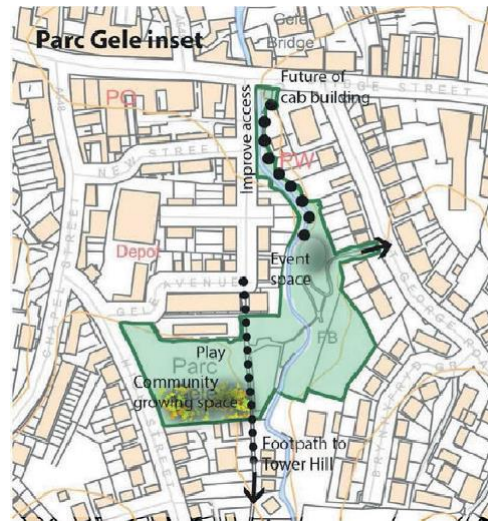
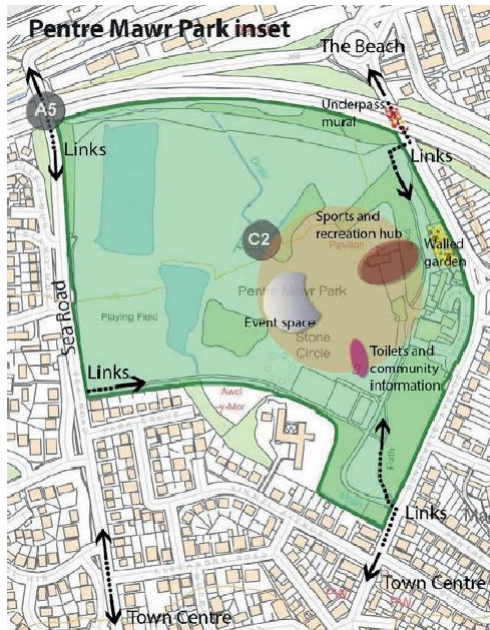
B1 – Old School Site

This project is keynote as it is the only site in the town that is primarily owned by Conwy CBC, occupies a key gateway into the town thereby having the potential to unlock some benefits for the town centre.

This project is two fold: an options appraisal and feasibility study, and if proven to be feasible the reuse of the site. The initial study needs to undertake several tasks:

- *To explore retention of community meeting space that is presently provided within the existing Youth and Community Centre elsewhere within the town centre so that residents socialise, stay healthy and develop skills/interest*
- *To replace the existing library with a 21st century facility that integrates with other community needs*
- *To undertake a feasibility study of the Youth and Community Centre, Library, former Health Centre and car park site that finds ways of unlocking new development and reuse of existing historical assets*
- *The study should also look at how the car park is maintained for shoppers but also is a dual-purpose space for weekly markets and events and should include the Council employee car park to the rear of the Youth and Community Centre*
- *Landscape design and redevelopment should co-ordinate with proposals for Bee Hotel side of Market Street and with any development coming forward for the former Slater's garage site*

4.3 Background



Green Gele – Pentre Mawr & Gele Parks taken from p36 of the Abergele Place Plan Framework (2019)

C5 - Develop an Allotment/Gardening Project

One of two park spaces in Abergele, Gele Park is close to Bridge Street within the town centre and provides a link to nearby countryside and hills. This project focusses on the development of the following activities:

- Provide a focus in Gele Park on earthwork bowl/amphitheatre as an informal events space: lunchtime, start for guided town walks, local arts and cultural performances, pop up space for community;
- Provide a community growing space in the underused south west corner of Park that is accessible and is linked to community enterprises, local markets, "soup" type networks;
- Review Trim Trail and reorganise area;
- Continuity signage for walks out to hills and course of the river.

The project would be initially community design led with some funding applications for community type grants.

Green corridor improvements

- Along entrances/exits to the Parks look at green infrastructure improvements on intermediate roads, paths and trails. This will specifically focus on 3 no. gateway improvements (of tree planting and wildflower planting) that will improve first impressions and set a quality standard for green infrastructure that forms part of future continuity projects, supporting and helping deliver an Action Plan for Pollinators.

4.4 Opportunities and Challenges

SWOT Analysis

Strengths

- *Close to the coast and hills*
- *River through the town*
- *Accessible open space close to the town centre*
- *Reasonable green infrastructure multi-functionality*
- *Town Centre Conservation Area with some key buildings and heritage that add character*
- *Compact accessible town centre*

Opportunities

- *Define town centre gateways through enhanced public realm and green infrastructure*
- *Explore opportunity to create public greenspace/square as part of Library and garage site redevelopment*
- *Rebalance public realm to prioritise pedestrians and cyclists through traffic calming, reducing carriageway and kerb radii and provision of pedestrian crossings*
- *Increase width of walkways, rationalise parking bays and introduce tree and rain garden planting through the town centre*
- *Calm traffic and enhance cycle provision through the town centre*
- *Enhance western approach to the town through green infrastructure*
- *Consider green walls to blank building gable ends at key nodes and gateways*
- *Improve green links through St Michaels Church*
- *Open space improvements to The Mount to enhance recreation offer*
- *Enhance access and setting to Gwrych Castle*
- *Improve Active Travel/National Cycle Network Route 5 along Sea View Road*

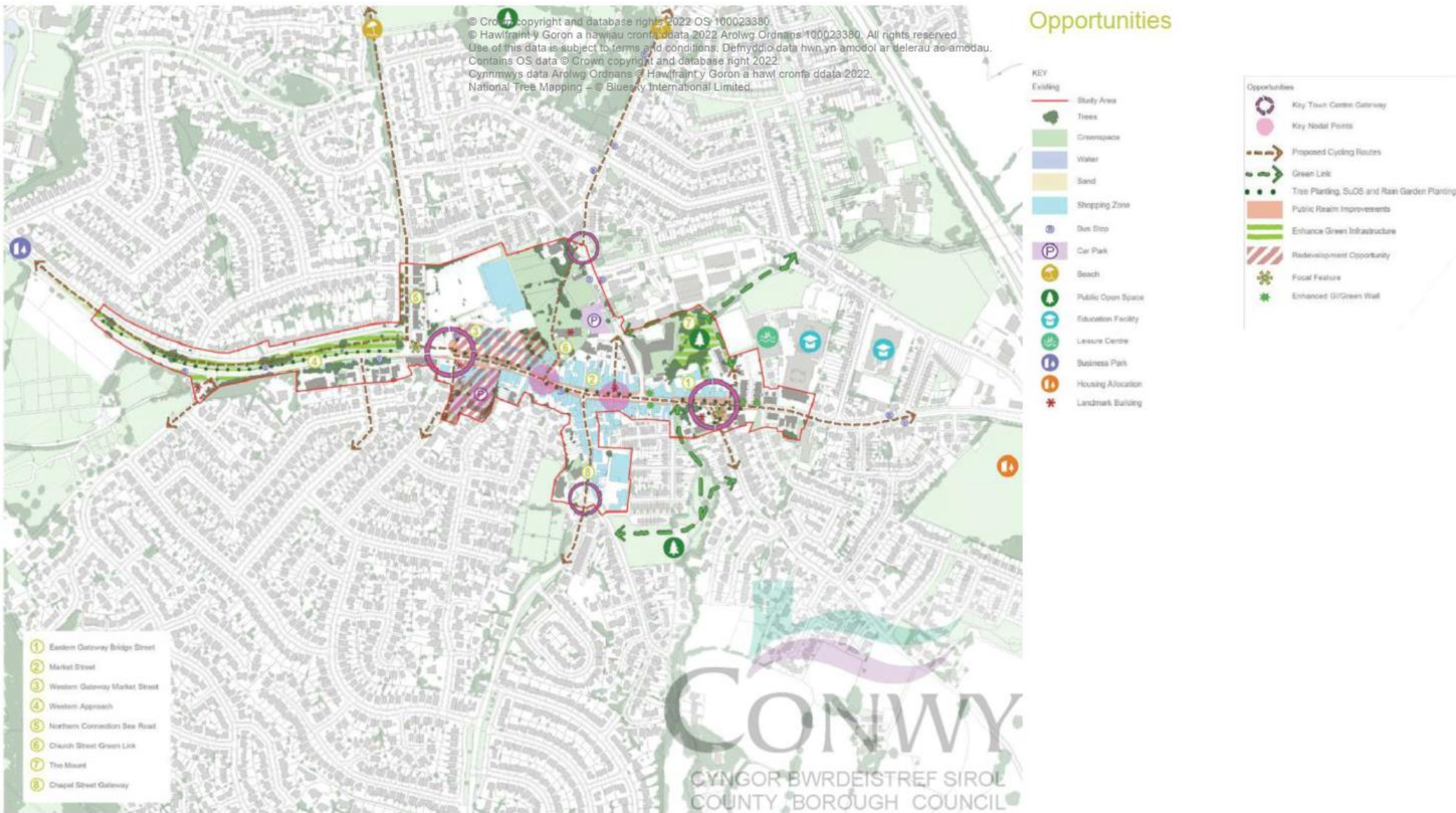
Weaknesses

- *Vehicle dominated streets struggling with modern day traffic pressures*
- *Poor pedestrian experience and lack of public open areas*
- *Poor links to key attractions and open spaces*
- *Limited pedestrian crossings*
- *Poor cycle provision*
- *Limited tree cover*
- *Generally poor biodiversity*
- *Narrow footways on secondary streets*
- *Poor town centre gateways and arrival spaces*

Threats

- *Limited space for tree and shrub planting*
- *Traffic volume/congestion*
- *Loss of on-street parking*
- *Interventions in adopted highway*
- *Utilities and service easements*

4.4 Opportunities and Challenges



4.4 Opportunities and Challenges

1. Eastern Gateway Bridge Street

- Eastern gateway requires a greater sense of arrival to announce the town centre through traffic calming, gateway feature and greening
- Reduce carriageway width, increase walkways, rationalise parking bays and introduce tree and rain garden planting to create a green gateway
- Introduce traffic calming to define the entrance to the town centre and create a greater sense of pedestrian priority (consider carriageway narrowing/central median strip/informal crossings)
- Improve Active Travel to Bridge St and St George Rd with enhanced walking and cycling provision so they have a greater priority and improve connectivity east towards existing residents and proposed housing and employment allocations
- Reduce junction radii and create larger public space with GI at Bridge St/St George Rd junction to form gateway space to town centre
- Explore opportunity for greening of St Paul's Church frontage through tree planting, hedgerow and increased GI
- Improve interface and connectivity to River Gele corridor and links to Park Gele
- Consider Green Walls to blank facades of Plas Newydd Buildings on Bridge St



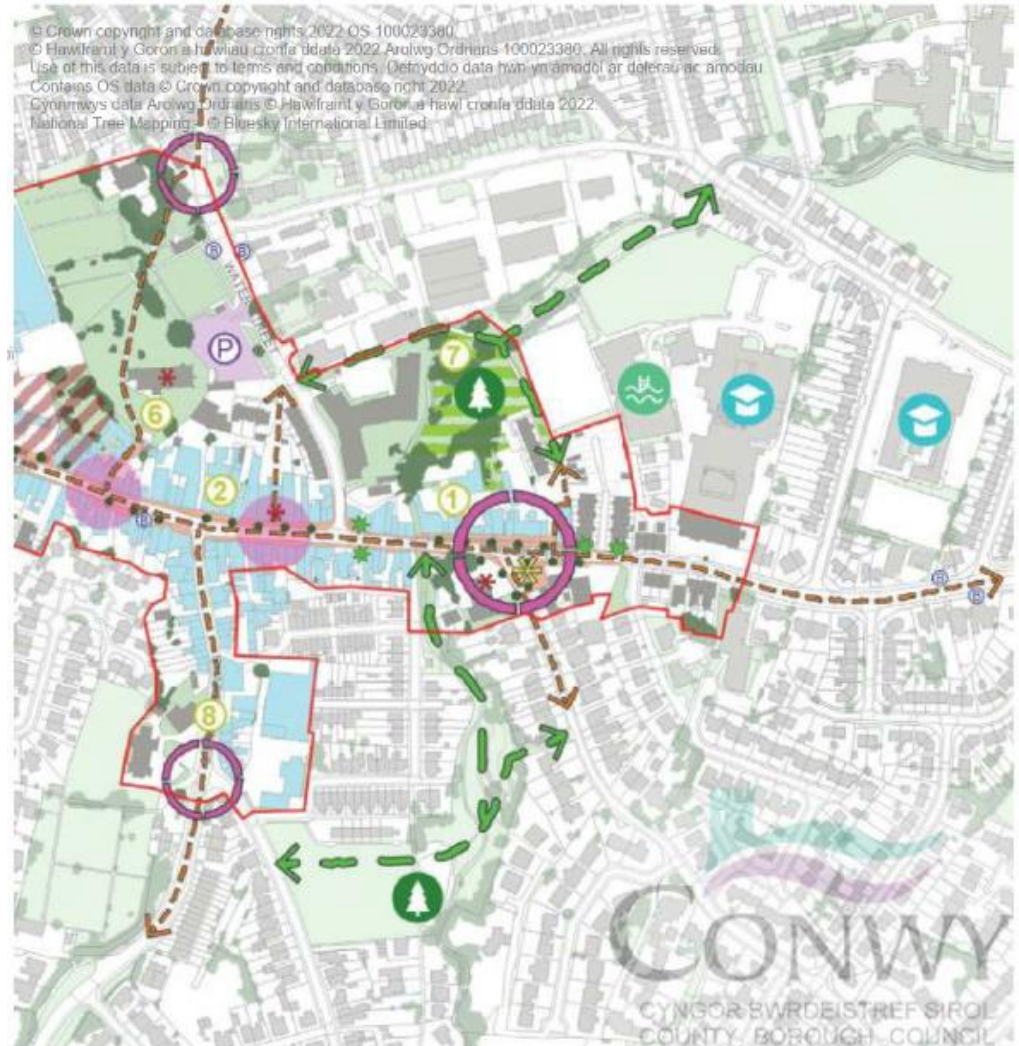
Street trees in Bad Salzungen, Germany.
Photography: Nikolai Benner. Image source: Landezine



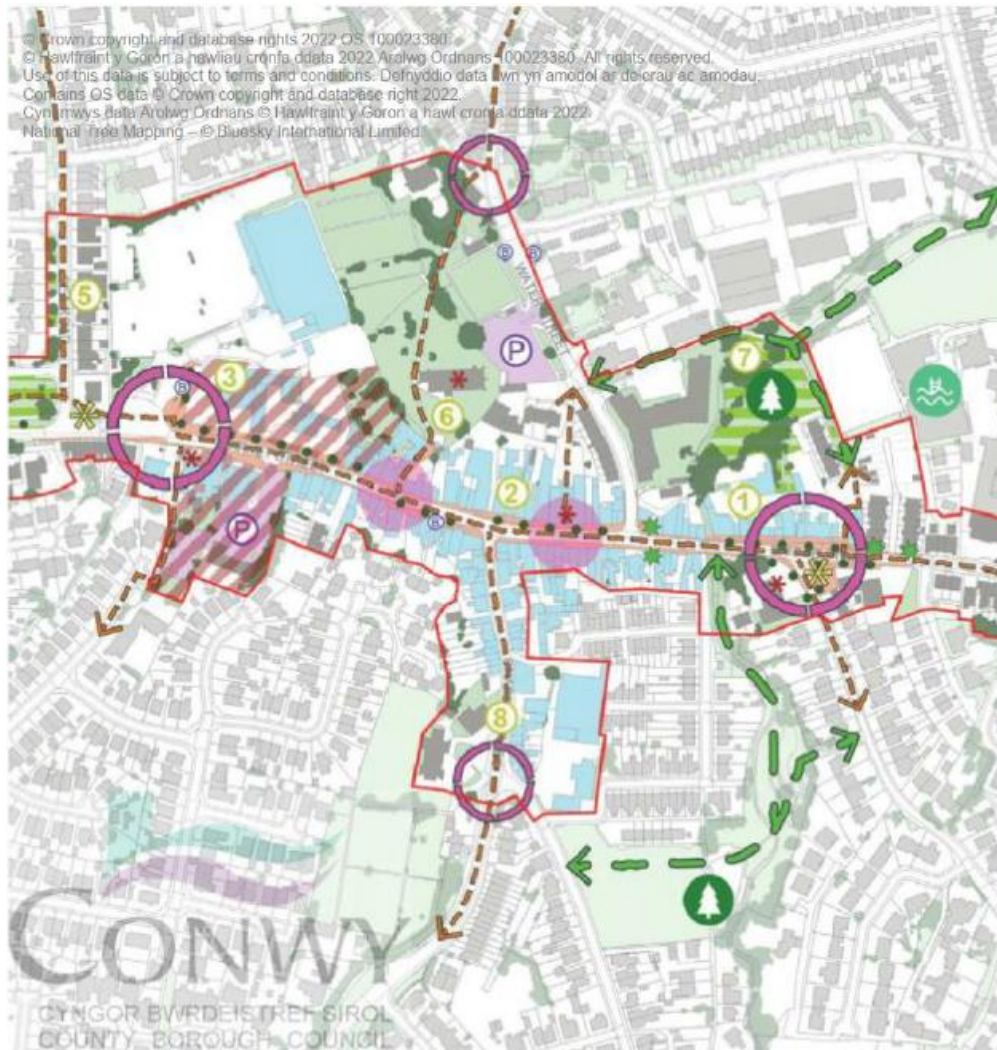
SuDS in Sheffield. Image source: Nigel Dunnott



Parking bays, tree planting and pedestrian crossing in Altrincham



4.4 Opportunities and Challenges



Public realm in Altrincham.
 © Adrian Lambert. Image Source: Planit-IE Limited



Street trees and rain garden planting on Station Road, Ashington. Image Source: GreenBlue Urban



Pedestrian crossing in Fishergate, Preston.
 Image source: LancsLive

2. Market Street

- Reduce carriageway width to allow on road cycle priority, increase walkways, rationalise parking bays, bus stops and taxi rank and introduce tree and rain garden planting where feasible
- Reduce clutter and consider if lighting can be mounted on buildings
- Consider retrofitted 'green' living lamp posts where scope for tree planting is limited
- Enhance GI and seating at Market St/Water St junction through consideration of planting and green walls to blank facades
- Introduce traffic calming to create a greater sense of pedestrian and cycle priority (consider carriageway narrowing/central median strip/informal crossings)

4.4 Opportunities and Challenges

3. Western Gateway Market Street

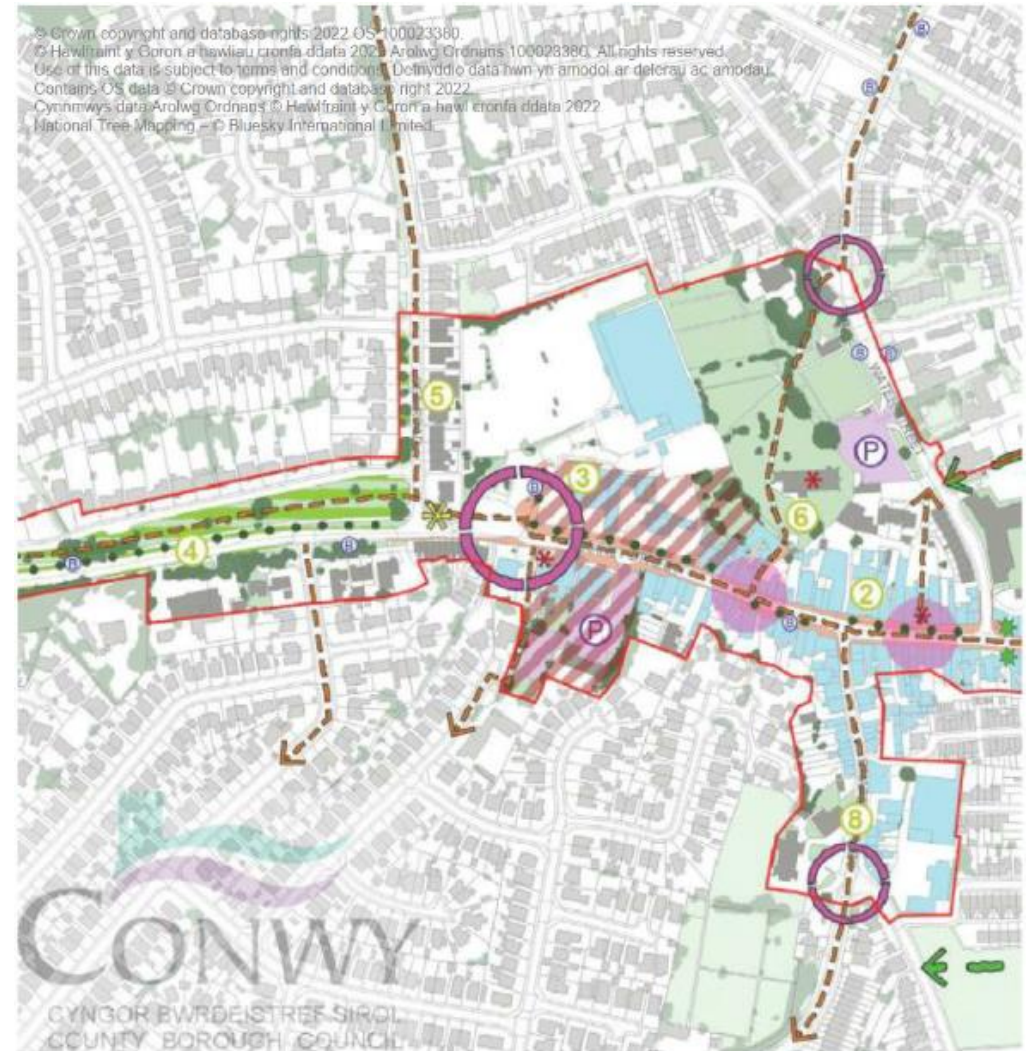
- Define gateway to town centre through enhanced GI and pedestrian and cycle priority
- Reduce extent of hardstanding at roundabout and increase GI to create a better entrance to the town that is more focused on Active Travel and human scale. Consider creating shared space scheme or surfacing in contrasting materials to define entrance gateway
- Introduce build outs to widen footways and create space for tree planting
- Introduce GI and tree planting to boundary of former Slater's Garage site
- Explore opportunity to create town centre green space/square as part of former Slater's Garage site to define entrance gateway and connect with old school site
- Green frontage of old school site with trees and ornamental planting in raised planters



Poynton town centre. Image source: Planit-IE Limited



Rain garden planting in Eastcote Town Centre.
Image source: Landscape Institute



4.4 Opportunities and Challenges



Tree Planting. Image source: PlantPARTNER

4. Western Approach (Market St/Eldon Dr)

- Introduce tree planting, display meadow and bulbs in existing grass verges along Market Street to tie in with existing trees and define approach to the town centre
- Diversify existing amenity grass on Eldon Drive through introduction of tree group planting, shrubs, hedgerow and areas of meadow grassland and bulb planting. Include tree line parallel to wall along Market Street to define approach to town centre. Consider swales to support drainage
- Enhance Active Travel route along Eldon Drive
- Enhance access and setting to Gwrych Castle through tree and shrub planting and areas of meadow grassland



Wildflowers

4.4 Opportunities and Challenges

5. Northern Connection Sea Road

- Diversify existing amenity grass on Sea Road through GI such as further tree planting, drainage swales with rain garden planting and bulbs
- Improve Active Travel and NCN along Sea View Road through consideration of dedicated route/widening to improve cycling provision

6. Church St Green Link

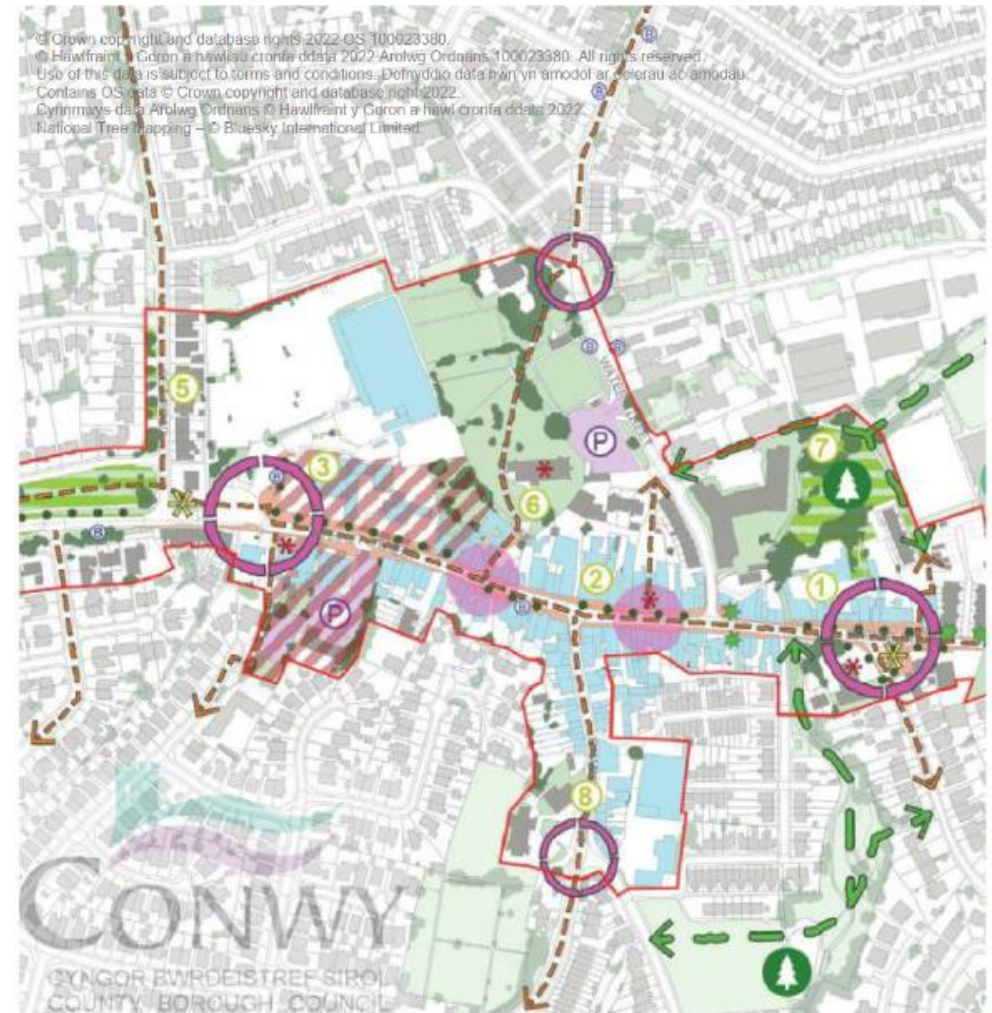
- Strengthen green links north through St Michaels Church to Water Street bowling green and car park. Create greater sense of pedestrian priority to Church Street through surfacing improvements, signage and greening with planters

7. The Mount

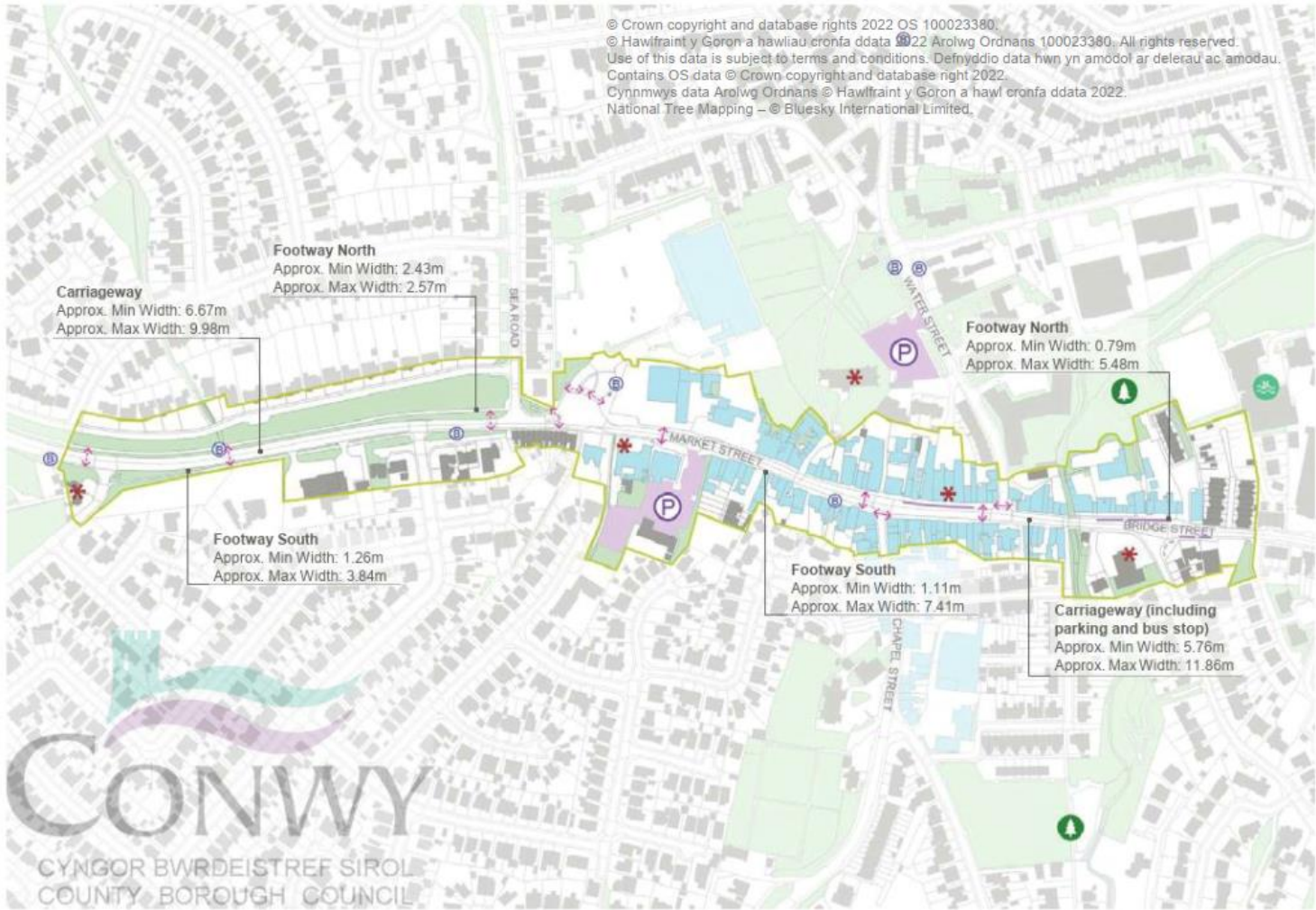
- Opportunity to enhance connections between Bridge Street and Water Street to The Mount through footway improvements, signage, greening
- GI and open space improvements to The Mount to enhance recreation offer

8. Chapel Street

- Consider scope to increase footways, reduce carriageway width and calm traffic to create greater pedestrian priority



4.5 Priority Areas



Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Abergele. The areas include:

- Western Approach (Market Street)
- Market Street West
- Market Street East
- Eastern Approach (Bridge Street)

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National Tree Mapping – © Bluesky International Limited.

4.5 Priority Areas

Market Street/Bridge Street

Market Street and Bridge Street form part of the A547 which cuts through the town from east to west and is an alternative route to the A55 North Wales Expressway.

Existing Condition:

- Traffic flows in two directions
- Vehicle dominated streets
- Multiple accesses
- Footways are narrow in places. Footways range from approx. 0.79m -7.41m wide
- Poor pedestrian experience
- Limited pedestrian crossings
- Poor cycle provision
- Limited GI and tree cover
- Poor town centre gateways

Opportunities:

- Narrow the carriageway where possible to redistribute the space elsewhere and improve pedestrian, cycle and GI provision
- Increase pedestrian and cycle priority
- Widen footways where required and feasible
- Improve cycle provision
- Rationalise parking bays
- Improve pedestrian crossing provision
- Re-purpose some parking bays to provide more space for pedestrians and GI
- Enhance GI provision through the centre of the town
- Enhance the public realm
- Enhance gateway/arrival spaces



Market Street looking west to Chapel Street junction



Bridge Street looking west to Market Street



Market Street looking west towards the Old School

4.6 Concept Design



Abergele Concept Design

Concept designs have been produced to RIBA Stage 2 for the priority areas in Abergele, comprising Market Street and Bridge Street.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision, Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Abergele's key town centre streets.

A key aim of the design is to create a more pedestrian and cycle friendly environment that reduces the dominance of vehicles, enhances the public realm and defines town centre gateways and approaches.

This is proposed through carriageway narrowing (both physically and visually) to reduce vehicle speeds, widening footways and introducing raised table junctions and informal crossing provision; in addition opportunities for GI, street trees and rain garden planting as SuDS is proposed where space allows, given the tight knit urban form.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.

4.6 Concept Design

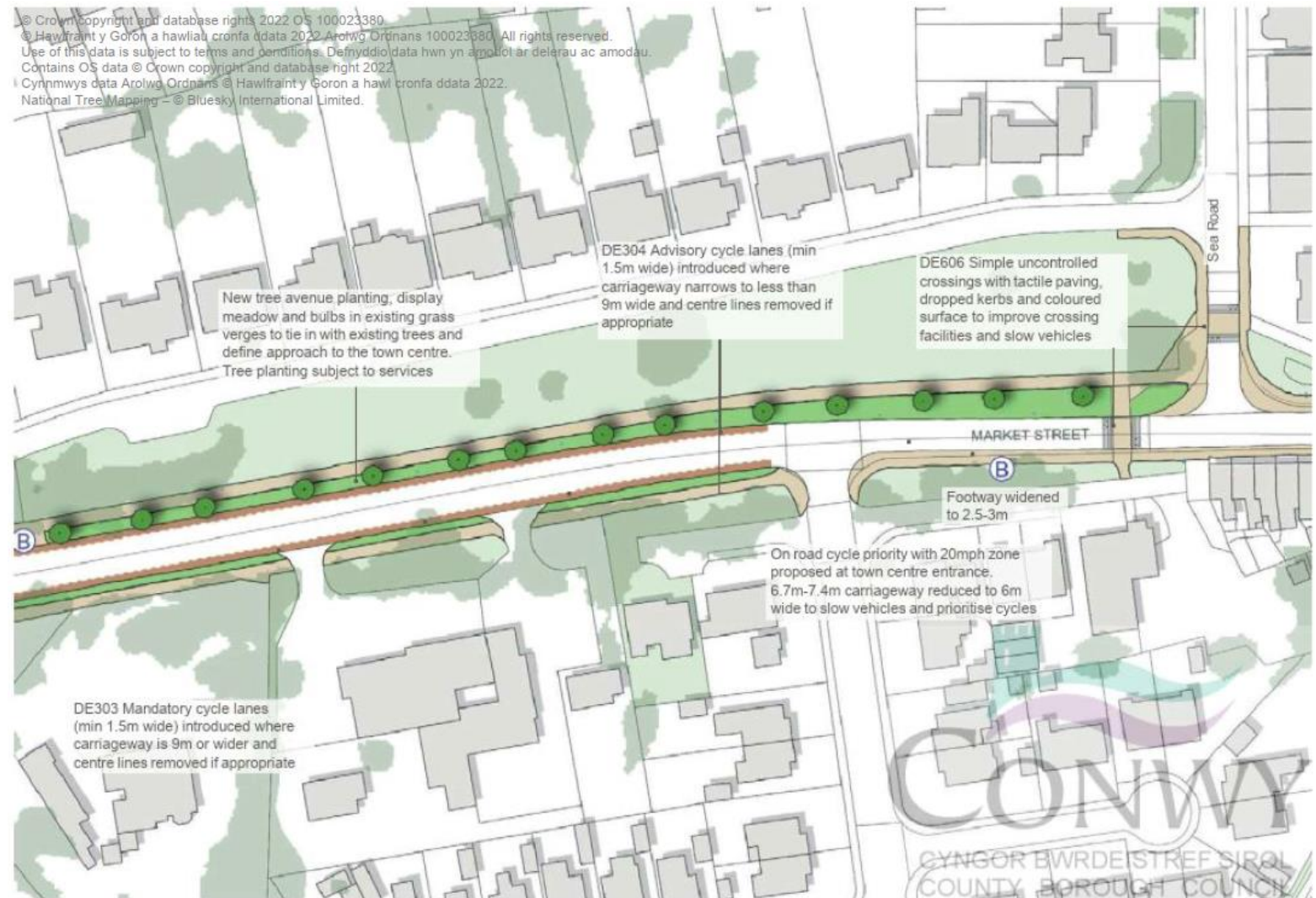
Western Approach

The A547 Market Street provides the western approach to Abergele town centre between Gwrych Castle and Sea Road.

Green infrastructure should be enhanced with the introduction of street tree planting within the existing northern grass verge to define this key approach to the town centre. Further GI diversification is proposed with existing amenity grass verges enhanced with display meadow and bulb planting to enhance biodiversity and provide an attractive corridor in keeping with the rural surrounds.

Active Travel enhancements comprise the introduction of DE303 mandatory cycle lanes on both sides of the road and centre lines removed to slow vehicle speeds.

Where the carriageway narrows below 9m as it approaches the town centre cycle lanes would become DE304 advisory cycle lanes, with a transition to on road cycle priority at the entrance to the town centre.



Western Approach Concept Design - Market Street/Sea Road

4.6 Concept Design



Market Street West

The western gateway to the town centre is defined by the existing supermarket roundabout and the former Slaters Garage redevelopment site. The concept design proposes replacing the roundabout with a DE601 unmarked informal junction in a contrasting material to slow vehicle speeds, improve public realm and pedestrian priority with improved crossings. The redevelopment site provides the opportunity to create a gateway space with a focal building to define the town centre entrance.

Green infrastructure is introduced to the edges of the new informal junction and along the north side of the road. The Slaters Garage redevelopment site provides the opportunity to introduce urban greening to the streetscape with improved public realm, open space, trees and rain garden planting as SuDS. This creates a green space within the town for meeting and seating opportunities.

Active Travel proposals introduce a 20mph zone and on road cycle priority with the carriageway reduced to 6m wide and a DE207 central median strip to visually narrow the road.

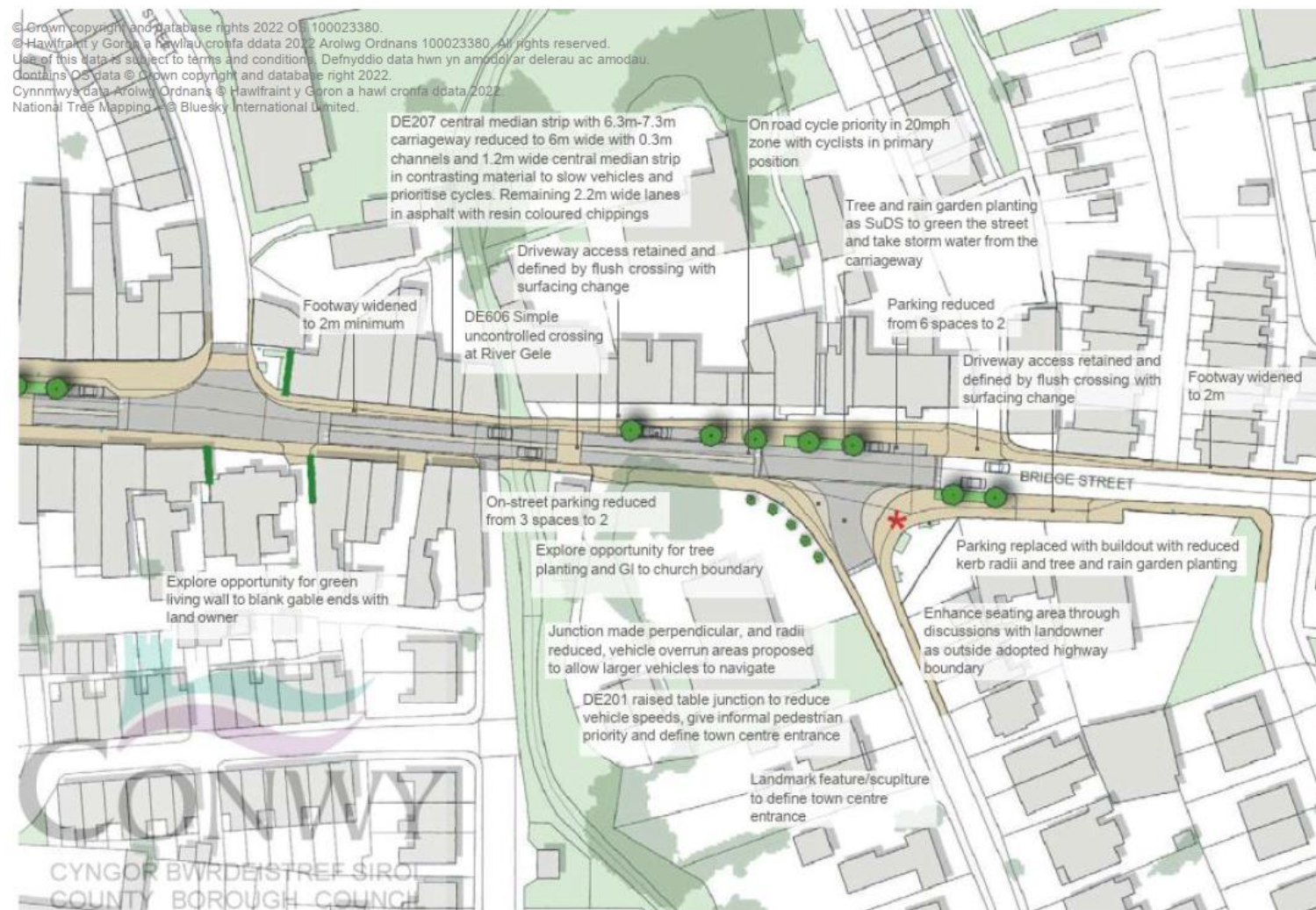
4.6 Concept Design

Market Street East

The eastern part of Market Street focuses on rebalancing pedestrian and cycle priority in the town centre and reducing dominance of motor vehicles. The concept design narrows the carriageway both physically and visually and introduces a series of raised table junctions and crossings to slow vehicle speeds and improve pedestrian crossings.

Active Travel proposals introduce a 20mph zone and on road cycle priority with the carriageway narrowed to 6m wide and a DE207 central median strip and drainage channels to visually narrow the road. This enables footway widening by up to 2m to create more space for pedestrians.

Green infrastructure is introduced at key locations where road narrowing has created sufficient space. The former arcade/town hall building is a key landmark and introducing tree and rain garden planting as SuDS reinforces this key node. Opportunities for living Green Walls are suggested on facades of less attractive buildings at key locations where they could provide a focal feature.



Market Street East Concept Design

4.6 Concept Design



Eastern Approach Concept Design - Bridge Street

Eastern Approach

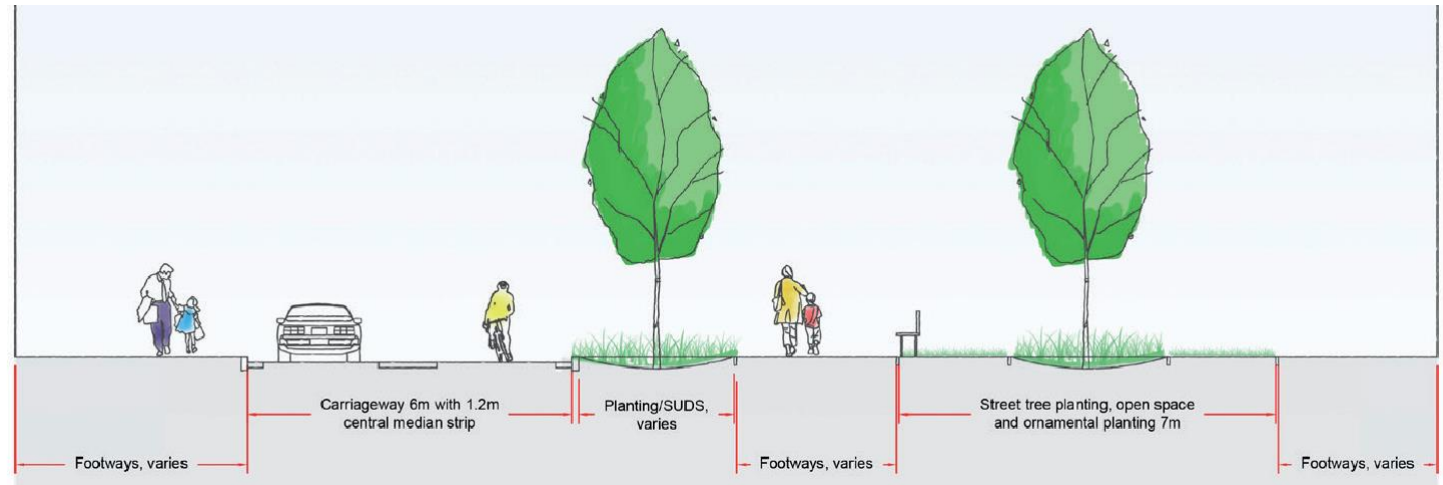
The eastern approach to the town centre is defined through junction reconfiguration with reduced kerb radii, vehicle overrun areas and an informal raised table at the junction with St Georges Road, and parking bays defined by build outs.

GI interventions include the road repurposed for tree and rain garden planting to green the street and further reinforce the approach, whilst providing SuDS to take stormwater at existing gullies. To achieve this on street car parking has been rationalised and the left turn lane to St Georges Road replaced with footway space and vehicle overrun area to allow larger vehicles to turn.

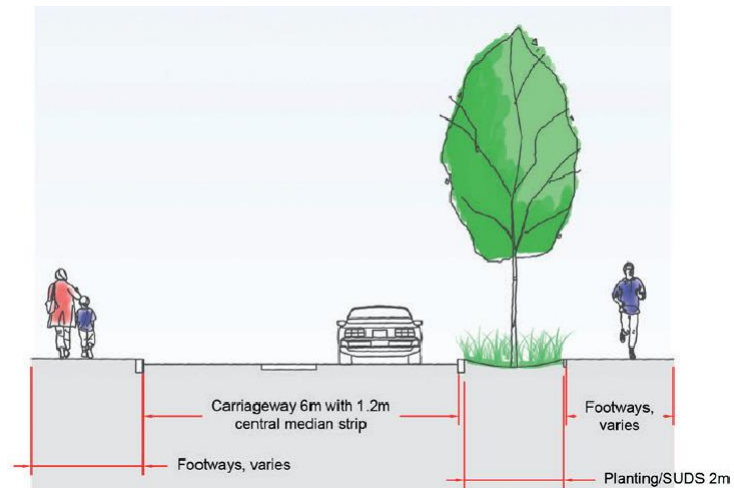
Active Travel proposals introduce a 20mph zone at the entrance to the town and on road cycle priority with the carriageway narrowed to 6m wide and a DE207 central median strip and drainage channels to visually narrow the road. This enables the existing narrow footways on the north side of the street to be widened to circa 2m to create more space for pedestrians.

4.6 Concept Design

Typical Section Market Street West

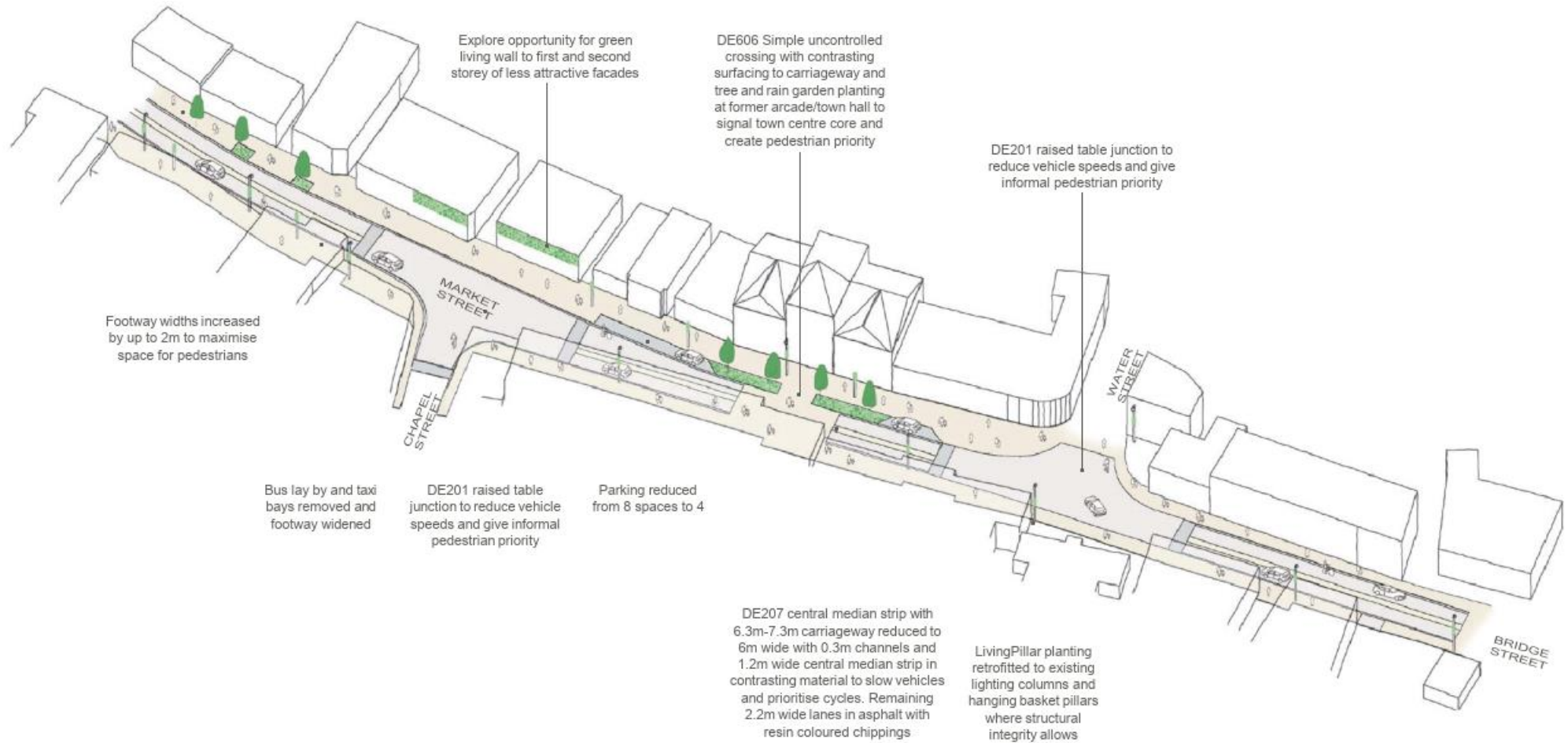


Typical Section Market Street East



4.6 Concept Design

Market Street Visual



Visual of Market Street

5.0 Pensarn



5.1 Study Area

Overview

Pensarn is a small coastal town in the north east of Conwy County Borough. It includes a beach and promenade.

Pensarn has the highest levels of deprivation in Conwy County Borough. The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) describes a general absence of Green Infrastructure (GI) in Pensarn.

The study area focuses on the A548 Towyn Road, A548 Marine Road and Sea Road in the west, including the large roundabout at Dundonald Avenue and a section of the promenade.

Streets and spaces within the study area include:

1. Sea Road and Waterfront Gateway
2. Marine Road Public Realm
3. Towyn Road



5.1 Study Area



A548 Towyn Road with wide amenity grass verge



A548 Towyn Road/Marine Road with amenity grass verge



A548 Marine Road shops



A548 Marine Road shops



A548 Towyn Road/Marine Road to the east of the shops



Sea Road looking north towards the railway station and beach



Sea Road looking south across railway bridge

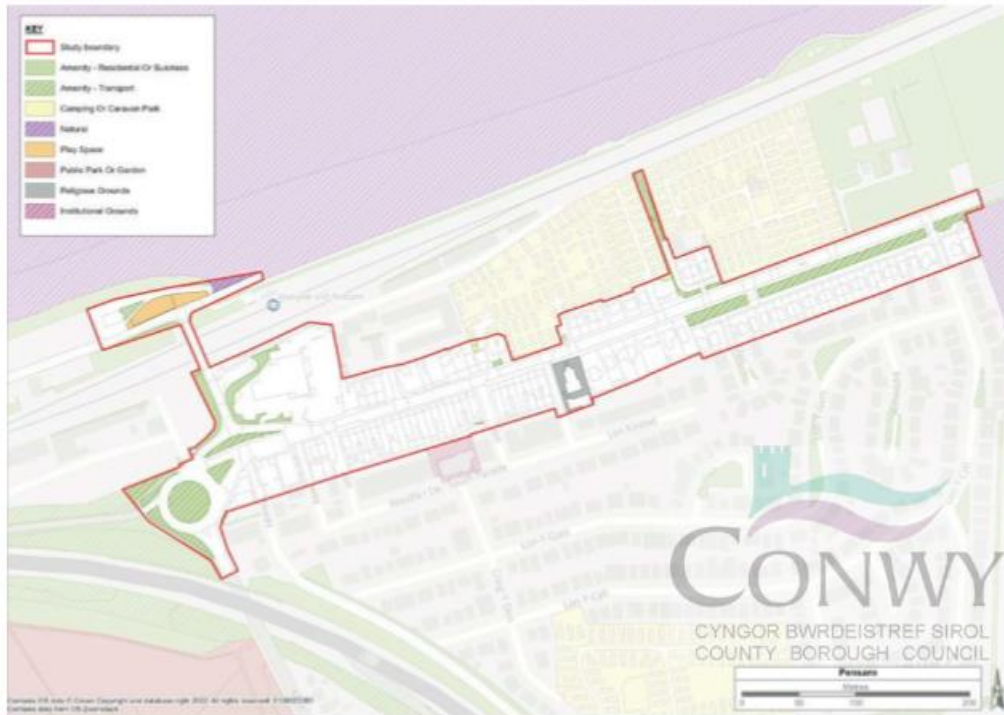


Pedestrian link to railway crossing to waterfront

5.0 Pensarn

5.2 Site Analysis

Analysis Plans



Open Space

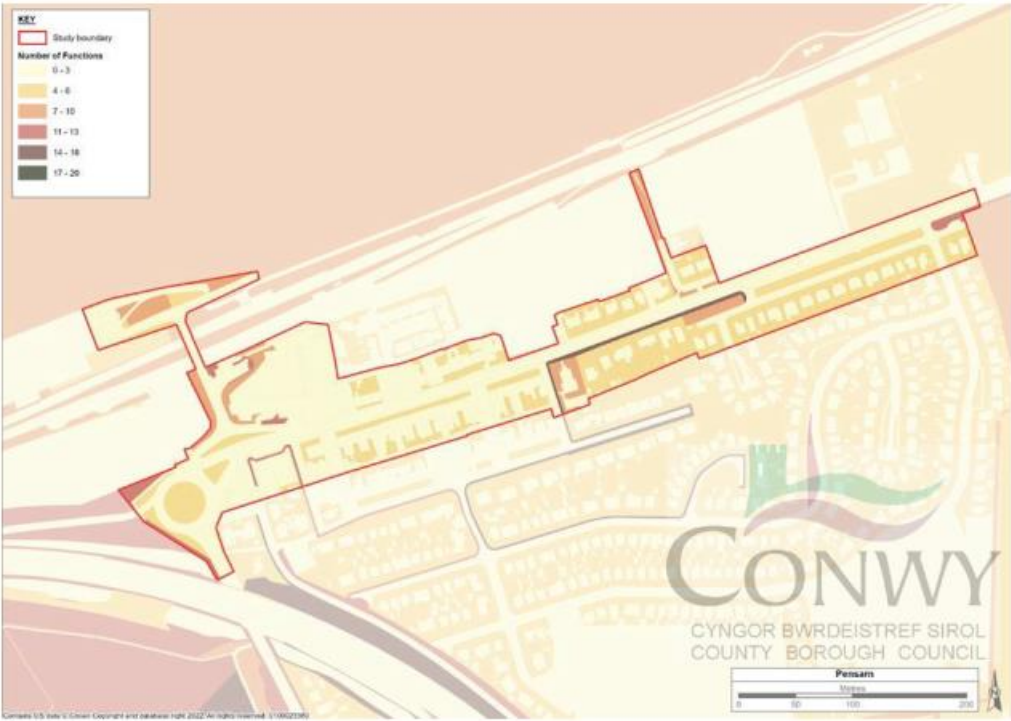
Open space provision in Pensarn is poor. Most open space is amenity grassland directly linked to transport infrastructure or businesses, with the exception of the beach and the associated play provision. This provision however is some distance from the main residential areas.



Tree Canopy Cover

Large structure belts of planting are found along the A55 to the southwest of the study area, however within the study area there is very limited tree cover, what cover there is, can be found in private gardens or business premises.

5.2 Site Analysis



GI Multifunctionality

This plan shows Green Infrastructure multifunctionality, and considers aspects such as recreation, wildlife habitats and shading.

The study area generally has low GI multifunctionality, with some areas showing higher such as the grounds of Pensarn Family Church, and the beach side play area.



Designations

There are no designations within the study area.

An Ancient Woodland can be found to the south on the opposite side of the A55 and the Traeth Pensarn SSSI is situated to the north west of the town.

5.2 Site Analysis



Transport and Access

The Wales Coast Path and National Cycle Network Route 5 pass Pensarn to the north of the study area, beyond the railway line, along the promenade on the coast. Several approved Active Travel routes are present in the study area, including along the A548 Towyn Road/Marine Road, Sea Road and Meirion.

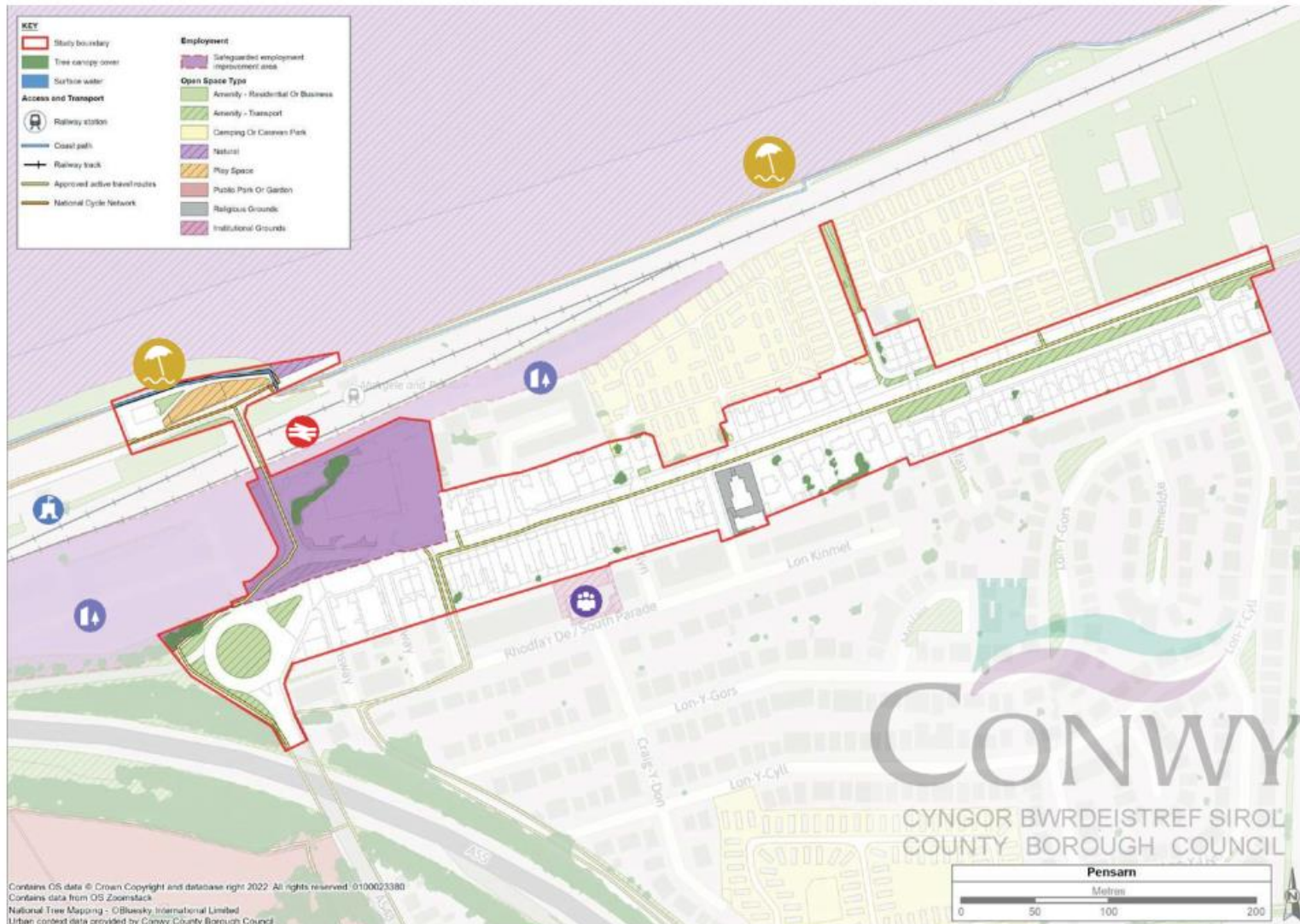
There is a public car park for the beach to the north. Pensarn station is located to the south of the railway line accessed from Sea Road.



Street Hierarchy

The A548 Towyn Road/Marine Road bisects the study area and is the main connecting road between Rhyl, the A55 North Wales Expressway and Abergelge. The A548 Towyn Road/Marine Road runs south west to north east with minor roads and vehicle access points connecting surrounding residential areas, businesses and caravan parks. The main Marine Road, Dundonald Avenue, A55 Junction is a large roundabout located to the west of the study area with links south to Abergelge.

5.2 Site Analysis



Urban Context

Pensarn is a tourist destination with caravan parks to the north of the settlement with static and touring caravan pitches. Tourism is concentrated in the summer season.

Residential areas are typically defined by bungalows with two storey dwellings and three/ four storey town house flats along the A548 Towyn Road/Marine Road.

The town does not have a recognised shopping zone, however local amenities, convenience stores, businesses, leisure and entertainment facilities are clustered on the A548 Marine Road between Berllan and Sea Road.

The town has poor urban form due to the large number of bungalows and static caravans and is dominated by the busy A548 Towyn Road.

The Pensarn Family Church provides an attractive landmark feature; and marks the start of the shopping street featuring three to four storey town house flats.

Key Destinations

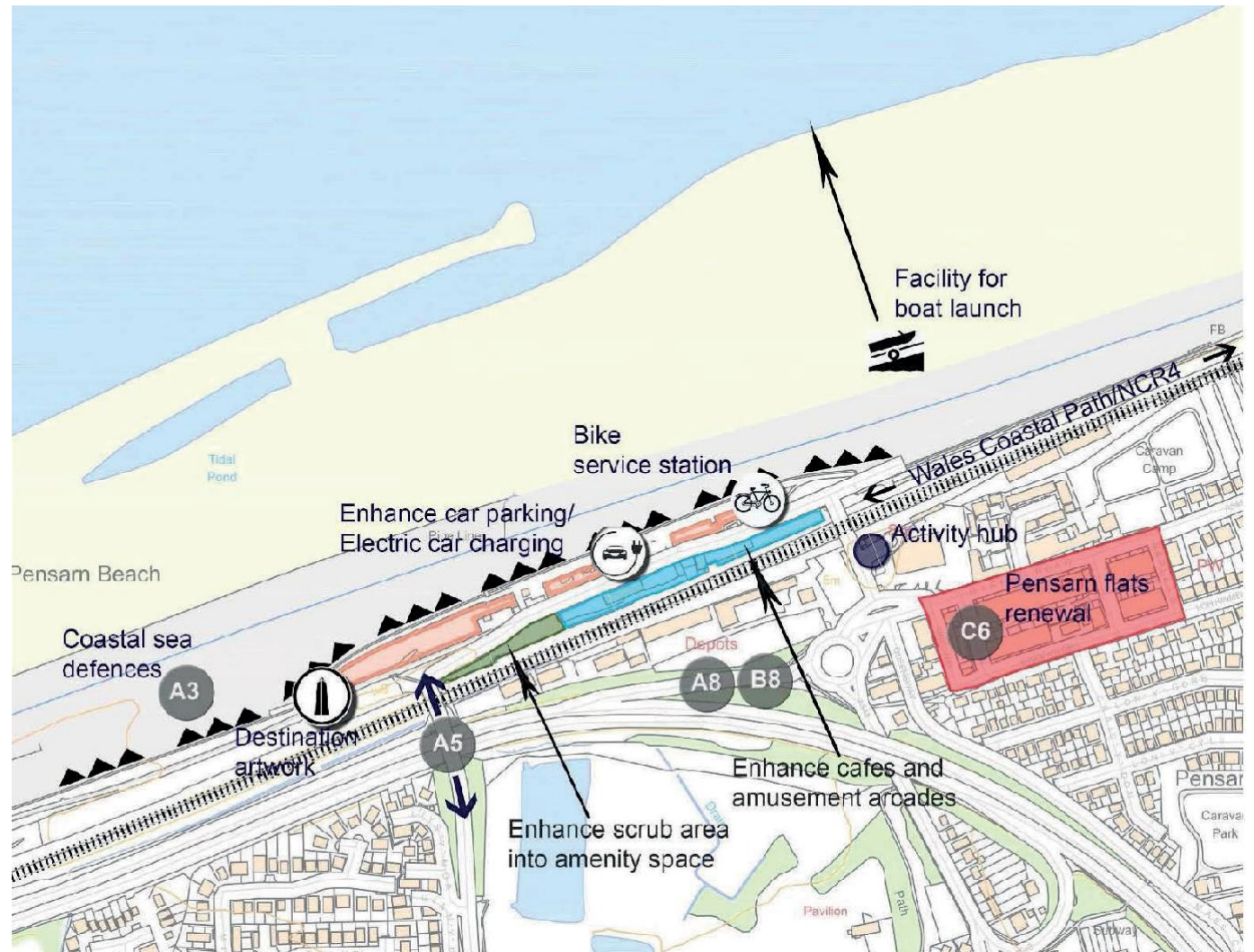
Key attractions and destinations are located along or just off the A548 Towyn Road/Marine Road and include the sea front/beach, the informal shopping area and Pensarn station.

5.3 Background

Pensarn Spatial Project - Abergele Place Plan (2019)

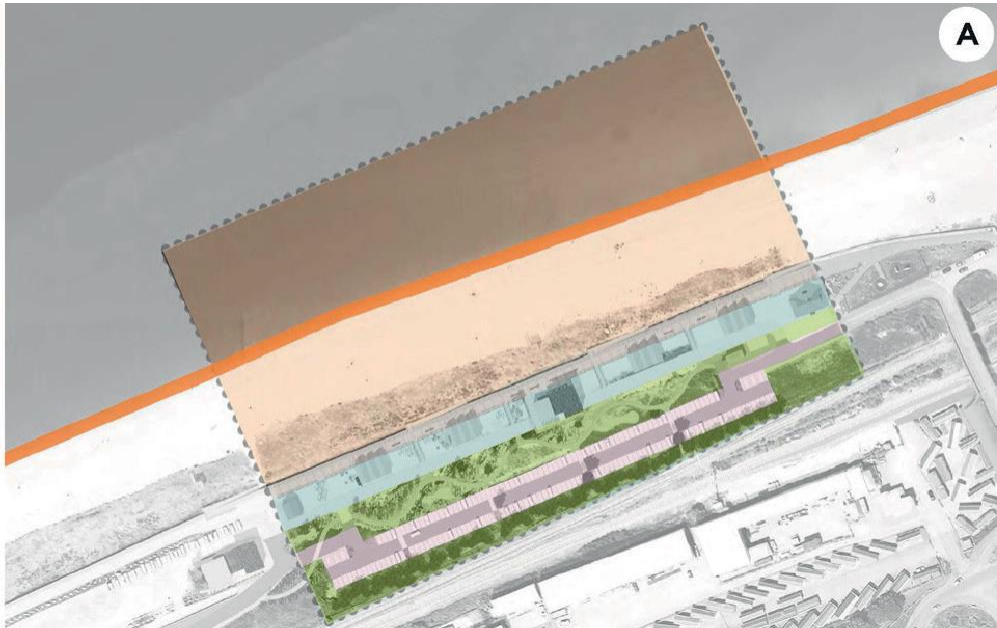
As detailed in Section 4.2 the Abergele Place Plan provides a framework that sets priorities and shows the relationship with land use planning and use of Section 106 monies from current and future developments in the town. The following activities were set out for the Pensarn Spatial Project:

- Building on the destination and its location on the North Wales Way (where the A55 meets the coast)
- Infrastructure to pull over off A55
 - Electric car charging point
 - Motor home overnight area
 - Bike hire
- Hub on the coast:
 - Key mile marker on Wales Coastal Path and Sustrans National Cycle Route 5
 - Using coastal defence wall as part of identity
 - Community/commercial enterprise activity
 - Enhance/redevelop cafes and arcades into a signature coastal destination: amusements, bistro, café
- Access to beach
 - Access for sea craft
 - Facility for boat launch on groyne structure and slipway onto beach
- Tidying up underused land – amenity use
- Enhance car park area
- Stronger relationship of railway borne custom to beach
 - Brand
 - Signage
 - Navigation
 - Reuse of old station building for a number of uses
- Redundant Network Rail building that could be reused for local amenity use – activity hub, bike hire, tourist information point, hostel accommodation etc

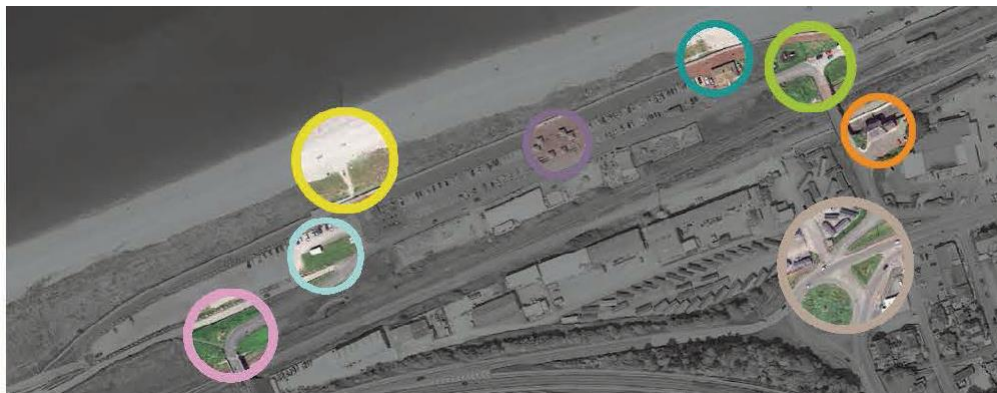


Pensarn Spatial Project taken from p33 of the Abergele Place Plan Framework (2019)

5.3 Background



Concept option A which is the preferred option taken from p6 of the Pensarn Beach Masterplan



Interim Opportunities taken from p8 of the Pensarn Beach Masterplan

Pensarn Beach Masterplan (2019)

A masterplan for Pensarn Beach was prepared by Roberts Limbrick Architects and Chris Jones Regeneration. The document sets out three concept proposals for the waterfront and looks at a preferred masterplan in more detail.

The document also identified a series of short-term projects for the waterfront area. These are listed opposite.

1. Boardwalk access to the beach to improve accessibility for less-abled visitors;
2. Better signage and announcement at entrances;
3. New private investor building(s) for relocated amusement arcade, new visitor centre, watersports & changing facilities;
4. Lightweight structures for picnic areas & shelter e.g. Cardiff Barrage sail structures;
5. Raised boardwalk/seating areas for existing cafés along promenade (including planting);
6. Soft landscaping, including prairie planting and small trees to improve the approach roads and provide screening to eyesores;
7. Improved pedestrian/cyclist provision at bridges; shared space/raised table (including train station) to better integrate existing routes;
8. Repurposing of vacant Victorian station building to provide visitor facilities/local business opportunities.

5.4 Opportunities and Challenges

SWOT Analysis

Strengths

- Coastal location and beach
- Pensarn Beach is an Abergele Place Plan priority project
- Wales Coastal Path and National Cycle Network Route 5 pass in close proximity
- Large landscape verges on Towyn Road
- Coastal planting to roundabout

Opportunities

- Strengthen arrival to coast/beach with enhanced signage and waymarking
- Rebalance public realm to include for more pedestrian and cycle priority
- Improve crossing points to Marine Road
- Reduce Marine Road carriageway width, increase walkways, rationalise parking bays and bus stop and introduce tree and rain garden planting where feasible
- Enhance public realm along shopping area on Marine Road through surfacing enhancements and seating
- Reduce clutter on main routes
- Consider alternative methods of greening where scope for tree planting is limited
- Improve pedestrian and cycle access to the beach and railway station
- Opportunity to further reinforce roundabout/entrance through tree and shrub planting, diversification of grass verges to meadow, bulbs, swales
- Introduce additional tree and shrub planting to the boundary of the Original Factory Shop
- Enhance boundary treatments on Sea Road, and include elements such as green walls on railway building
- Improve and diversify green space to the north of the railway, including improvements to play offer
- Diversify amenity grass verges with meadows, bulbs and SuDS elements
- Enhance boundary to Welsh Water site at entrance to town

Weaknesses

- Poor quality public realm to shopping area
- Vehicle dominated streets with wide carriageway
- Limited pedestrian crossings
- Limited tree cover and open space
- Generally poor biodiversity and multifunctionality of green infrastructure
- Connection to seafront is poor with narrow footway

Threats

- No large public greenspace and dedicated play spaces to residential areas in the south of the settlement
- Competition with car parking, Towyn/Marine Road in vicinity of shopping area
- Conflict with highways requirements specifically in relation to Waterfront gateway area (roundabout)
- Interventions in adopted highway
- A548 is a busy through road
- Utilities and service easements

5.4 Opportunities and Challenges



5.4 Opportunities and Challenges

1. Waterside Gateway

- Opportunity to further reinforce roundabout/entrance through tree and shrub planting, diversification of grass verges to meadow, bulbs, swales
- Green caravan sales site boundary through hedge planting/green wall to replace fence
- Greening of factory shop boundary through tree and hedge planting
- Replace boundary treatments on Sea Road and green railway building
- Introduce gateway feature signage to define arrival to the beach
- Diversify green space adjacent railway and surrounding play area to create a green gateway to the waterfront with tree and coastal shrub planting, meadow grass and bulbs
- Improve play offer



Coastal planting, Pinus nigra Source www.PlantPartner.co.uk



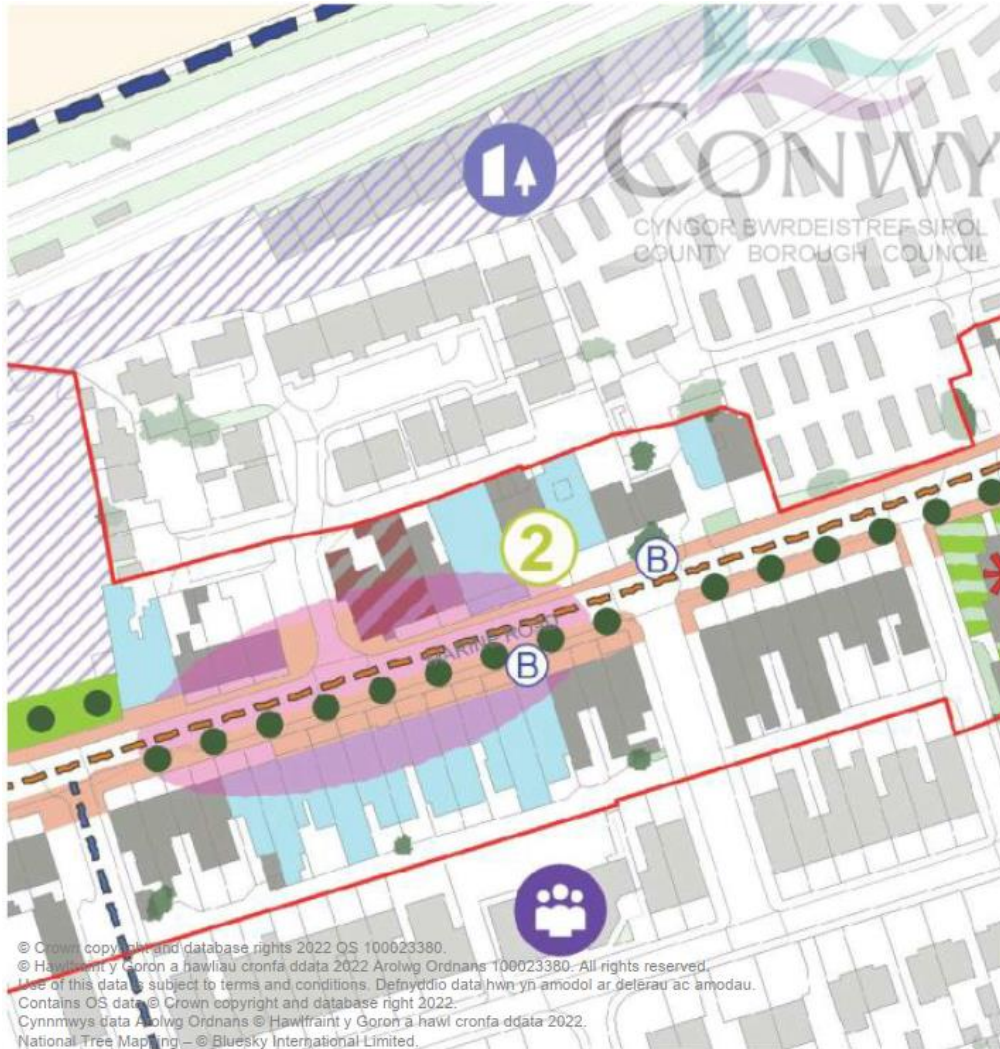
Gateway features



Coastal planting and art features Source: Design Commission for Wales



5.4 Opportunities and Challenges



Altrincham town centre, showing median strip and raised pedestrian crossing



Lockerbie high street © GreenBlue Urban

2. Marine Road Public Realm

- Introduce traffic calming to create a greater sense of pedestrian priority (consider carriageway narrowing/central median strip/informal crossings)
- Reduce carriageway width, increase walkways, rationalise parking bays and bus stop and introduce tree and rain garden planting where feasible
- Enhance public realm through surfacing enhancements and seating
- Reduce clutter and consider if lighting can be mounted on buildings
- Consider retrofitted 'green' living lamp posts where scope for tree planting is limited

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National Tree Mapping – © Bluesky International Limited.

5.4 Opportunities and Challenges

3. Towyn Road

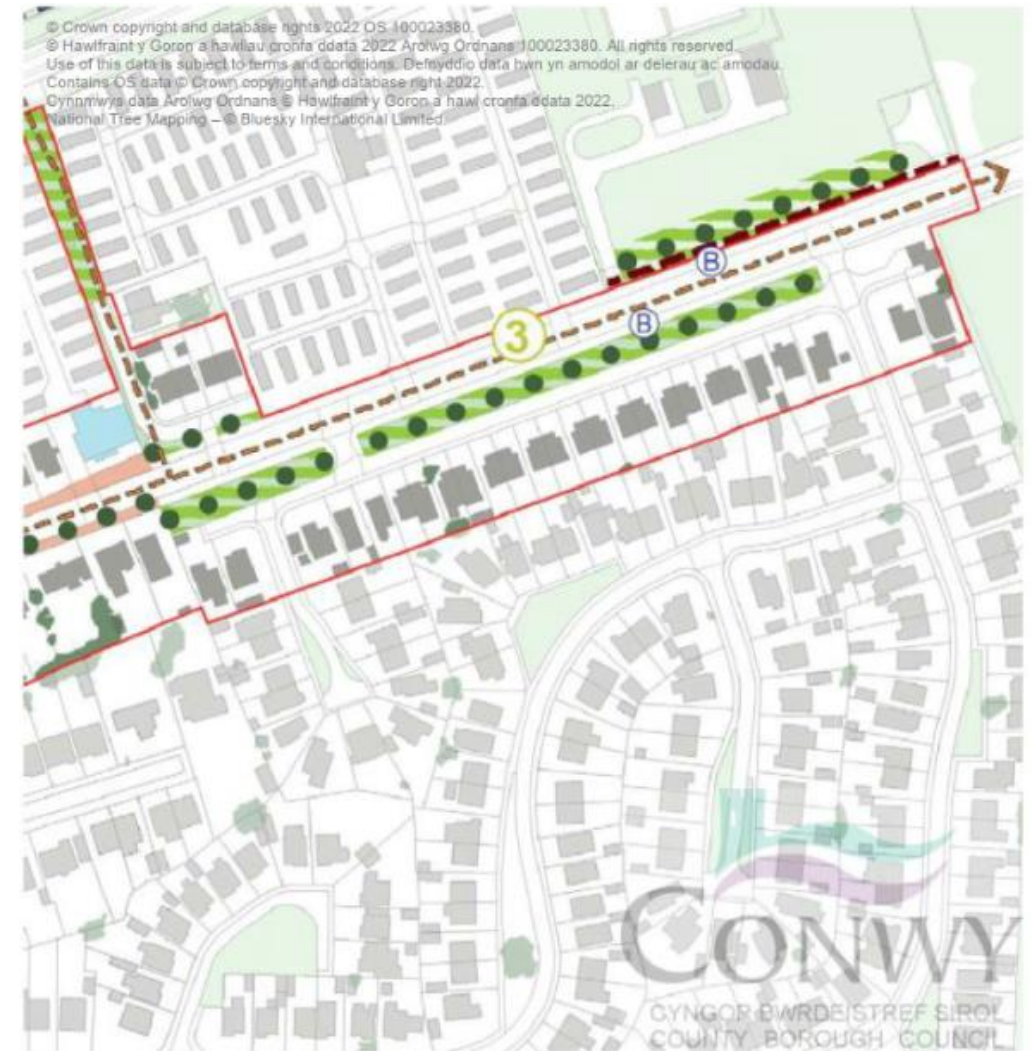
- Create green street through tree and hedgerow planting to grass verges
- Diversify amenity grass verge with meadow, bulbs and swales
- Consider designated cycle route within grass verge
- Explore opportunity to enhance boundary to Welsh Water site



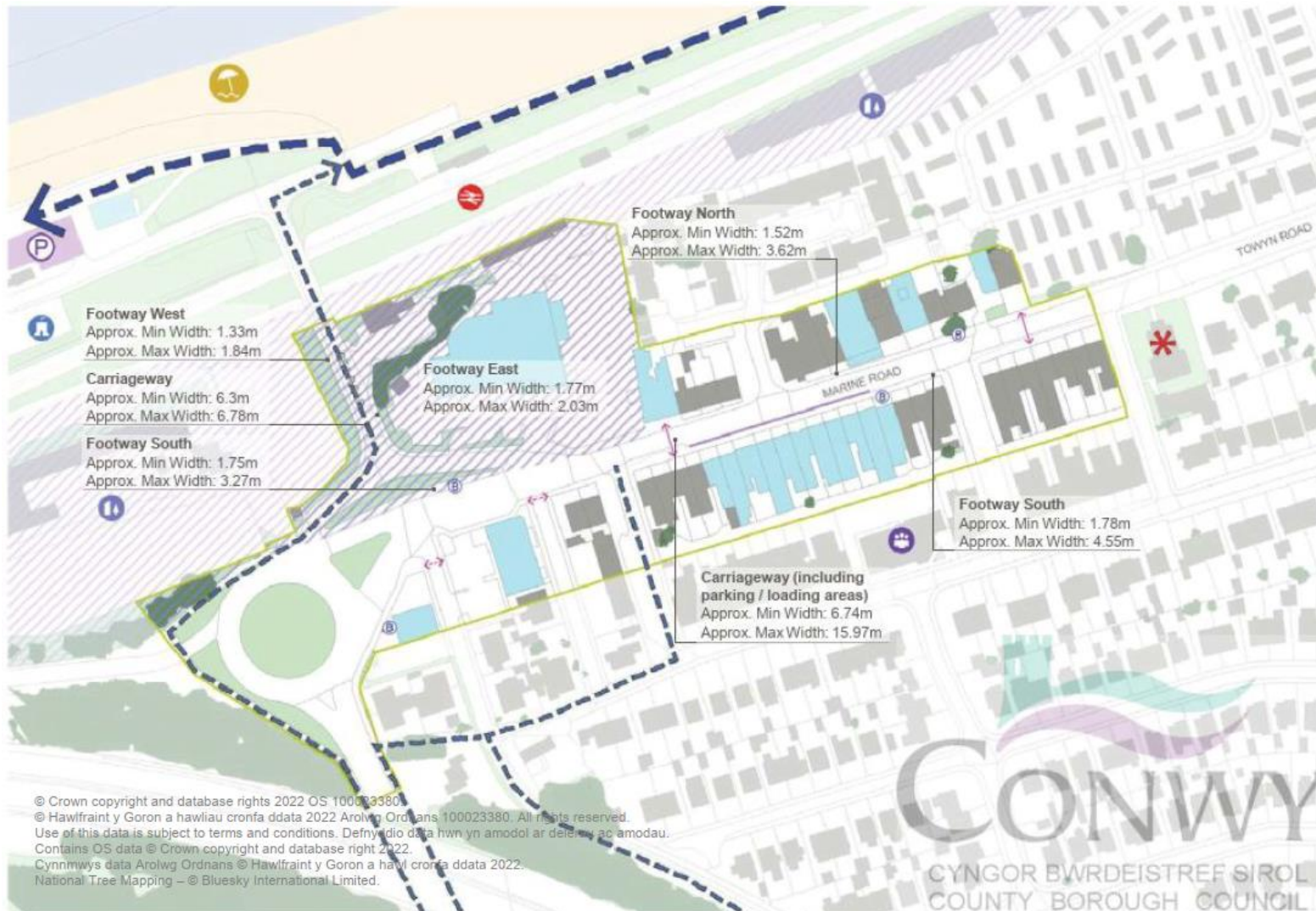
Tree and hedgerow planting Source: www.plantpartner.co.uk



Wildflower seeding



5.5 Priority Areas



Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Pensarn. The areas include:

- *Waterside Gateway*
- *Marine Road Public Realm*
- *A55 Roundabout*

5.5 Priority Areas

Waterside Gateway

This area provides the connection to the beach, leisure attractions, promenade, coast path and National Cycle Route 5. Sea Road also provides access to the Railway Station.

Existing Condition:

- Wide two way carriageways (approx. 6.3 - 6.78m)
- Narrow footways on Sea Road (approx. 1.33m - 2.03m)
- Limited existing cycle provision.
- Limited pedestrian crossing provision.
- Some existing GI provision. Grass verges and planting around the station but limited tree canopy cover.

Opportunities:

- Narrow part of the carriageway, redistribute space and introduce one way system in places.
- Enhance Active Travel improving cycle and pedestrian priority.
- Incorporate existing combined footway cycle route.
- Improve pedestrian crossing provision.
- Enhance GI provision with additional planting.



View along Sea Road



View from Sea Road towards A55 Roundabout

5.5 Priority Areas



A548 Marine Road

Marine Road Public Realm

Marine Road is part of the A548 coast road and is a shopping area and busy through road.

Existing Condition:

- Two-way traffic
- Wide carriageway (approx. 6.74m - 15.97m including parking and loading areas). Road feels vehicle dominated.
- On street parking and loading on the south side.
- Several bus stops on both sides of the road.
- Narrow footways in places (footways approx. 1.52m - 4.55m)
- Limited pedestrian crossing provision.
- Poor GI provision and tree canopy cover.
- Poor quality public realm.

Opportunities:

- Reduce carriageway width to redistribute space and improve pedestrian and cycle provision.
- Enhance Active Travel and increase cycle and pedestrian priority.
- Widen footways.
- Enhance pedestrian crossing facilities.
- Enhance GI provision with tree and shrub planting through re-purposing parking bays.
- Enhance public realm.

5.5 Priority Areas

A55 Roundabout

The roundabout forms an entrance and key gateway to the town.

Existing Condition:

- Limited provision along existing Active Travel cycle route.
- Some existing GI provision. Large grass verges and coastal planting on roundabout but limited tree canopy cover.

Opportunities:

- Create gateway space at roundabout.
- Enhance Active Travel and increase cycle and pedestrian priority.
- Enhance GI provision with additional planting.
- Narrow the carriageway and redistribute the space.



A55 Roundabout



A55 Roundabout

5.6 Concept Design



Concept Plan Overview

Concept Design

The RIBA Stage 2 concept design focuses on the A548 Marine Road, the A55 junction roundabout and a short section of Dundonald Avenue.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Pensarn.

A key aim of the design is to improve access to the beach, green the road corridor, improve the quality and environment at the shopping area on Marine Road and create a pedestrian friendly environment. The concept design proposes significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.

5.6 Concept Design

Waterside Gateway

Sea Road forms the closest vehicle access to the sea front from Pensarn.

The proposals aim to define the entrance to Sea Road by creating a short one way system, allowing existing carriageway to be re-purposed as a shared footway cycle route.

Sea Road itself has been narrowed to 4.8m wide for the western section up to the Station car park to provide on street cycle priority. Focal features flank either side of Sea Road to provide a sense of arrival.

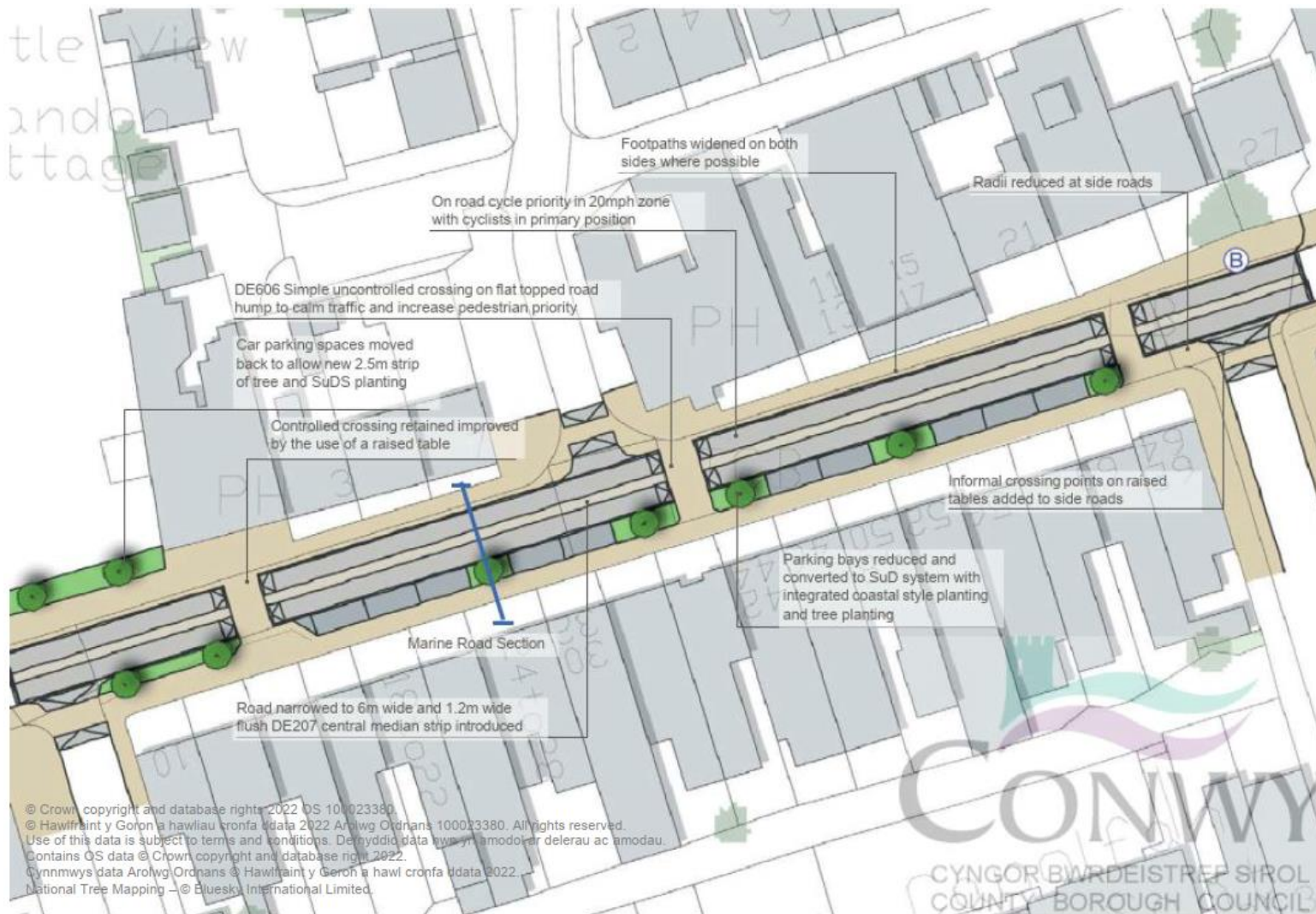
Additional tree and willflower meadow planting is proposed on verges and within the existing planting beds in the shop car park. A hedgerow is proposed to the western side of Sea Road to screen the caravan sales area.

Marine Road has also been narrowed to 6m wide to allow the creation of a 3m wide combined footpath cycle way on the south side of the road. Bus stop laybys and the Co-op loading bay have been moved closer to the road side.



Waterside Gateway/Sea Road

5.6 Concept Design



Marine Road Public Realm

Pensarn has a number of shops, takeaways and other amenities located on the A548 Marine Road.

Proposals introduce traffic calming and give a greater sense of pedestrian priority, enhancing the public realm. Areas outside shops are outside the adopted highway and will require discussion with landowners.

Marine Road is reduced to 2.4m wide carriageway lanes with a DE207 central median strip flush and 1.2m wide for overrun by larger vehicles. The road surface channels, median strips and pedestrian crossings are detailed in a contrasting material. The existing controlled crossing to the west has been retained and improved as well as the introduction of two further DE606 Simple uncontrolled crossings on flat topped road humps.

Car parking has been retained on the south side of the road and is broken up by the introduction of tree and rain garden planting as SuDS to take surface water runoff.

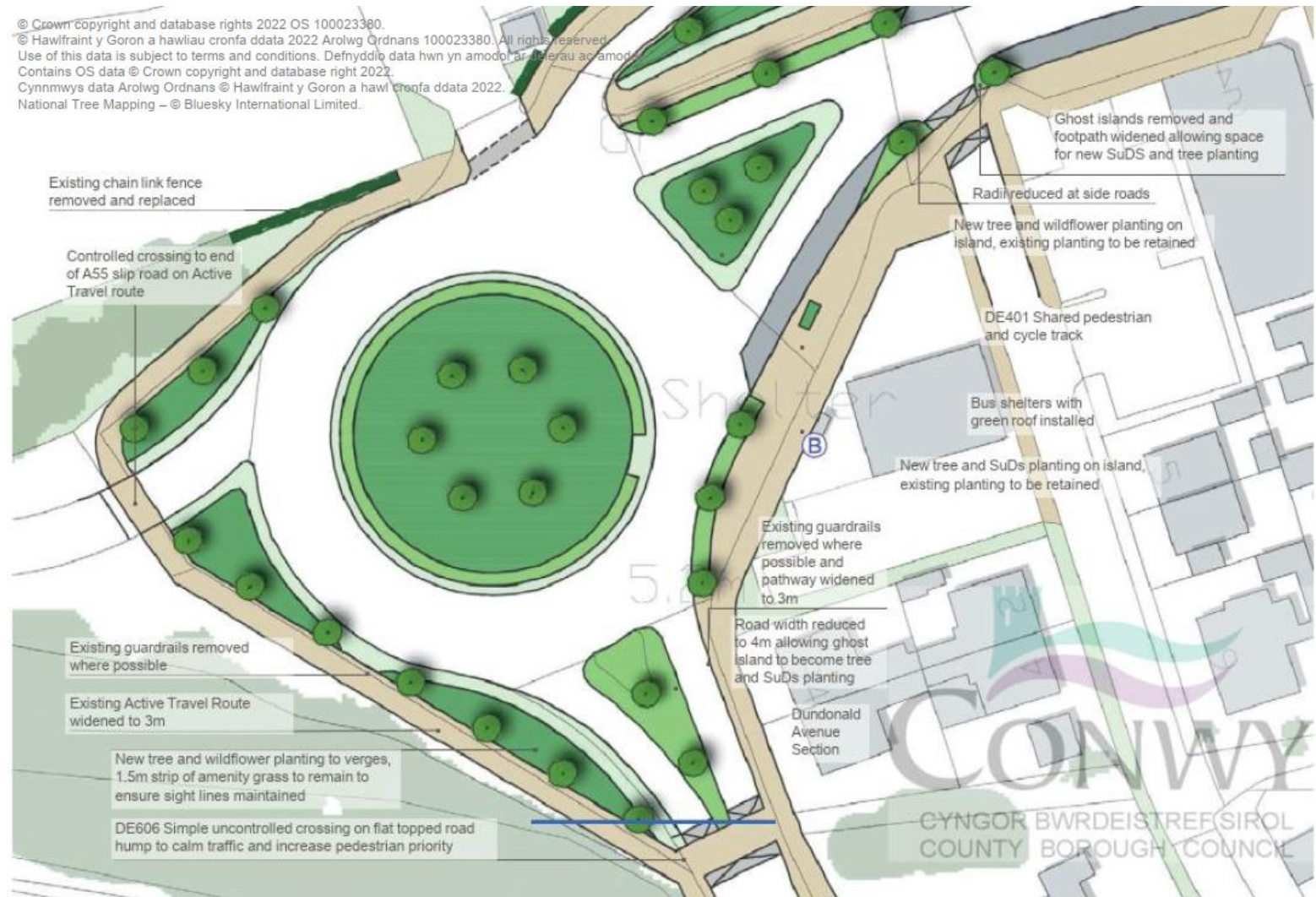
5.6 Concept Design

Roundabout

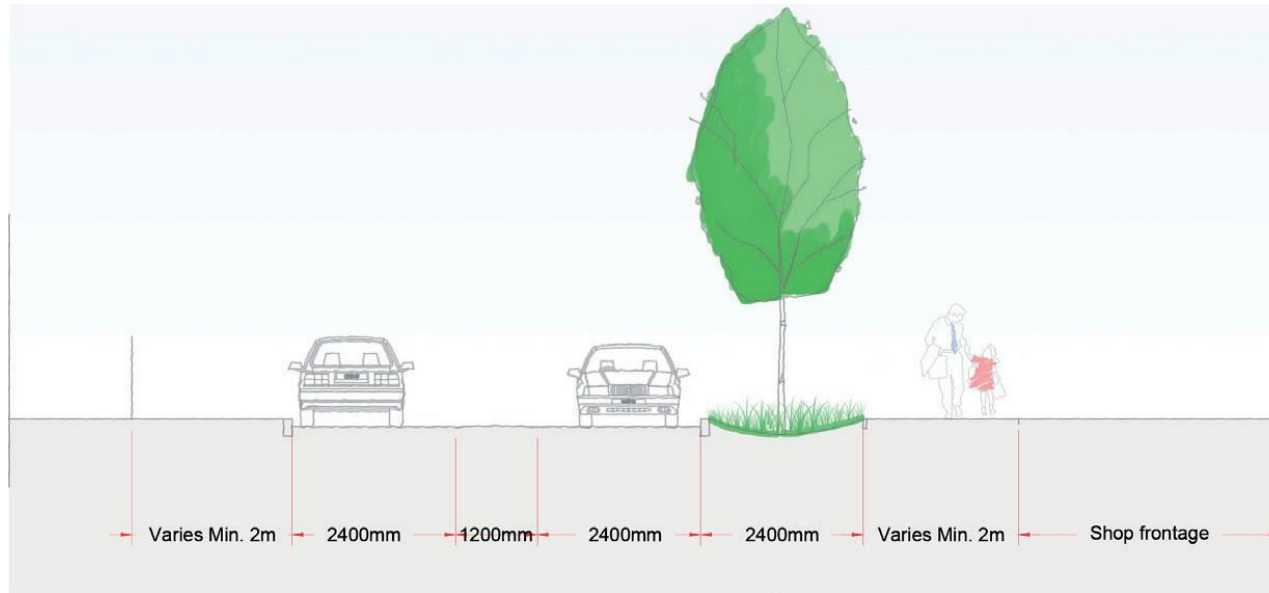
The A55, Marine Road and Dundonald Road roundabout forms a key gateway to Pensarn and the beach.

The proposals show the existing 2m wide footpath cycle track to the west of the roundabout widened to 3m with a new controlled crossing added to the west of the roundabout at the A55 slip road and vehicle guardrails removed. A new DE606 Simple uncontrolled crossing on flat topped road hump is suggested to the south linking to the proposed Active Travel route heading east and a new DE401 Shared pedestrian and cycle track 3m wide to the east side of the roundabout.

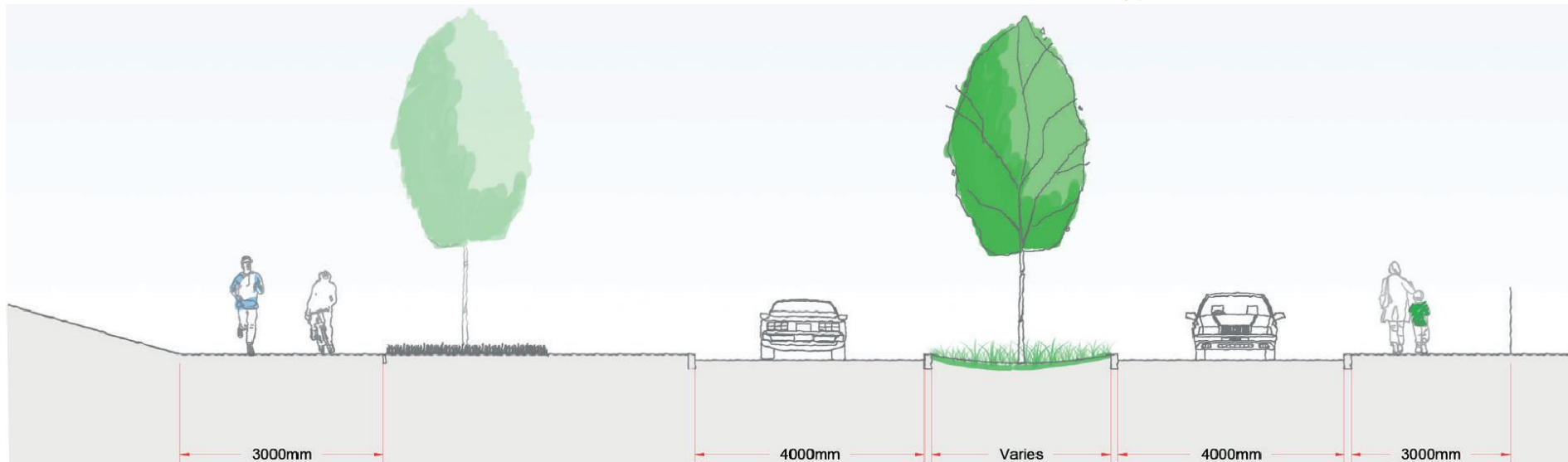
Wildflower meadow, tree and SuDS planting has been proposed on the roundabout, traffic islands and verges whilst retaining existing established vegetation.



5.6 Concept Design



Typical Section Marine Road



Typical Section Dundonald Avenue

6.0 Colwyn Bay



6.1 Study Area

Overview

Colwyn Bay is a moderate sized town in the north of Conwy County Borough. It is Conwy's second largest retail centre and functions as a seaside tourist destination, though it is somewhat separated from the beach and promenade by the A55 North Wales Expressway.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) describes the town centre as having very limited Green Infrastructure (GI) due to its tightly woven nature, however Eirias Park to the northeast of the town provides vital relief.

The study area focuses on the town centre shopping zone between A547 Abergele Road/Conwy Road and the B5113 Princes Drive.

Streets and spaces within the study area include:

1. Abergele Road/Conwy Road
2. Penrhyn Road
3. Station Road and Sea View Road
4. Princes Drive and the Railway Station



6.1 Study Area



A547 Abergele Road at the junction with Woodland Road East



A547 Abergele Road at the junction with Penrhyn Road



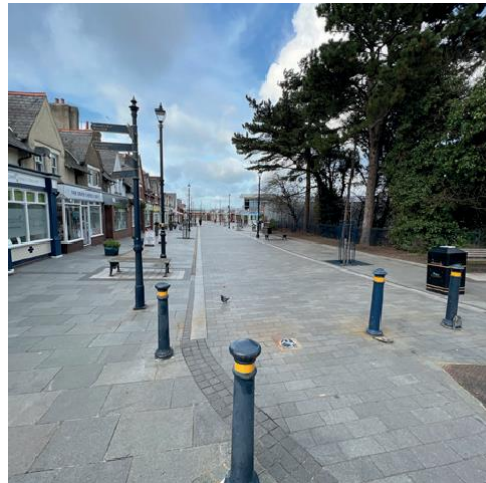
A547 Conway Road at Coed Pella Council Building



B5113 Princes Drive at the junction with Station Road



Station Road looking south towards Abergele Road



Sea View Road at the junction with Bay View Road



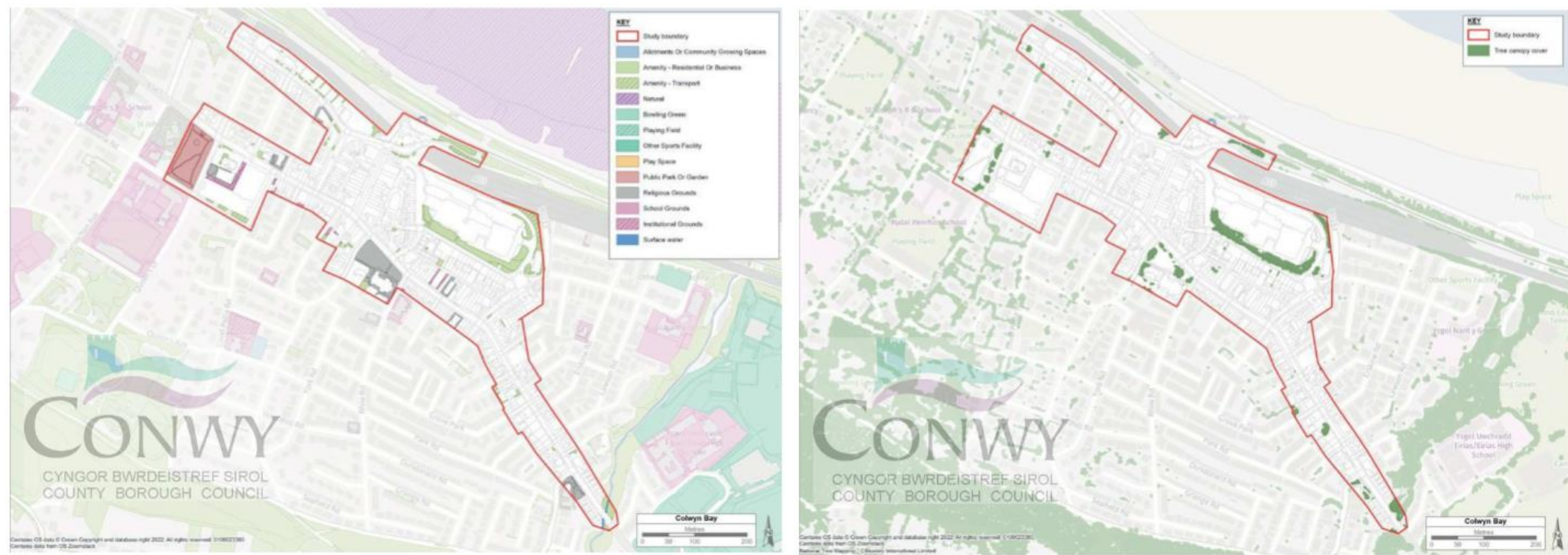
Penrhyn Road looking north from Conway Road



Public open space on Princess Drive near the railway station

6.2 Site Analysis

Analysis Plans



Open Space

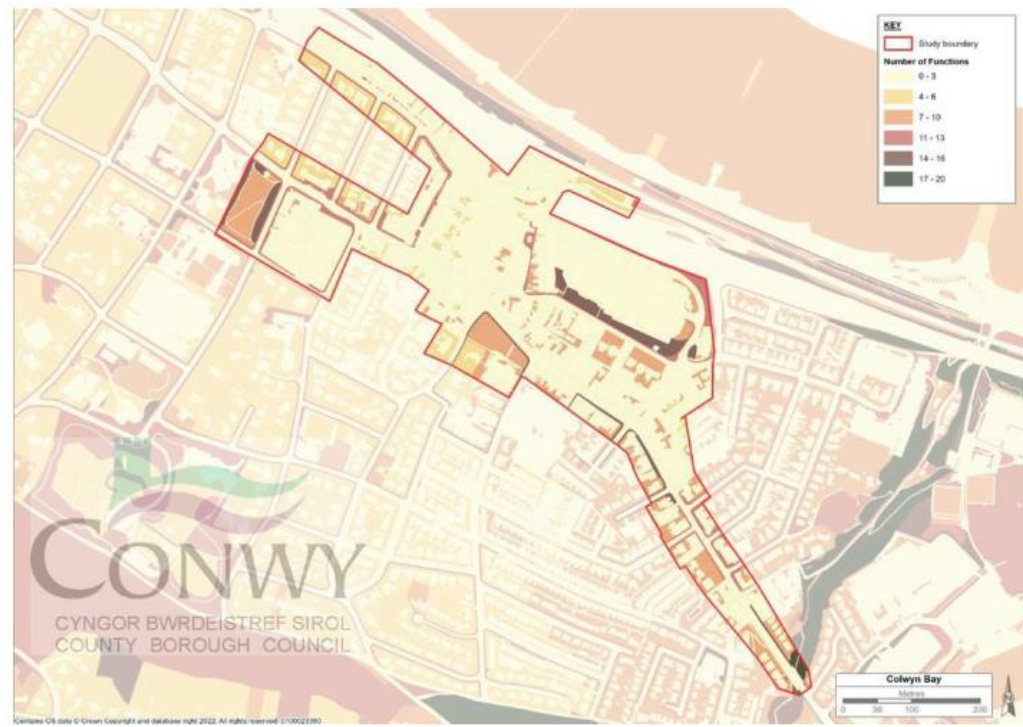
Provision of open space in the centre of Colwyn Bay is limited, Queens Park is to the west and the grounds of St Paul's Church is located close to the centre of the town. Other areas of open space are typically associated with road infrastructure or businesses.

The Dingle Nature Reserve, along the Nat y Groes waterbody, and Eirias Park are located to east of the town centre and form key open spaces for the town.

Tree Canopy Cover

Tree cover in Colwyn Bay is low, with most trees located within verges, or the large screening belt around the Bay View Shopping Centre. The Town centre including Penrhyn Road, Station Road and Sea View Road, do have some young street trees however a number are not thriving. Away from the town centre and outside the study area tree cover becomes higher along residential streets and at The Dingle Nature Reserve to the east and Pwlycrochan Woods to the south.

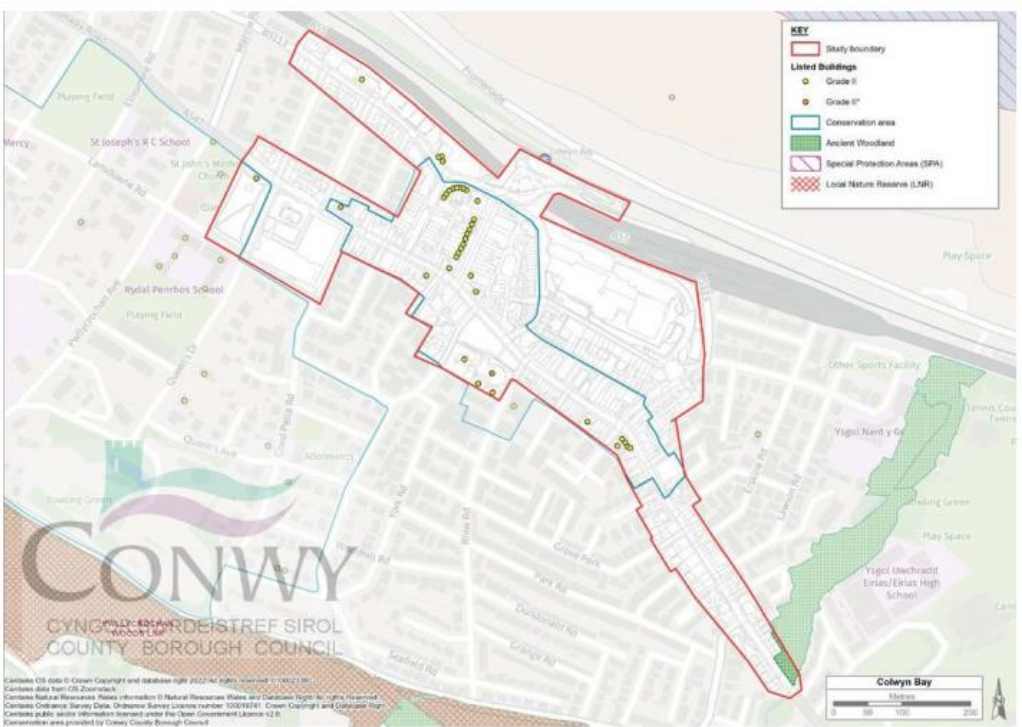
6.2 Site Analysis



GI Multifunctionality

This plan shows Green Infrastructure multifunctionality, and considers aspects such as recreation, wildlife habitats and shading.

The study area generally has low GI multifunctionality, with the exception of parts of Queens Park, and the grounds of St Paul's Church particularly where there is tree canopy cover.

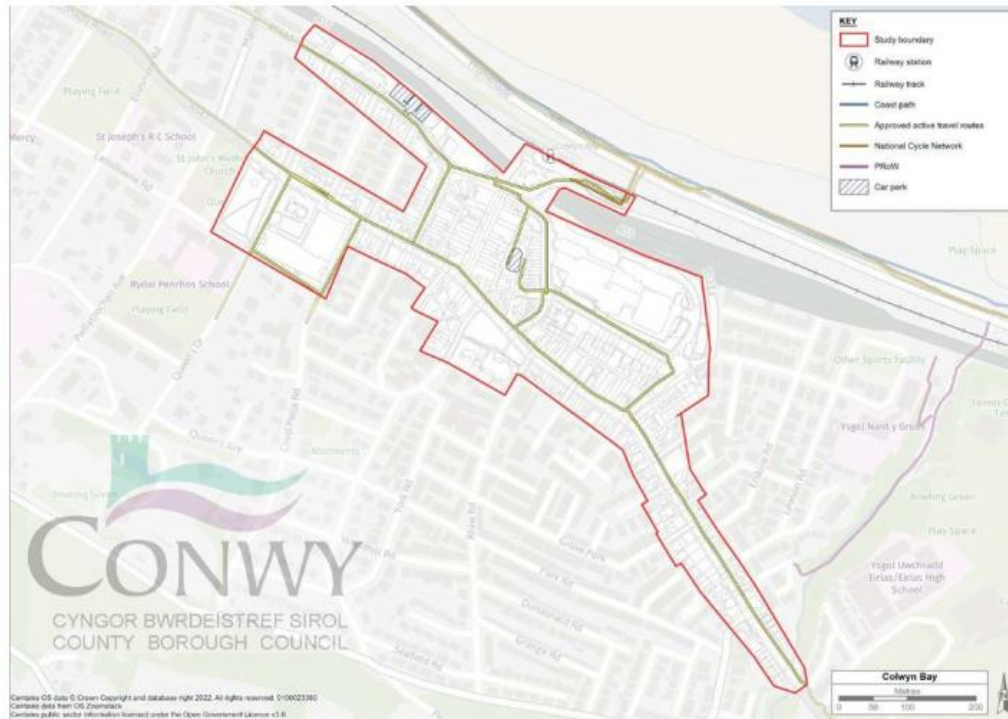


Designations

There are a number of Grade II and one Grade II* Listed Buildings. Most of the Grade II listed buildings are located together along Station Road, on the junction of Penrhyn Road and Princes Drive. St Paul's Church is a Grade II* listed structure. All of these lie within the town centre Conservation Area.

The Ancient Woodland within Nant Y Pandy Gwarchodfa Natur (The Dingle Nature Reserve) is to the east. The Pwlycrochan Woods Local Nature Reserve and Ancient Woodland is to the south.

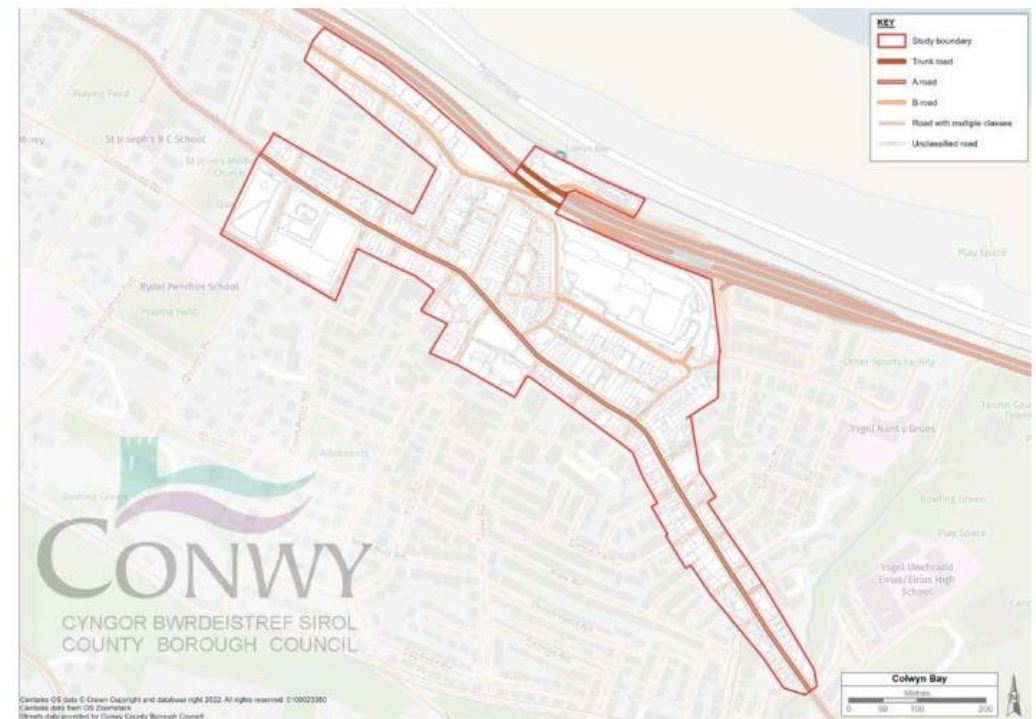
6.2 Site Analysis



Transport and Access

The Wales Coast Path and National Cycle Network Route 5 pass Colwyn Bay to the north of the study area, beyond the railway line, along the promenade. Several approved Active Travel routes are present in the study area, including along Princes Drive, Penrhyn Road, Ivy Street, Sea View Road and along the main Conway/Abergele Road.

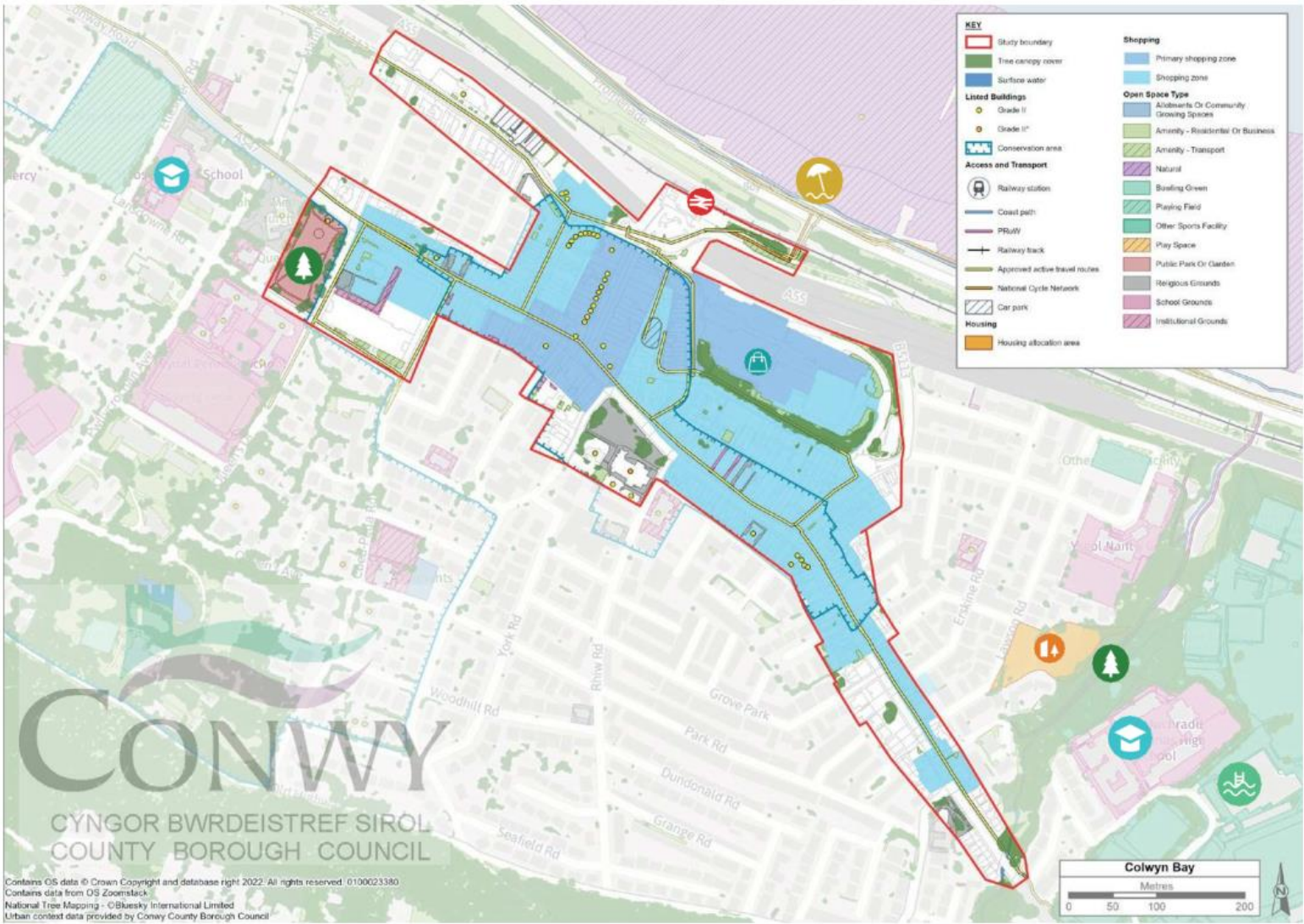
There is a car park in the centre of the study area associated with Ivy Street, and one at the Colwyn Bay Railway Station, also a large car park associated with Bay View Shopping Centre.



Street Hierarchy

The A55 North Wales Expressway runs east to west just to the north of the study area and under the railway station car park. The A547 Conway Road/Abergele Road is the main A road through the study area and Princes Drive which runs parallel the main B road. Other minor roads and vehicle access points connect surrounding residential areas and businesses.

6.2 Site Analysis



Urban Context

Colwyn Bay is a large town and tourist destination with good shopping and many cafes and restaurants.

The town centre has a wide mix of building styles, but all with a Victorian/Edwardian flare and varied design and detailing. This wide range and variation, all within a relatively small and compact area, have resulted in a high quality urban composition which is a defining factor of the town centre. Buildings are typically 3 and 4 storeys.

Listed buildings on Station Road, Penrhyn Road and Princes Drive, and the high-quality public realm create and define an attractive town centre.

The town has defined primary and secondary shopping areas, the primary focused around the pedestrianised Station Road, Sea View Road and the Bay View Shopping Centre. The secondary area extends along the A547 and includes retail, fast food and cafés.

Surrounding residential areas are characterised by short rows of town houses, terraces, the occasional semi-detached properties, and larger detached.

Key Destinations

The town centre, Bay View Shopping Centre and railway station are the main key destinations within the study area.

Key destinations near the town centre include the beach/promenade and Porth Eirias to the north, the Nant Y Pandy Gwarchodfa Nature (The Dingle Nature Reserve) to the east and beyond that Eirias Park with many recreation and sports facilities.

6.3 Background

LDP29: Colwyn Bay Town Centre Conservation Area Management Plan (Adopted December 2017)

Designated in 1988, Colwyn Bay Town Centre Conservation Area includes approximately 210 buildings, many of which are high-quality. The town was set out in a modified grid pattern with wide streets and pavements such as Station Road and Penrhyn Road and impressive buildings in a variety of styles.

Features of the town and some of the public realm issues are summarised below.

Topography

- *There is no traditional sea front due to the location of the railway.*
- *The land rises southwards from the beach with some areas of prominent land and few flat areas.*
- *Pwllcrochan Woods provide an appealing backdrop to the south.*
- *The topography contributes to the character of the area.*
- *Local limestone has been used as a building material in some historic properties.*

Street Pattern

The street pattern is a modified grid pattern. The town is bounded by the woods to the south and the railway to the north. Conway Road and Abergele Road form the primary route through the Conservation Area. Other key roads include Station Road, Woodland Road East and Woodland Road West. Greenfield Road provides a primary connection to the A55 and key commercial streets

include Abergele Road, Conway Road, Station Road and Penrhyn Road. A key feature of the Conservation Area are back alleys and many commercial buildings front straight onto the street.

Materials

A mixture of architectural styles, materials and detailing with a Victorian and Edwardian influence come together to form an attractive urban environment. Building materials and details found in the area include:

- *Local limestone*
- *Red and yellow sandstone*
- *Portland stone*
- *Penmaenmawr granite*
- *Ruabon red facing brick*
- *Yellow facing brick*
- *Render*
- *Slate roofs*
- *Stone date plaques*
- *Stained or coloured glass*
- *Tile string courses*
- *Timber bays and timber frame detailing*
- *Sash windows*
- *Traditionally panelled doors*
- *Mosaic tiling*
- *Cast iron railings*
- *Glazed canopies*

Building Scale and Massing

Buildings in the area are mostly uniform in scale and typically 3 to 4 storeys.

Important Views

- *Up Station Road towards Conway Road*
- *Down Station Road towards the Railway Station*
- *Up and down Penrhyn Road*
- *Towards the sea from the western end of Conway Road*
- *Both ways along Conway Road*
- *Views to Pwllcrochan Woods from Rhiw Road, Woodland Road East and Woodland Road West*
- *Views from Abergele Road to St Paul's Church and the eastern side of the town centre*

Listed Buildings

There are 30 listed buildings in the Conservation Area. These are all Grade II except for St. Paul's Church which is a Grade II*. The key listed buildings include:

Abergele Road:

- *St. Paul's Church*
- *Former Woolworths*
- *Royal Hotel*
- *Stermat*
- *Salem Chapel*
- *A and A Cash and Carry*
- *Tabernacle Chapel*
- *Theatr Colwyn*

Penrhyn Road:

- *Former Metropole Hotel*

Station Road:

- *Imperial Hotel*
- *No. 3-43*
- *Colwyn House*
- *Central Hotel*

Conway Road:

- *Midland Bank*
- *National Westminster Bank*
- *English Presbyterian Church (corner with Hawarden Road)*
- *Royal Bank of Scotland*

Rhiw Road:

- *Police Station / Magistrates Court*

Woodland Road West:

- *Library*

Open Space and Vegetation

There is a lack of vegetation within the Conservation Area including street trees and planters. The gardens to the front of St Paul's Church and vicarage are the most substantial open space in the area and the pedestrianised Station Road can be used as open space for events such as markets. The document suggests that there is the possibility of street planting in the Ivy Street car park.

6.3 Background

Public Realm Issues

Some of the issues in the public realm of the Conservation Area are listed below.

- Low quality surfacing to footways
- Non unified and badly located street furniture such as bins, seats, street name plates
- Street clutter
- An excess of traffic signs, on rusty poles
- Illegal on-street parking
- Pavement weed growth
- Trade bins to frontages
- Poorly maintained kerbs and pavements with patch repairs and loose slabs/bricks
- Low quality pedestrian railings near crossings
- Litter particularly in unreachable corners
- Low quality public seating
- Low quality lighting in passages
- Rear access paths to shops are un-surfaced and low state of repair
- Graffiti
- Shortage of trees
- Slate fencing needs removing in places
- Unsuitable boundary treatments
- Concrete kerbs
- Poorly maintained public realm

Traffic System Impact

- Some feel that areas of traffic restrictions and pedestrianisation has resulted in greater speeds on Penhryn Road and reduced parking options for customers to Station Road.
- The A55 severs the town centre and the seafront and there are not enough pedestrian crossings.
- The recent work to Station Road, Seaview Road and Penrhyn Road including paving, parking bays, pedestrianisation and tree planting are mostly seen as a success.

Public Realm Enhancements

Enhancements to the public realm suggested in the document include:

- Increased quality of paving materials and detailing
- Unified lighting and signage schemes
- Planting and maintenance of street trees and verges
- Management of traffic and servicing



Station Road looking towards Conway Road

6.4 Opportunities and Challenges

SWOT Analysis

Strengths

- *Conwy's second largest retail centre*
- *High quality pedestrian focused public realm to main shopping streets of Station Road, Sea View Road and Penrhyn Road*
- *Town Centre core a Conservation Area with examples of high-quality architecture*
- *Colwyn Bay Beach and Promenade*
- *Coast Path and National Cycle Route 5 along the promenade*

Opportunities

- *Define town centre gateways, arrival spaces and key nodes*
- *Create a high-quality gateway space at the Railway Station through repurposing parking areas for public realm improvements and new green space to better connect with town centre*
- *Enhance pedestrian and cycle connection north to the beach, promenade, Coast Path and NCN 5*
- *Enhance pedestrian and cycle connection to Dingle Nature Reserve and Eirias Park*
- *Rebalance public realm to include for more pedestrian and cycle priority*
- *Improve pedestrian crossing points through reducing junction radii and raised table crossings*
- *Increase footway widths, repurpose parking bays and introduce tree and rain garden planting to create a green route through the town between existing parks and the Dingle Nature Reserve*
- *Reduce street clutter, by removal and rationalisation of signage, bollards and other items*
- *Reduce opportunities for parking on streets that already have improved public realm*

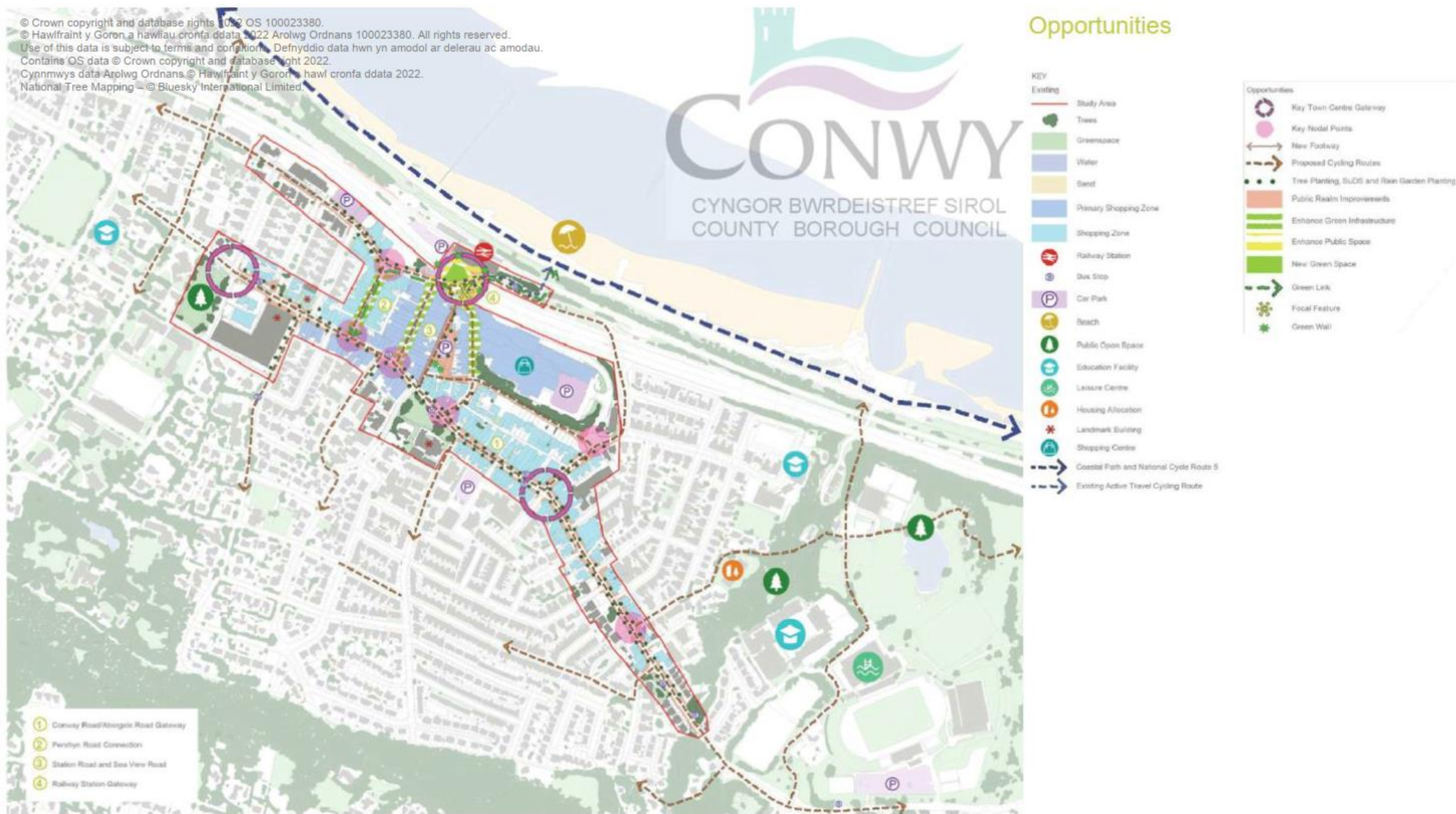
Weaknesses

- *A55 creates a barrier to the beach*
- *Lack of definition to town centre arrival spaces and gateways such as the Railway Station*
- *Vehicle dominated streets with wide carriageways away from Primary Shopping Zone*
- *Limited street trees or green infrastructure*
- *Lack of pedestrian crossings on Conwy Road/Abergele Road*
- *Limited cycle provision*
- *Generally poor biodiversity and green infrastructure multifunctionality*
- *Poor connection to promenade and beach*

Threats

- *Competition with car parking*
- *Conflict with highways requirements*

6.4 Opportunities and Challenges



6.4 Opportunities and Challenges

1. Conwy Road/ Abergele Road Gateway

- Gateway to town centre requires a greater sense of arrival and pedestrian and cycle priority through traffic calming and greening
- Increase walkways, rationalise parking bays and introduce tree and rain garden planting to create a green gateway through the town and connect existing parks and Nature Reserve
- Introduce dedicated cycle provision or on road cycling to improve Active Travel
- Provide traffic calming through carriageway narrowing/central median strip/informal crossings
- Reduce junction radii at side roads to improve crossing and increase pedestrian priority



Constitution Avenue, Scheme by Jane Irwin © John Gollings



Paddington Street, Westminster © GreenBlue Urban



6.4 Opportunities and Challenges



Station Road, Ashington © GreenBlue Urban

2. Penrhyn Road Connection

- Green street and enhance Active Travel connection between Conway Road and Waterfront
- Reduce road width to single lane and remove parking on one side of road to create space for tree and rain garden planting and dedicated cycle route
- Provide opportunities for outdoor dining areas through movable planters
- Consider retrofitted 'green' living lamp posts where scope for tree planting is limited



Planting and cycleway © AAUPC

6.4 Opportunities and Challenges

3. Station Road and Sea View Road

- Green street through further use of raised planters with coastal planting to connect to waterfront
- Reduce opportunities for parking through use of street furniture and large planters with trees and ornamental grasses/shrubs
- Consider introducing rain garden planting to existing trees and providing new tree and rain garden planting to further green the street
- Introduce outdoor dining areas through movable planters to define seating areas and restrict parking
- Consider retrofitted 'green' living lamp posts



Stamford Brook



Planters on highstreet



6.4 Opportunities and Challenges



Wapping Wharf, Bristol. Photography by Simon Doling - Image From Gillespies



Orly Station, Amsterdam © Landzine



Ithaca Commons

4. Railway Station Gateway

- Create a green gateway to the town through repurposing hardstanding to green space with opportunities for tree planting, SuDS with rain garden planting, ornamental grasses and shrubs
- Enhance public realm and create a public square incorporating gateway feature to define space
- Enhance connectivity between town and promenade and provide greater pedestrian and cycle priority across B5113 through carriageway narrowing and raised table at crossing
- Incorporate tree planting within existing raised planters
- Consider green walls to railway station and walls to the Expressway flyover
- Enhance connection to promenade through tree planting and enhancement of amenity space

6.5 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Colwyn Bay. The areas include:

- Penrhyn Road
- Former Market Hall
- Station Forecourt
- Ivy Street Car Park and Station Road



6.5 Priority Areas



Looking north along Penrhyn Road



Looking south along Penrhyn Road

Penrhyn Road

Penrhyn Road is a key commercial street. Important views towards Conway Road and the seafront are found along the road.

Existing Condition:

- High quality and pedestrian focused public realm.
- Limited GI provision other than existing tree planters on western side.
- Outdoor dining areas on western side of the road.
- Limited cycle provision.
- Overly wide one-way carriageway (approx. 4.38m - 11.05m including parking).
- On street parking on both sides of the street.

Opportunities:

- Narrow carriageway and redistribute space.
- Enhance Active Travel and increase cycle and pedestrian priority.
- Improve pedestrian crossing provision.
- Space for contraflow cycle lane.
- Green the street and re-purpose parking bays to enhance GI provision.
- Create more space for outdoor dining areas.

6.5 Priority Areas

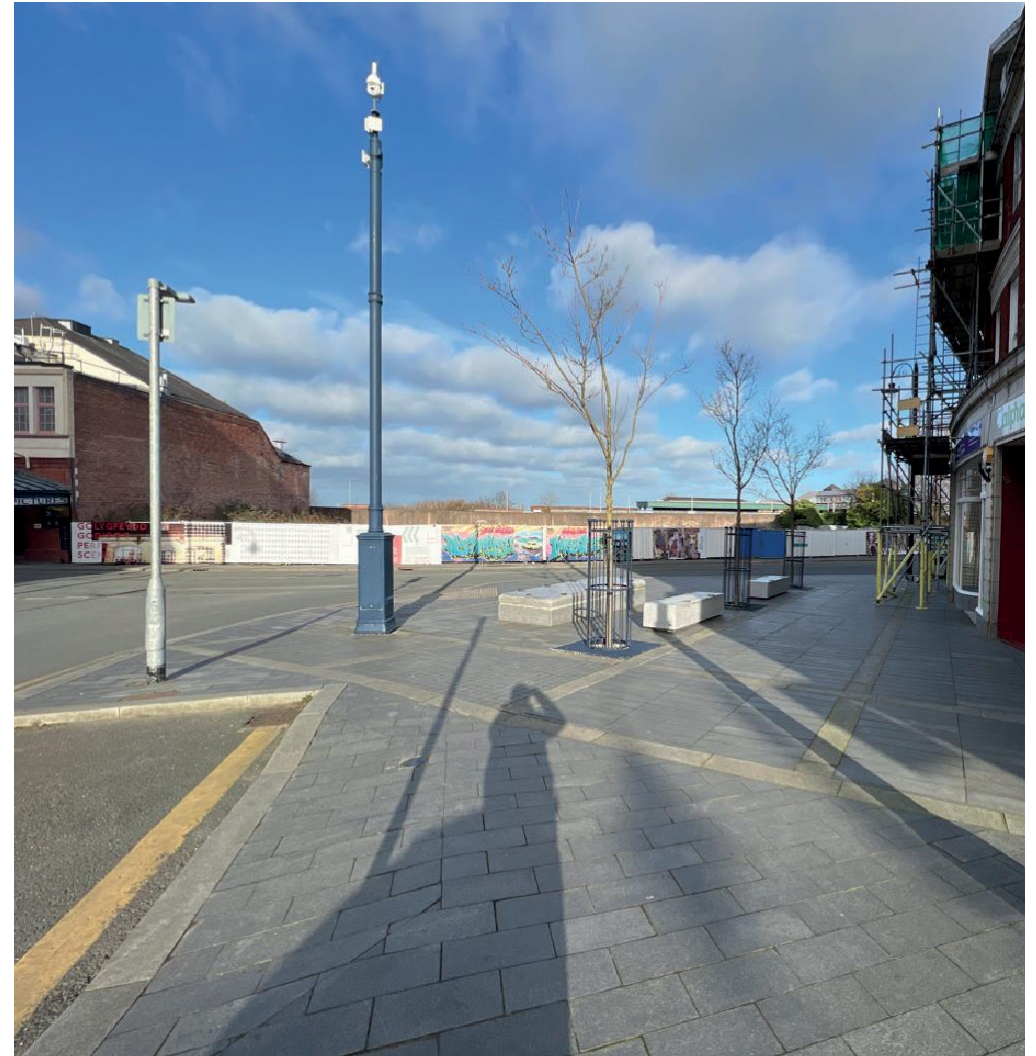
Former Market Hall

Existing Condition:

- Disused land.
- Limited GI provision. Some planting between former market hall site and station forecourt.
- Limited pedestrian crossings.
- Limited cycle provision.
- Wide carriageway along Princes Drive/Victoria Avenue (approx. 6.94m - 9.92m).

Opportunities:

- New car park to re-locate railway station parking and parking Penrhyn Road
- Enhance GI provision.
- Enhance Active Travel and increase cycle and pedestrian priority on Princess Drive.
- Improve pedestrian crossing provision.
- Narrow the carriageway to redistribute space and improve pedestrian, cycle and GI provision.



Former Market Hall

6.5 Priority Areas



Public open space to south of station car park

Station Forecourt

Existing Condition:

- Lacks sense of arrival at the Railway Station.
- Limited existing GI provision. Incredible Edible planters are currently located here.
- Limited cycle provision.
- Wide carriageway along Princes Drive / Victoria Avenue (approx. 6.94m - 9.92m).
- Poor existing link to promenade.

Opportunities:

- Create a high-quality gateway space at the Railway Station with enhanced public realm.
- Narrow Princess Drive carriageway to redistribute space and enhance Active Travel and GI provision.
- Enhance GI provision and create a green gateway.
- Enhance active travel and increase cycle and pedestrian priority and crossing provision.
- Improve link to promenade and beach.



Station Forecourt and Victoria Ave



View to Railway Station and car park from Station Road/Princess Drive junction

6.5 Priority Areas

Ivy Street Car Park and Station Road

Station Road is a key commercial street. Important views towards Conway Road and the Railway Station are found along road. Ivy Street Car Park has 41 spaces and is centrally located.

Existing Condition:

- High quality and pedestrian focused public realm on Station Road.
- Station Road is a one-way pedestrian zone with restricted access.
- Events including markets can be held on station road.
- Station Road has some GI provision such as street trees and planters. Ivy street Car Park is lacking GI provision.

Opportunities:

- Enhance GI provision in both spaces.
- Create defined space for shops and cafes on Station Road.



Ivy Street Car Park



Ivy Street Car Park



Looking south along Station Road

6.6 Concept Design



Colwyn Bay Concept Design, Penrhyn Road to Colwyn Bay Railway Station

Colwyn Bay Concept Design

Concept designs have been produced to RIBA Stage 2 for priority areas in Colwyn Bay, comprising Penrhyn Road, Princess Drive, Station Road, the Railway Station Forecourt and Ivy Street Car Park.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Colwyn Bay's streets and open spaces.

A key aim of the design is to improve the connection between the town centre, Railway Station and the sea front/beach by providing a new green public space at the current station car park and south side of Princess Drive. This will create a seamless connection to the beach and a pedestrian friendly environment through the introduction of significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.

6.6 Concept Design

Penrhyn Road

Penrhyn Road is an approved Active Travel route and important link between Conway Road, Princes Drive, the Railway Station and sea front.

The proposals aim to provide improved connectivity for cyclists and pedestrians. The one-way system currently in use is retained with carriageway widths reduced to 3m and a DE301 segregated contraflow cycle lane introduced on the western side.

New tree and SuDS planting has replaced parking on the western side, this along with moving of the existing planters creates a generous pedestrian space with improved opportunities for outdoor seating and dining.

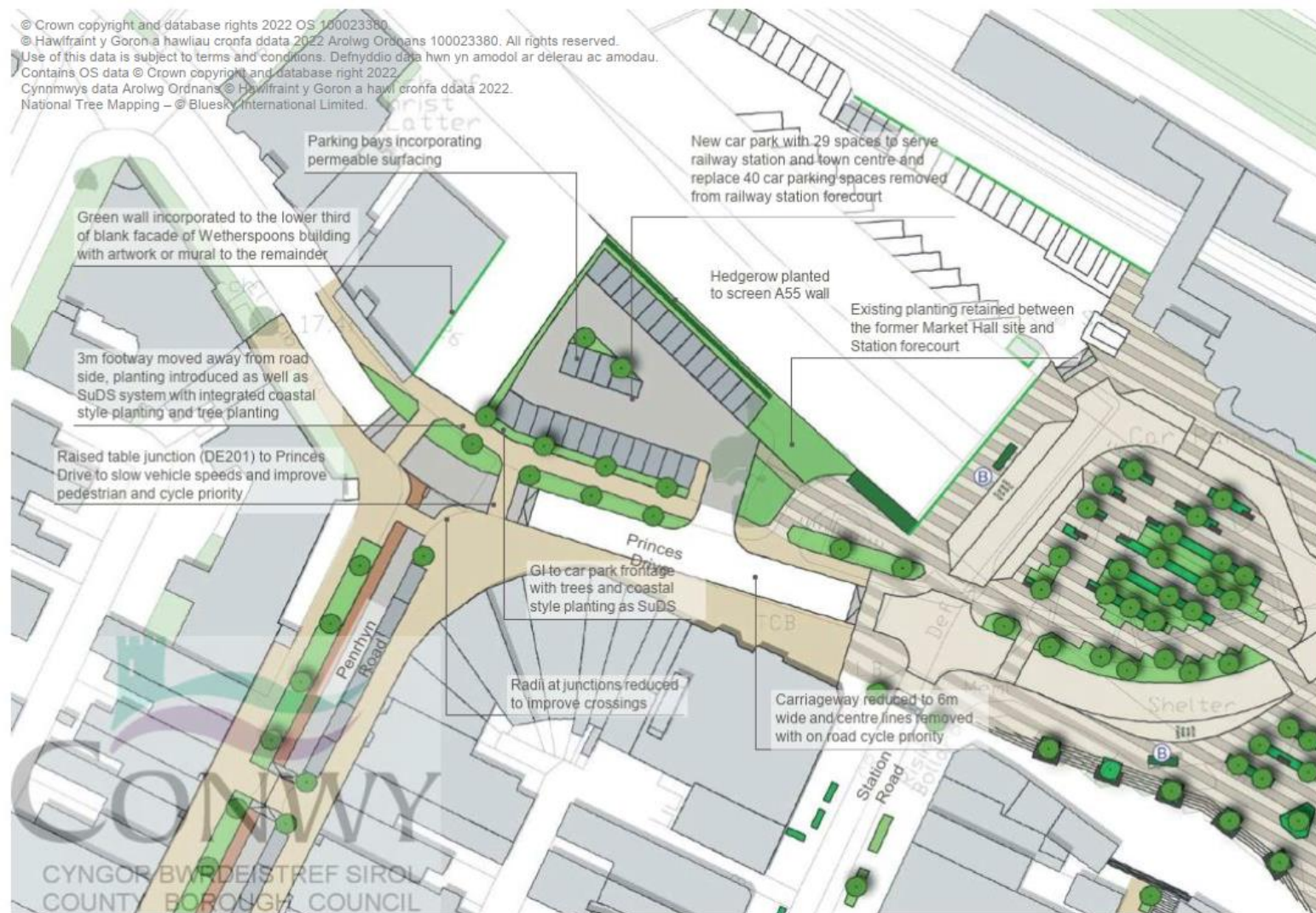
Parking bays are retained on the eastern side and the existing planters from the western side are relocated to break up parking spaces. The existing raised table pedestrian crossing is retained and improved with a change of surface.

The junctions with Conway Road and Princes Drive have both been improved by the introduction of DE201 raised table junctions and uncontrolled crossings.



Penrhyn Road Concept Design

6.6 Concept Design



Former Market Hall

Concepts have been prepared for a new car park on the former Market Hall site, to accommodate parking removed from the Railway Station forecourt and Penrhyn Road.

The new car park provides 29 spaces and includes new screen planting to the A55 wall, new tree planting to Princes Drive footpath and retains existing planting to the east. The blank facade to the existing building provides the opportunity for a green wall to the lower part with an artwork or mural above to create a landmark feature.

Princes Drive has been reduced to 6m wide and centre lines removed, with on road cycle priority, to allow the creation of tree and SuDS planted verges and a 3m wide footway to the north.

A raised table junction is provided at Penrhyn Road including uncontrolled crossings.

6.6 Concept Design

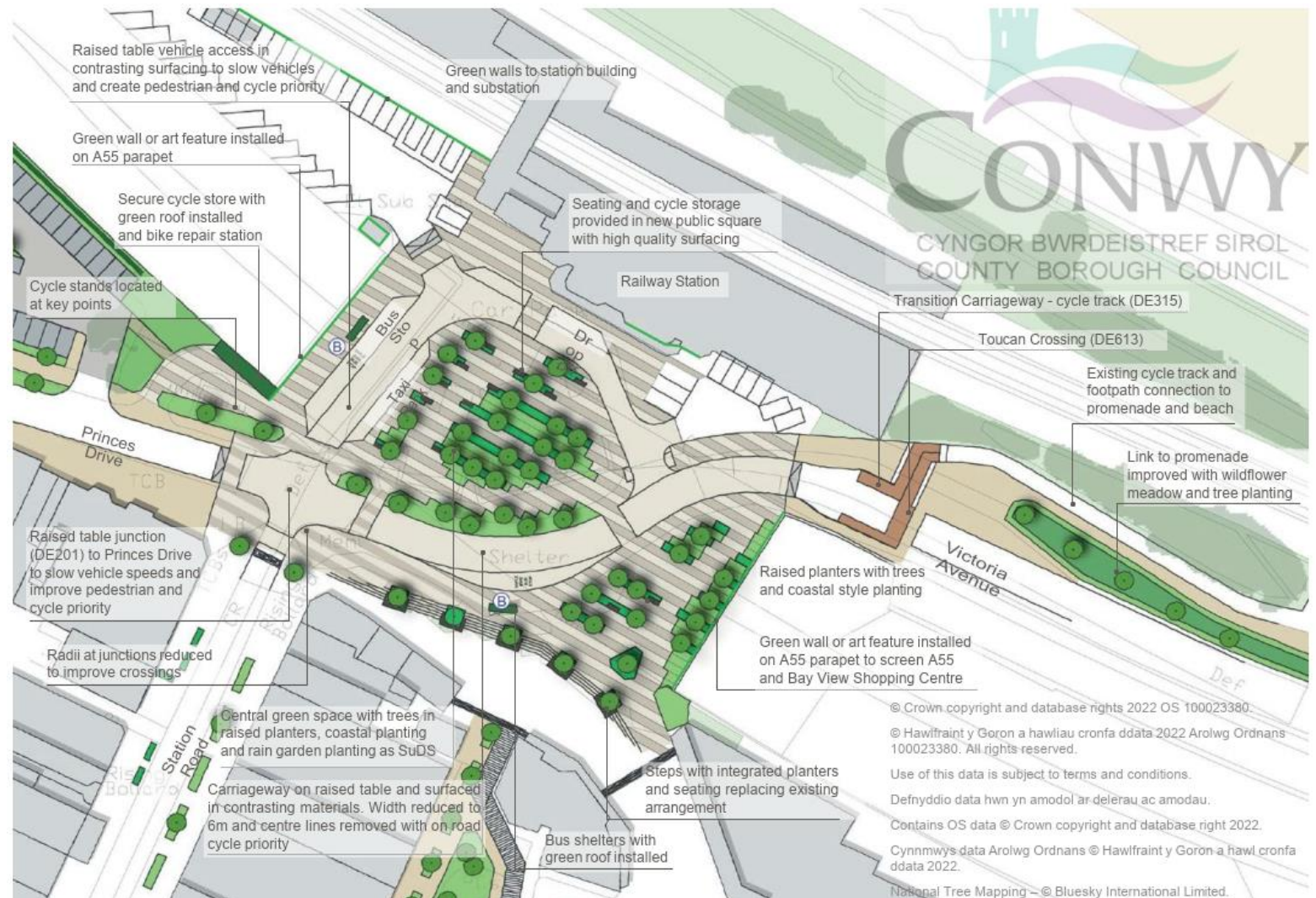
Station Forecourt

The existing Railway Station car park and south side of Princes Drive has been reconfigured as a public open space reinforcing connectivity from the town centre northward to the sea front/beach and creating a green gateway to the town.

Princess Drive is surfaced in a contrasting material and placed on a raised table with the carriageway reduced to 6m wide to improve pedestrian and cycle priority. New crossing facilities are provided at Victoria Avenue to improve connection to the promenade.

The existing bus stop on Victoria Avenue has been moved to within the former Station car park. The car park itself has been given over for pedestrian use and would be planted with appropriate tree, shrub and herbaceous species, complemented by SuDS where appropriate. The A55 parapets would be improved with the inclusion of green walls or art features to visually enhance existing brick walls.

The existing planters and surfacing on the south side of Victoria Avenue/Princes Drive would be replaced with new planting and planters to match those proposed on the former station car park, reinforcing the link to the town centre, and creating a high quality public space that connects the town with the railway station and promenade.



Colwyn Bay Railway Station Forecourt Concept Design

6.6 Concept Design



Ivy Street Car Park and Station Road

Station Road is one of the two main pedestrianised areas in Colwyn Bay, recently enhanced with high quality public realm. The concept for Station Road includes greening the street by providing rain garden planting as SuDs and tree planting along the line of the existing drainage elements.

New movable planters, which could include artwork and seating, have been proposed to define areas for activities such as outdoor dining.

Trees and planting should be located to restrict illegal parking on Station Road.

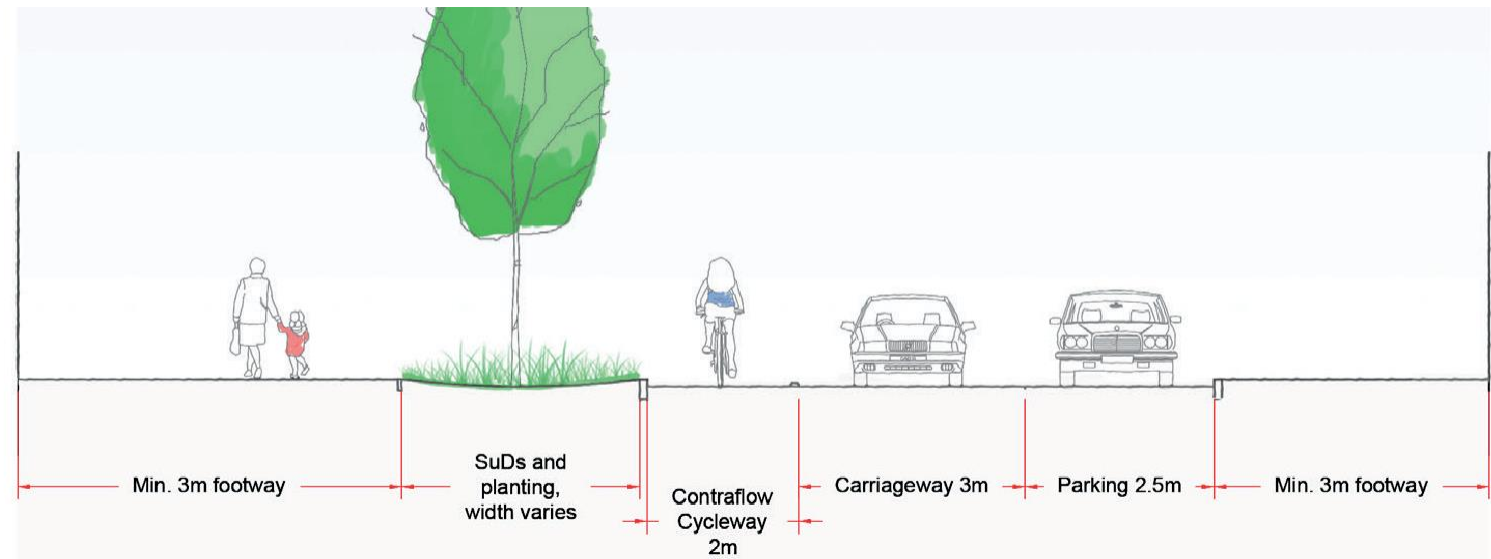
Ivy Street is a parking area close to the main shopping streets in Colwyn Bay. The concept design shows the removal of the existing public conveniences replacing these with tree planting and a new pedestrian and emergency access.

The parking area itself has been reconfigured and retains 38 parking spaces including 4nr. accessible spaces. This change allows a 3.5m wide shared footway cycleway to the western side forming a link to both Conway Road and Princes Drive, as part of this approved Active Travel Route.

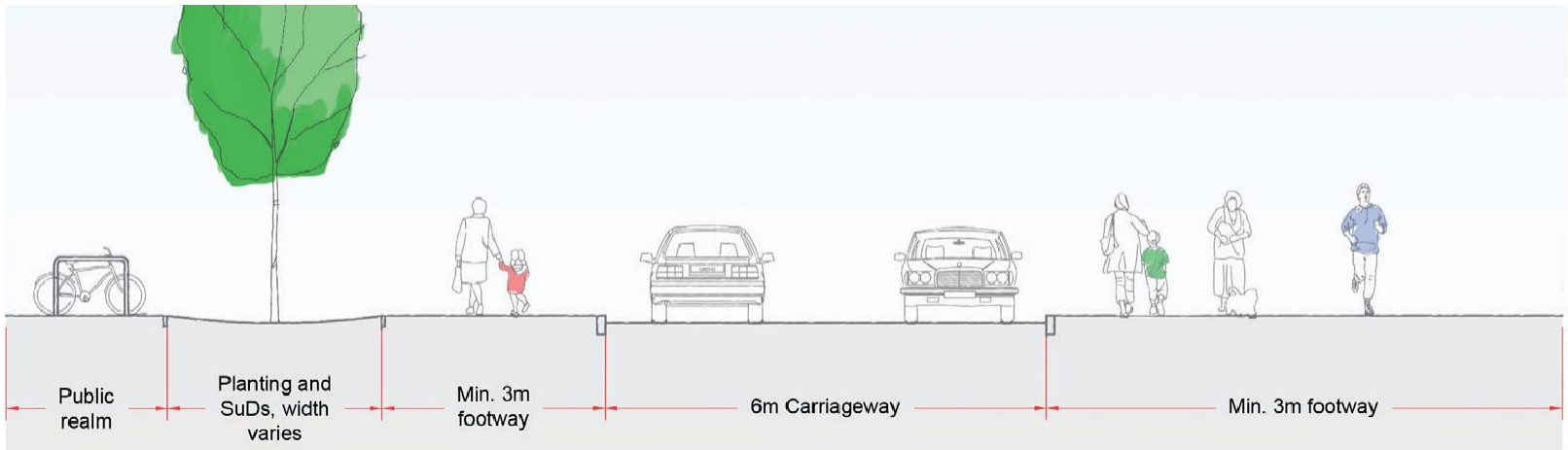
Ivy Street Car Park and Station Road Concept Design

6.6 Concept Design

Penhryn Road Section



Princes Drive Section



6.6 Concept Design

Penrhyn Road Visual



Visual of Penrhyn Road

7.0 Llanrwst



7.1 Study Area

Overview

Llanrwst is a small town in the Vale of Conwy in the south of Conwy County Borough. It is positioned on the River Conwy with an impressive 16/17th Century 3 arched bridge spanning the river.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) describes a deficit of some types of open space and low tree canopy coverage when expressed as a percentage of the urban form.

The study area focuses around the junction of Denbigh Street and Watling Street, from the railway station in the east to the joining of the roads at Bridge Street in both the west and south of the town.

Streets and spaces within the study area include:

1. Denbigh Street;
2. Watling Street and;
3. Bridge Street.



7.1 Study Area



Denbigh Street looking northeast along Abergele Road



Denbigh Street at the railway bridge looking west



Watling Street looking south from A548 Denbigh Street



Denbigh Street looking west towards Bridge Street



Riverside Walk



Ancaster Square



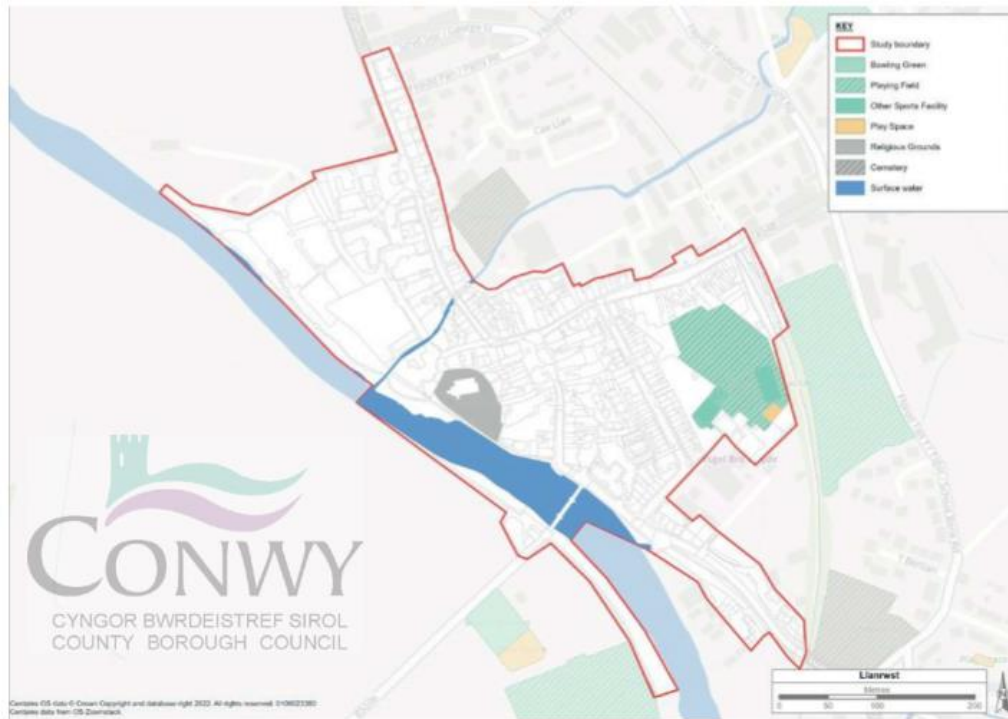
Bridge Street and Ancaster Square



Denbigh Street to Plough Field

7.2 Site Analysis

Analysis Plans



Open Space

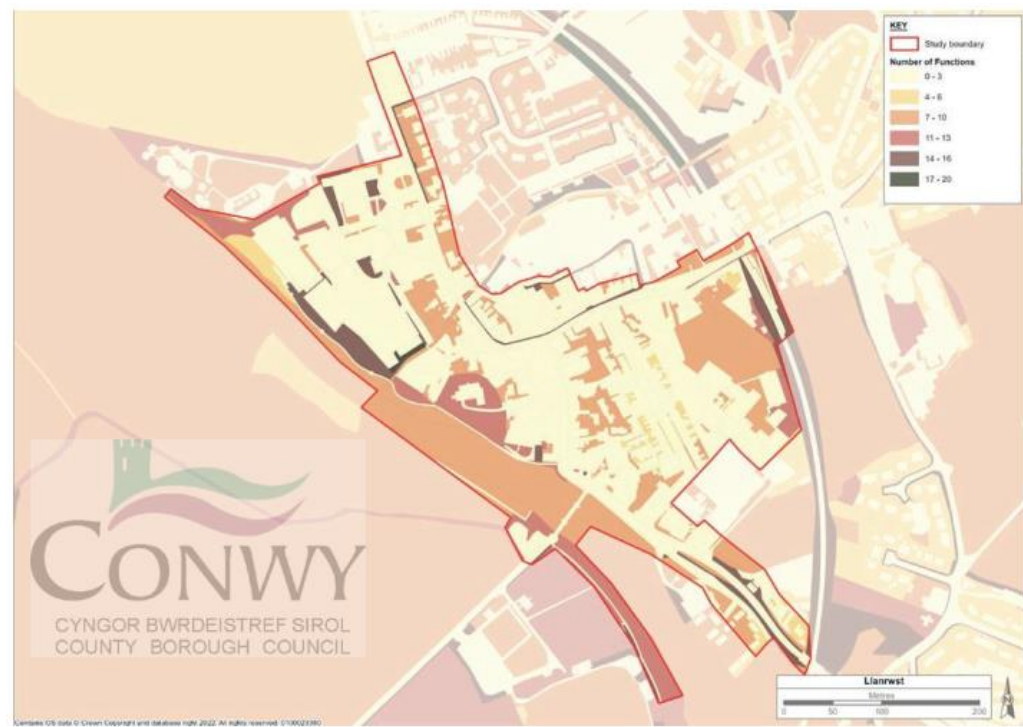
Open space provision in the study area shows deficits in playing fields, outdoor sports and play whilst having a surplus of formal amenity.



Tree Canopy Cover

Belts of planting can be found along the River Conwy, field boundaries and railway lines, however within the town centre there is very limited tree coverage.

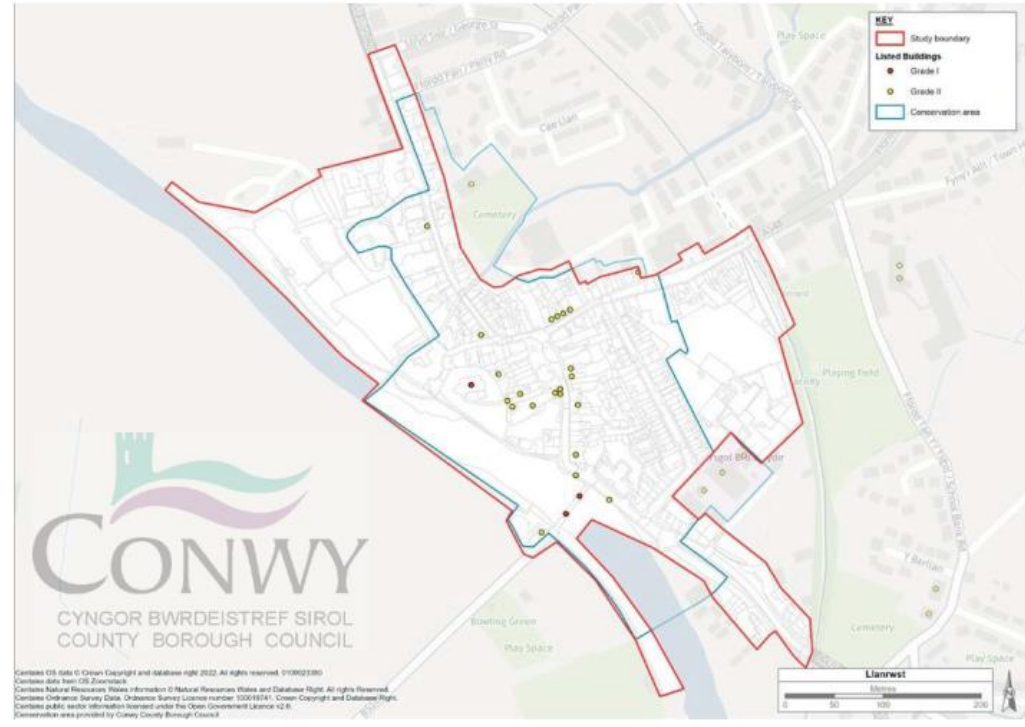
7.2 Site Analysis



GI Multifunctionality

This plan shows Green Infrastructure multifunctionality, and considers aspects such as recreation, wildlife habitats and shading.

The study area generally has low GI multifunctionality, with some areas such as the river side and playing fields associated with the Llanrwst Youth Centre showing higher multifunctionality.

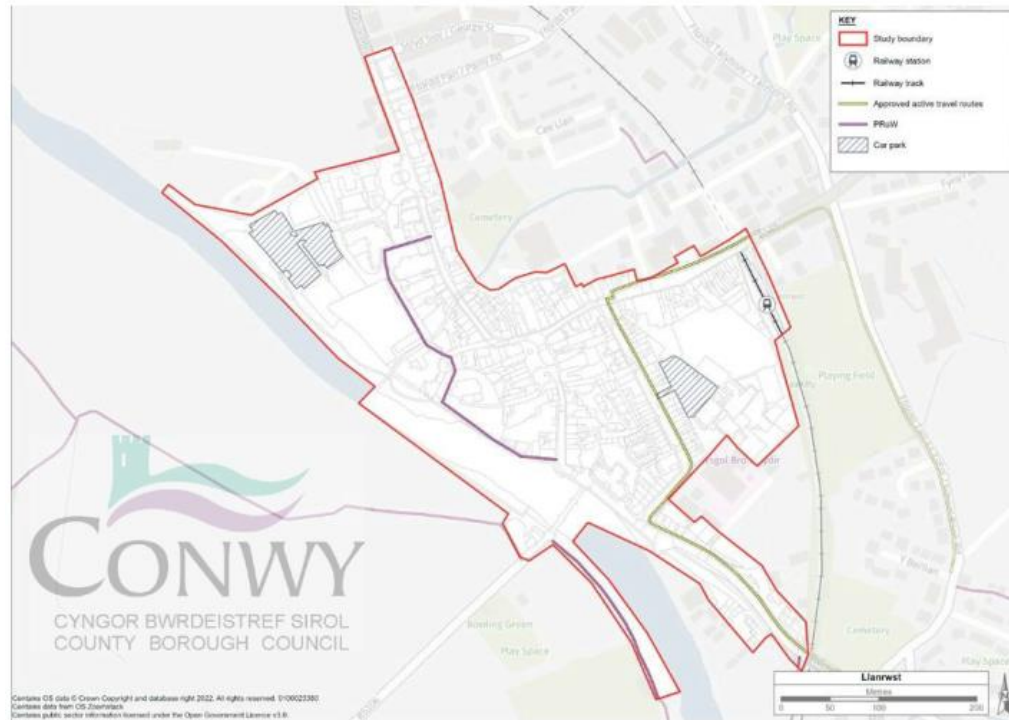


Designations

The study area covers most of the Llanrwst Conservation Area.

The area has a number of Grade II listed buildings as well as the Grade I Parish Church of St Grwst and Llanrwst Bridge.

7.2 Site Analysis



Transport and Access

There are car parks at Watling Street and Glasdir within the study area. Llanrwst station and railway form the eastern boundary of the study area.

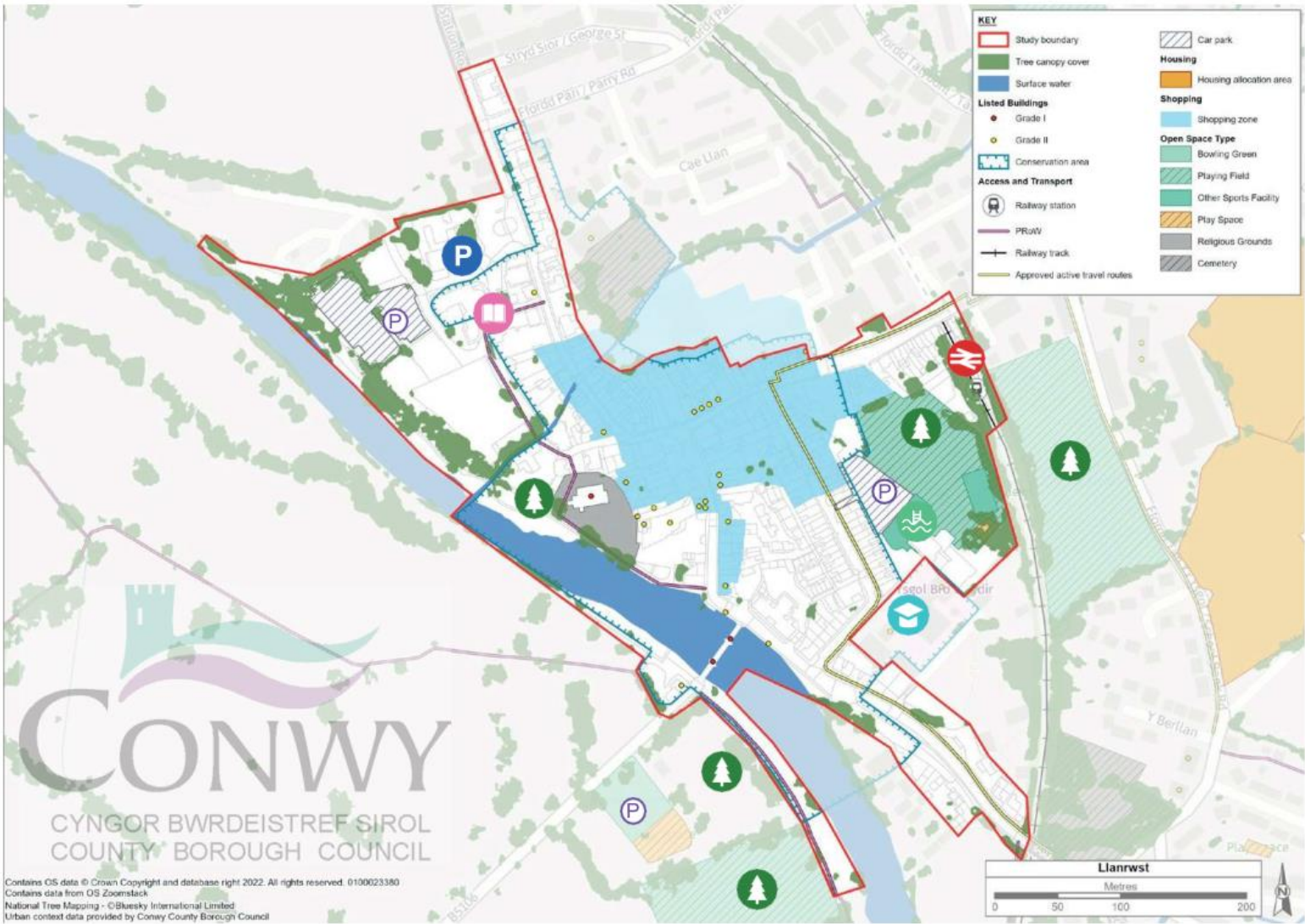
An existing Active Travel route runs from the Railway Station along Denbigh Street and Watling Street south towards Bridge Street. There is also the River Walk Public Right of Way along the River Conwy.



Street Hierarchy

The A470 Bridge Street trunk road runs through Llanrwst heading north south with access over the Llanrwst Bridge and numerous local access roads connecting surrounding residential areas and businesses. The A548 runs east west and connects to Bridge Street via a one way system at Ancaster Square with Watling Street heading south.

7.2 Site Analysis



Urban Context

Llanrwst is a historic town in the Vale of Conwy and a tourist destination. Tourism is concentrated in the summer season.

The town has a recognised shopping zone along the A548 Denbigh Road and A470 Bridge Street covering the area from the railway station in the east to the library in the northwest and Llanrwst Bridge in the south.

Residential areas are typically defined by semi-detached dwellings in the northwest and terraced dwellings in the south and northeast.

Key Destinations

There are several notable landmarks such as Llanrwst Bridge and the Parish Church of St Grwst. To the south west of the town is Gwydir Castle and Gwydir Uchaf Chapel

The Riverside Walk is an attractive riverside footpath, with access to the river available on both banks.

7.3 Opportunities and Challenges

SWOT Analysis

Strengths

- *Historic town along the River Conwy*
- *Attractive town centre with narrow streets and market square*
- *Conservation Area with a number of listed buildings*
- *Grade I listed bridge over the river*
- *Open space close to the town centre and easy access to the surrounding countryside*
- *Riverside walk*
- *Good tree cover near the river in places*
- *Limited green infrastructure multi-functionality in the town centre*
- *Existing town centre car parks*
- *Recreation and tourism attractions close to town*

Weaknesses

- *Vehicle dominated streets with narrow footways*
- *Limited cycling provision*
- *Lack of green infrastructure in the town centre*
- *Poor signage and sense of arrival*

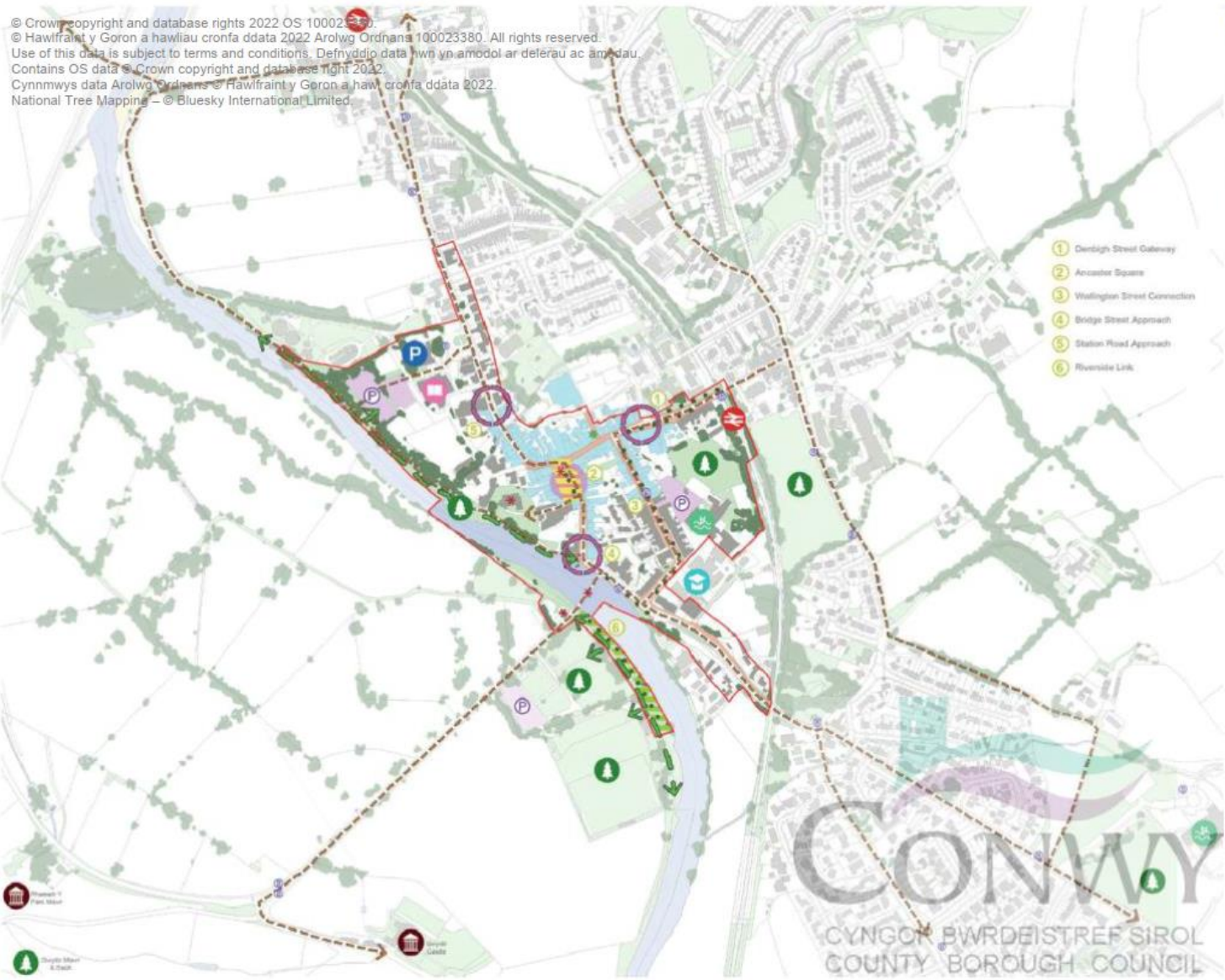
Opportunities

- *Define town centre gateways*
- *Enhance Active Travel routes*
- *Improve connectivity to the railway station, school and swimming pool*
- *Green the market square, enhance public realm and improve pedestrian priority*
- *Enhance the riverside walk with improved access and GI diversification*
- *Widen footways and repurpose highway to prioritise pedestrians, green infrastructure and cycle provision*
- *Calm traffic and improve crossing points*
- *Introduce tree planting, shrub planting, SuDS rain garden planting and green walls where space allows*
- *Improve signage on main approaches*

Threats

- *Bridge Street forms a trunk road through the town centre*
- *Limited space for tree and shrub planting*
- *Interventions in adopted highway*
- *Utilities and service easements*

7.3 Opportunities and Challenges



Opportunities



7.3 Opportunities and Challenges

1. Denbigh Street Gateway

- Create a green link from the railway station to the town centre
- Introduce tree and hedgerow planting to existing green space boundary adjacent flats on Heol Scotland and business on Plough Street
- Widen footways to enhance pedestrian priority and improve cycling
- Rationalise parking bays, reduce carriageway and introduce tree and rain garden planting outside shops to define the town centre gateway
- Provide traffic calming through informal raised crossings and shared space at key spaces such as junction with Watling Street and connection to Plough Fld/Co-op
- On southern section of Denbigh Street consider narrowing carriageway and defining parking bays and carriageway with different surfacing to create pedestrian priority between Watling Street and Bridge Street
- Introduce green roof to bus stop

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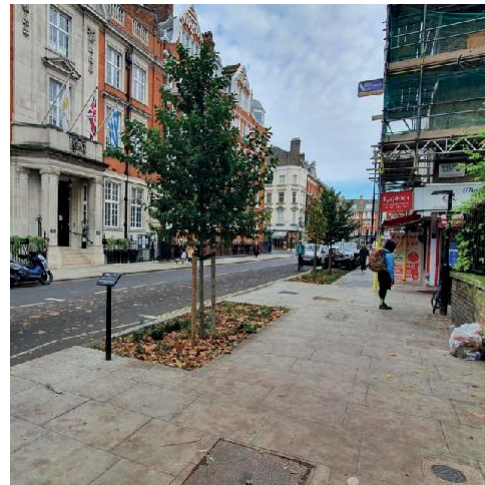
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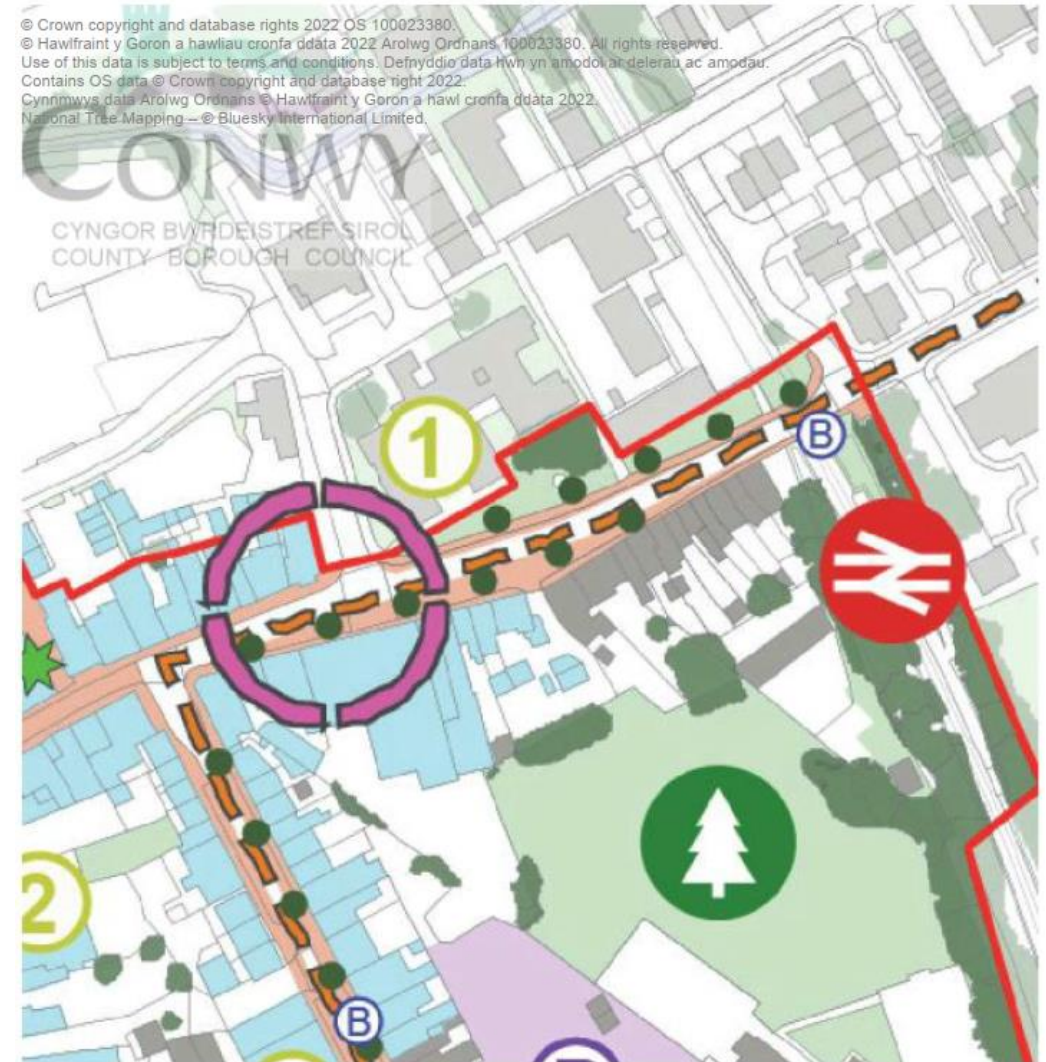
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Paddington Street, Westminster, London © GreenBlue Urban



7.3 Opportunities and Challenges



2. Ancaster Square

- Key nodal point at the heart of the town
- Enhance public space through surfacing and street furniture and provide more opportunities for tree planting and raised planters
- Extend the square across Bridge Street and create greater pedestrian priority through carriageway narrowing, introducing informal raised crossings and surfacing changes to the road
- Consider removing layby and replacing with tree and rain garden planting
- Encourage further outdoor dining and introduce movable raised planters to define seating areas



Brentford High Street Market Place, Kinnear Landscape Architects

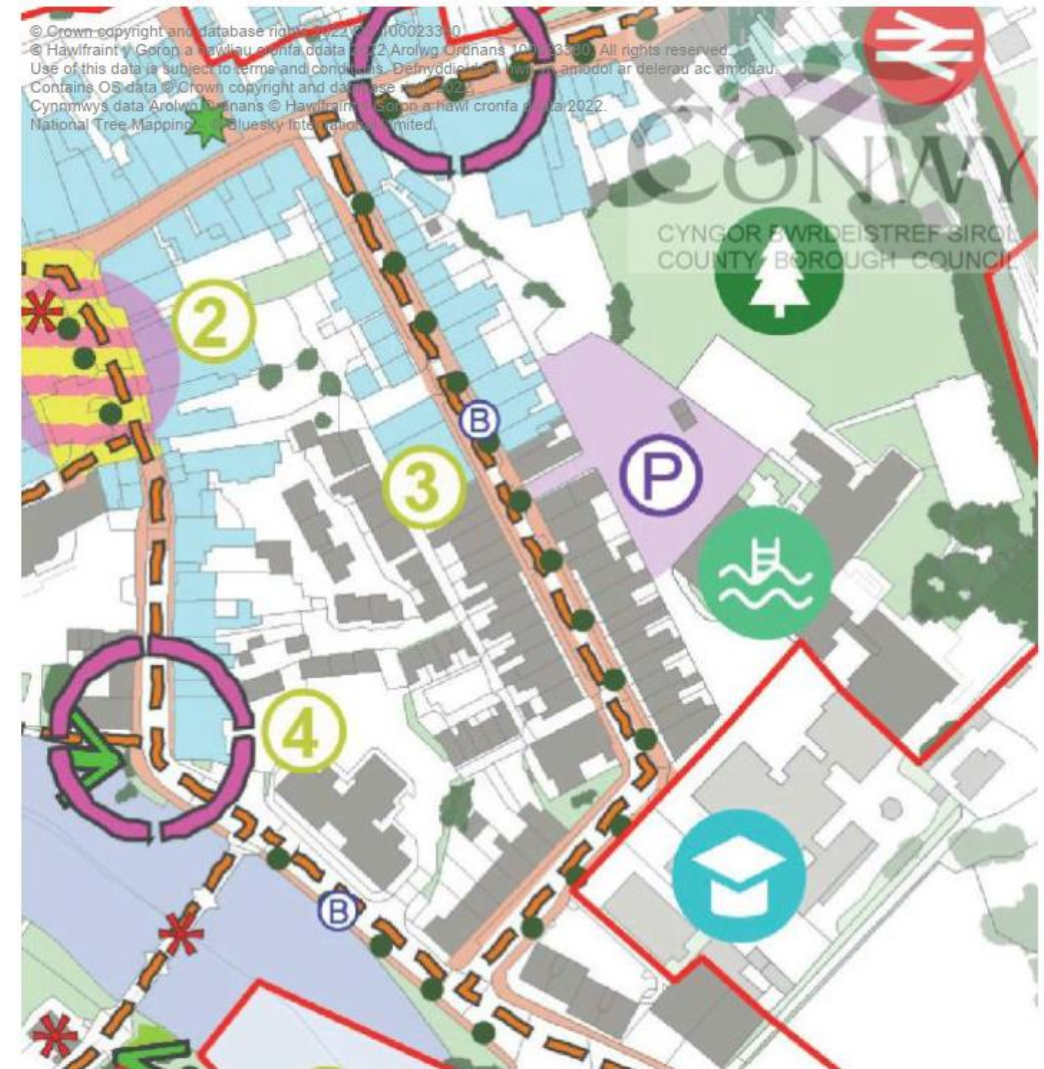
7.3 Opportunities and Challenges

3. Watling Street Connection

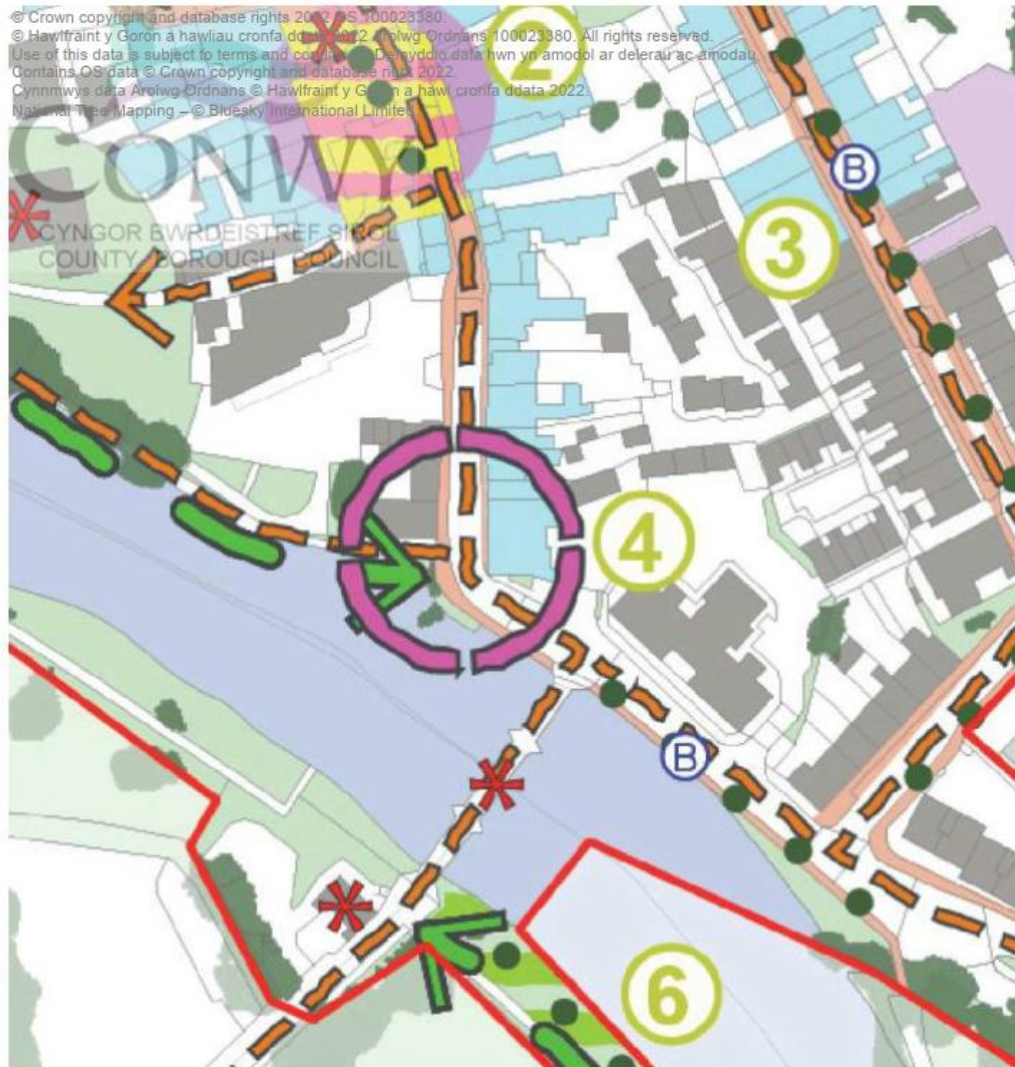
- Key connection to school, swimming pool and car park and Active Travel route
- Enhance environment for pedestrians and cyclists to improve links through creation of wider footways and improved on road cycle facilities
- Reduce carriageway width where possible and introduce raised table crossings
- Rationalise parking bays and introduce tree and rain garden planting to green the street
- Introduce green roof to bus stop



Hammersmith, Fulham © GreenBlue Urban



7.3 Opportunities and Challenges



4. Bridge Street Approach

- Southern town centre gateway
- Define entrance to the town through raised table, change in carriageway surfacing and carriageway pinch point with tree planting or bollard to slow vehicle speeds
- Widen footways where possible to improve pedestrian environment and accessibility for all, although this may be difficult due to street width



Altrincham town centre, showing gateway feature and raised pedestrian crossing

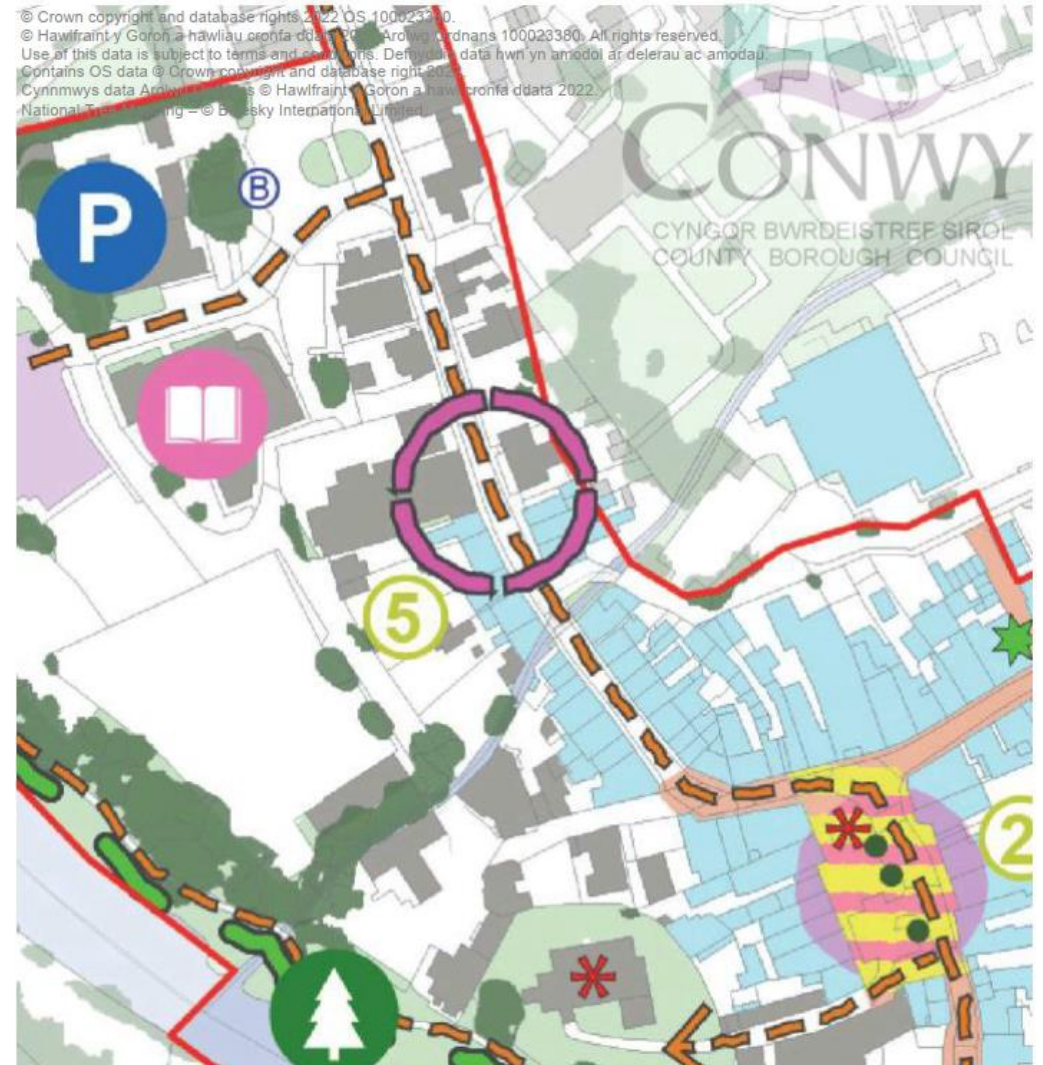
7.3 Opportunities and Challenges

5 Station Road Approach

- Northern town centre gateway
- Define entrance to the town through raised table, change in carriageway surfacing and carriageway pinch point with tree planting or bollard to slow vehicle speeds
- Widen footways where possible to improve pedestrian environment and accessibility for all, although this may be difficult due to street width



Crossing point in Chester





- *Green link through the town with opportunity to enhance waterfront access and encourage interaction*
- *Diversify amenity grass on south side of river through riverside meadow planting, scattered trees and bulb planting*
- *Improve footpaths, seating, signage and street furniture including consideration of picnic areas*
- *Consider opportunities for cycling and improve town centre connections*

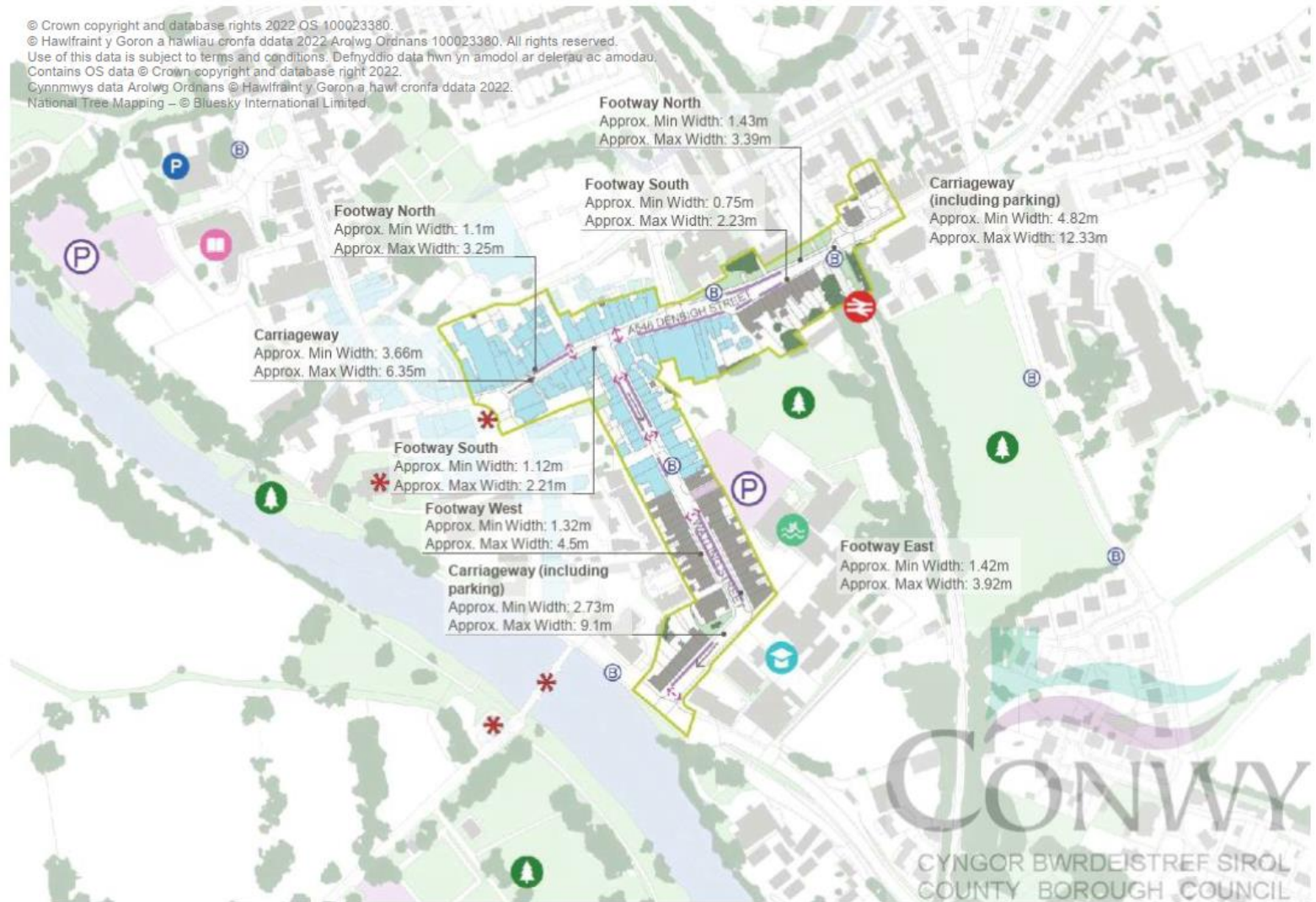
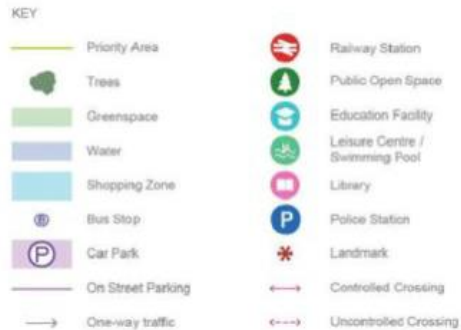


7.4 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Llanrwst. The areas include:

- A548 Denbigh Street/Watling Street Junction;
- Denbigh Street Gateway; and
- Watling Street



7.4 Priority Areas



Google

A548 Denbigh Street/Watling Street Junction

A548 Denbigh Street/Watling Street Junction

The western section of Denbigh Street and Watling Street are part of the one-way loop through Llanrwst. The eastern section of Denbigh Street is two-way.

Existing Condition:

- *Narrow footways (approx. 1.1m – 3.25m wide)*
- *Limited pedestrian crossing provision*
- *No GI provision*

Opportunities:

- *Improve pedestrian environment*
- *Widen footways*
- *Improve pedestrian crossing facilities*

7.4 Priority Areas

Denbigh Street Gateway

This section of Denbigh Street is two-way. It includes the war memorial and access to the Railway Station.

Existing Condition:

- Wide street in places (approx. 4.82m – 12.33m) and vehicle dominated.
- On street parking.
- Narrow footways (approx. 0.75m – 3.39m).
- Limited pedestrian crossing facilities.
- Some GI such as grass verges but GI provision is generally limited.
- Poor pedestrian connection to the Railway Station.

Opportunities:

- Narrow the carriageway and redistribute the space.
- Improve pedestrian and cycle priority.
- Widen footways.
- Improve pedestrian crossing facilities.
- Improve cycle provision.
- Enhance GI provision.



Denbigh Street looking west

7.4 Priority Areas



Watling Street looking south

Watling Street

Watling street is one-way and provides access to the primary school, leisure centre and Watling Street car park.

Existing Condition:

- *Narrow street and vehicle dominated street.*
- *On street parking on both sides of the street.*
- *Poor cycle provision.*
- *Key connection to school, swimming pool and car park.*
- *Narrow footways (approx. 1.32m – 4.5m).*
- *Limited pedestrian crossing facilities.*
- *No GI provision.*

Opportunities:

- *Improve pedestrian and cycle environment.*
- *Improve pedestrian crossing facilities.*
- *Widen footways.*
- *Improve GI provision.*
- *Repropose parking areas for GI provision.*

7.5 Concept Design

Concept Design

Concept designs have been produced to RIBA Stage 2 for the priority areas in Llanrwst.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Llanrwst streets and open spaces.

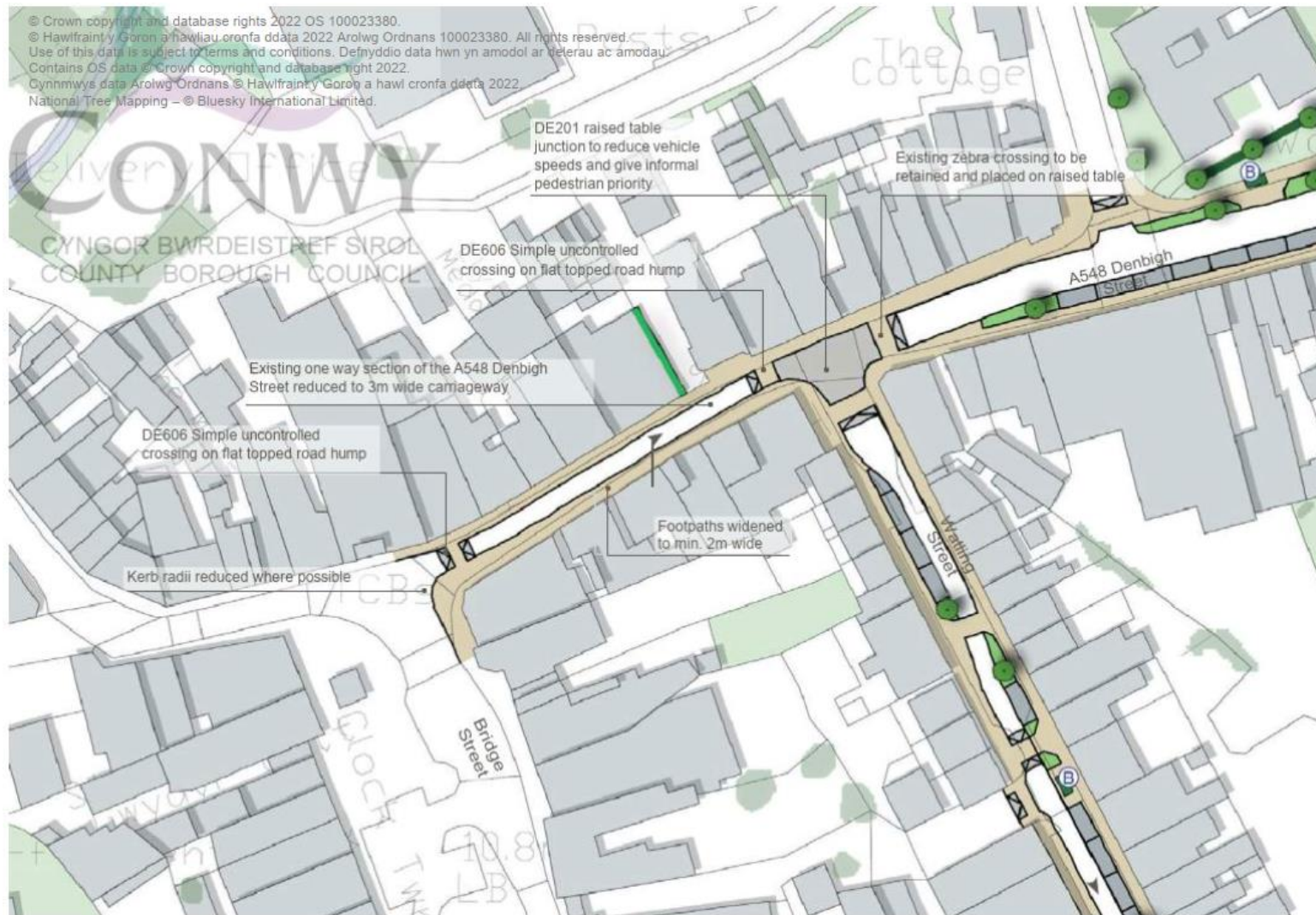
A key aim of the design is to green the A548 Denbigh Street, Watling Street and create a pedestrian friendly environment through the introduction of tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.



Llanrwst Concept Design

7.5 Concept Design



Denbigh St/Watling St Junction

The A548 Denbigh Street forms part of the one way loop through Llanrwst, between Bridge Street and Watling Street.

The proposals aim to improve the public realm for pedestrians by reducing the road width to 3m wide, and creating a minimum 2m wide footway. A new DE606 simple uncontrolled crossing on flat topped road hump at the junction with Bridge Street improves the ability of pedestrians to cross.

The junction of Watling Street and the A548 Denbigh Street is proposed as a DE201 raised table junction to slow vehicle speeds and give informal pedestrian priority.

A548 Denbigh Street/Watling Street Junction Detail

7.5 Concept Design

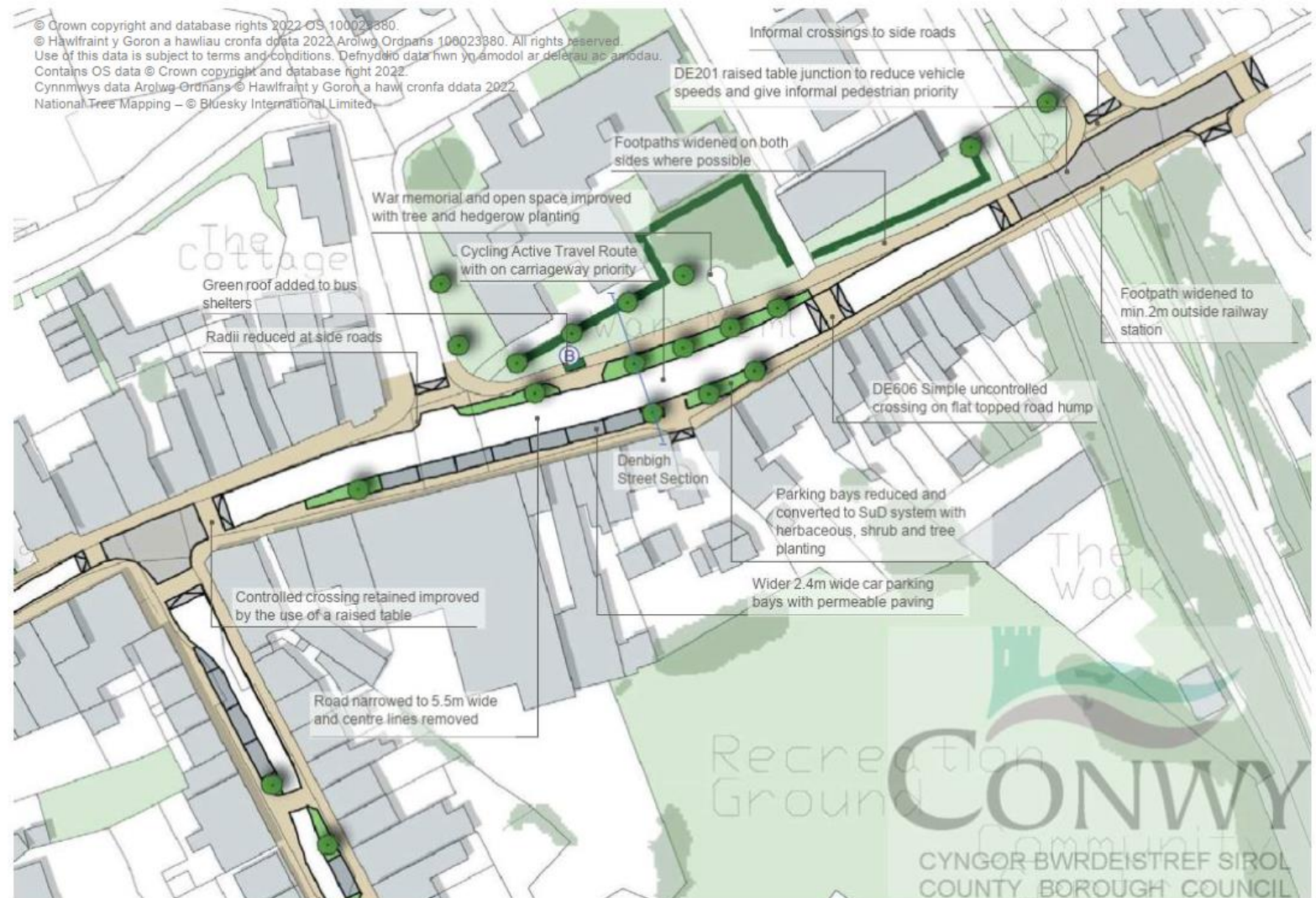
Denbigh Street Gateway

The concept designs for the A548 Denbigh Street aim to improve the connection from the railway station and generally improve GI provision throughout, including creating a focus for the War Memorial.

The road width has typically been reduced to 6m and parking formalised on the south side. A DE201 raised table junction is proposed at the station to reduce vehicle speeds and act as a threshold to the main shopping areas of Llanrwst.

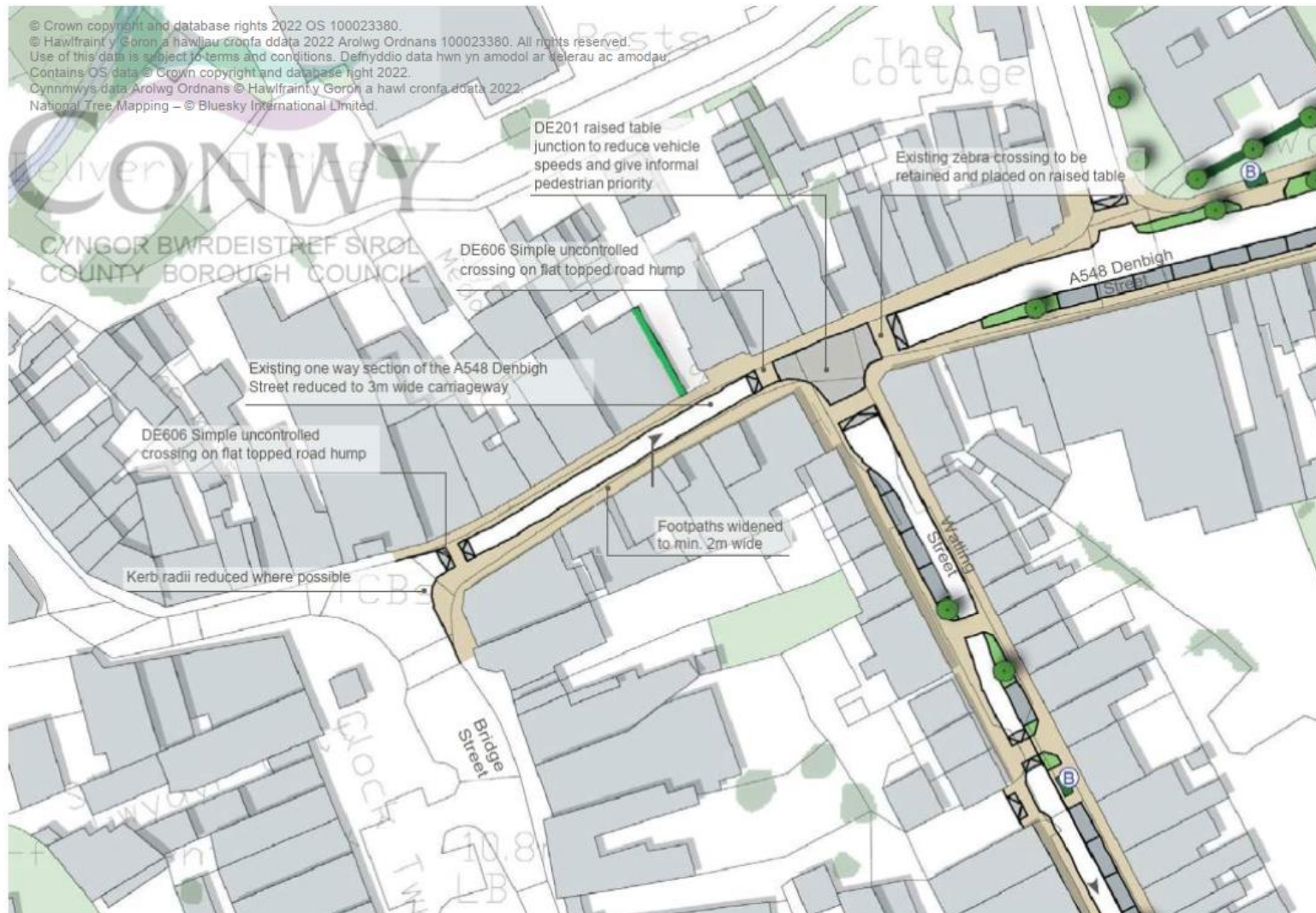
A DE606 simple uncontrolled crossing on flat topped road hump is proposed linking to residential areas to the north and the war memorial. Informal crossings have also been added to side roads and the existing controlled crossing to the west is retained as part of a raised table junction.

Additional tree planting and hedgerow planting are proposed to formalise the war memorial and enhance existing open space, although this may need to be agreed with third party landowners. Roadside tree and shrub planting is being proposed on both sides of the road allowing for possible SuDS integration.



A548, Denbigh Street Gateway

7.5 Concept Design



Watling Street

Watling Street

Watling Street forms part of the one way loop through Llanrwst, traffic moves south linking the A548 Denbigh Street to the A470 Bridge Street.

The concept design aims to improve pedestrian experience as well as providing GI to green the street.

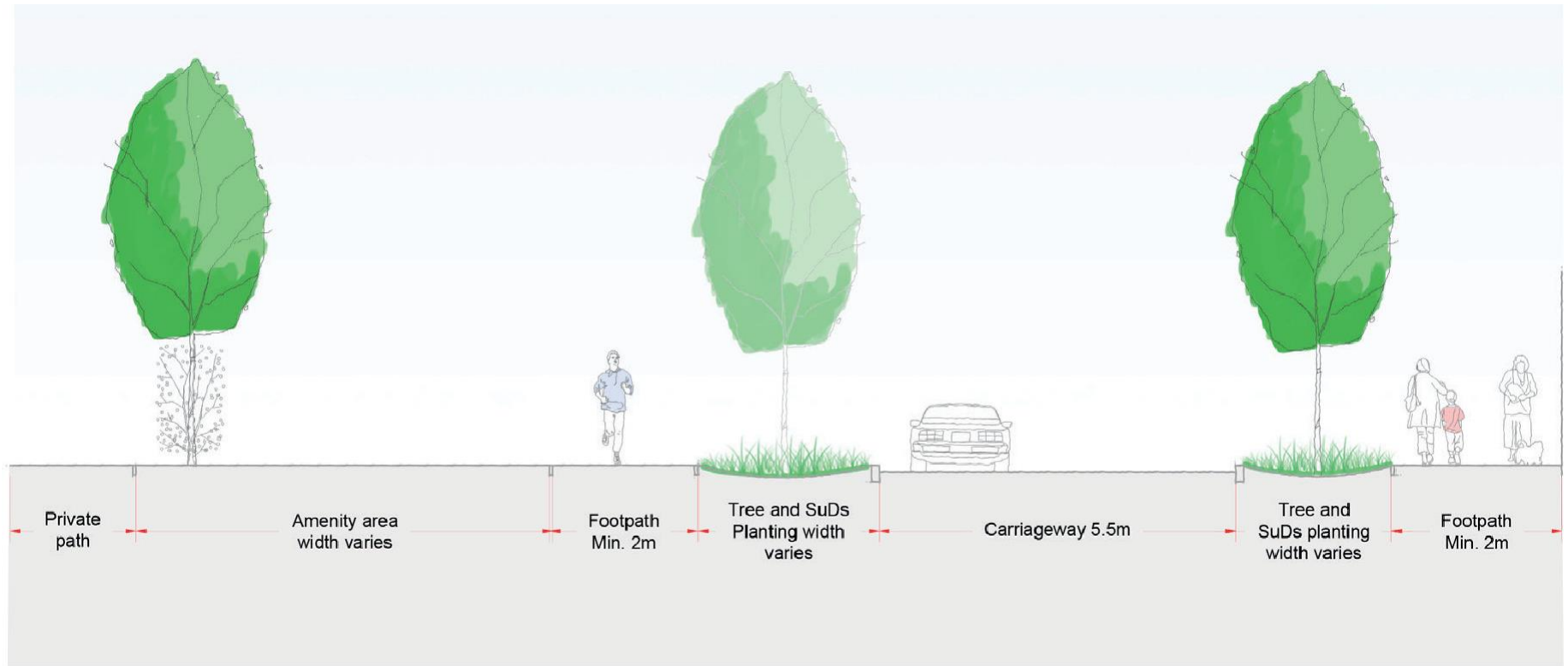
To the north after the DE201 raised table, at the A548 Denbigh Street junction, the road narrows to 3m, existing parking is reduced and the remaining spaces are widened. Existing parking to the south has been retained and widened where possible. Permeable surfacing of parking bays should be considered.

Footways have been widened on both sides to a minimum of 2m for the whole route, with raised table crossings provided at side road junctions and raised table informal crossings at five locations on Watling Street.

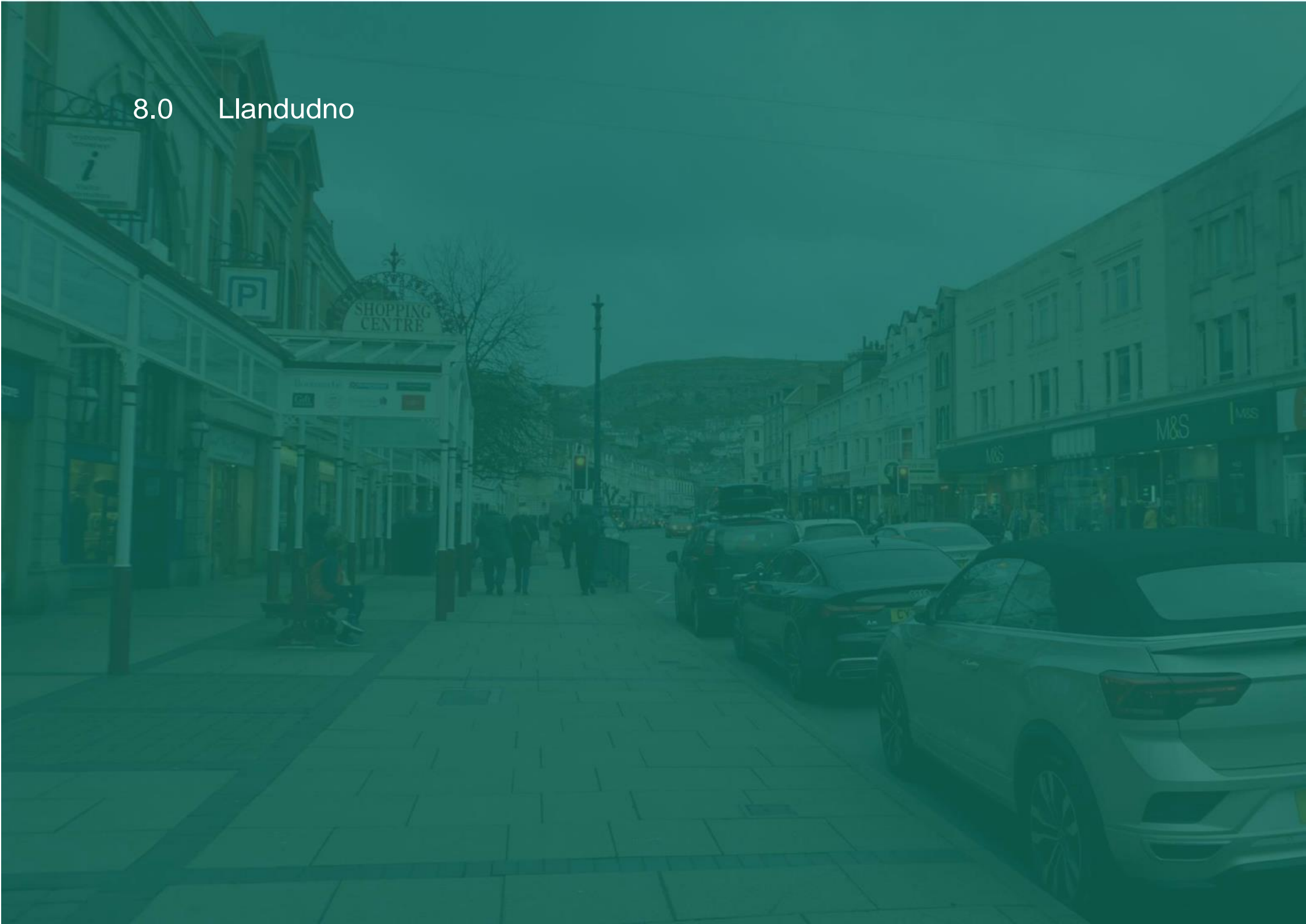
New SuDs and tree planting has been proposed at crossings and at the end of car parking bays where space allows.

7.5 Concept Design

Denbigh Street Section



8.0 Llandudno



8.1 Study Area

Overview

Llandudno is the largest town in Conwy. It functions as a popular seaside tourist destination and acts as a sub-regional shopping and commercial centre.

A key message in the Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) is Green Infrastructure (GI) is limited within the town centre and surrounding residential areas.

CCBC are proposing some focussed public realm improvements, including greening the streetscene and improving pedestrian priority and Active Travel.

The study area focuses around the town centre shopping zone, important open spaces such as North Western Gardens, links to the railway station and key approaches.

Streets and spaces within the study area include:

1. Gloddaeth Street
2. Mostyn Street
3. North Western Gardens
4. Lloyd St, Chapel St, Madoc St, Augusta St
5. Railway Station
6. Vaughan Street



8.1 Study Area



Gloddaeth Street



Mostyn Street



North Western Gardens



Lloyd Street



Madoc Street



Augusta Street



Railway Station



Vaughan Street

8.0 Llandudno

8.2 Site Analysis

Analysis Plans



Open Space

There is a general lack of open space in Llandudno. Existing small urban open spaces within the town include North Western Gardens, Prince Edward Square and the area around the cenotaph and Holy Trinity Church churchyard.

Open space in the wider area includes the seafront promenade and beaches, several playing fields and sports facilities including the Oval Cricket Ground, parks and gardens such as Happy Valley Gardens and Haulfre Gardens and the Great Orme including country park, walking routes, panoramic views and visitor attractions.



Tree Canopy Cover

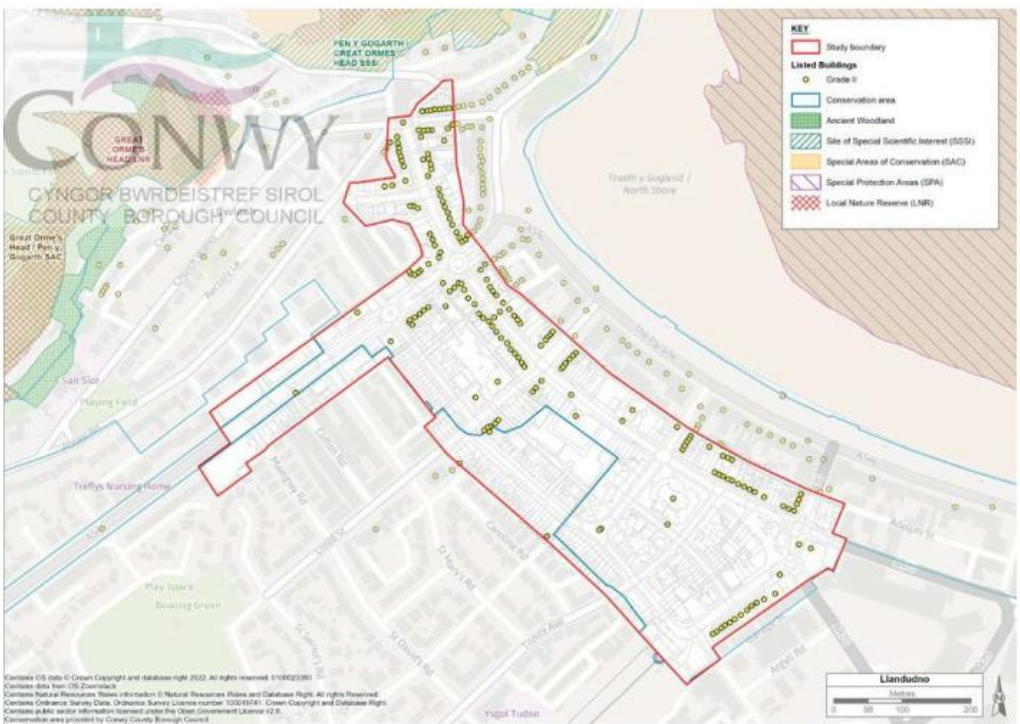
There is low tree canopy cover in Llandudno and generally a shortage of street trees. There are some existing trees within the town and there is evidence of historic tree avenues along some of the key streets such as Mostyn Street and Vaughn Street. Some of the existing trees are in decline or have been lost over the years and the tree avenues are now incomplete.

8.2 Site Analysis



GI Multifunctionality

This plan shows the areas where GI with the most functions is located. It looks at aspects such as recreation, shading and wildlife habitats. The town centre generally has low multifunctionality. The areas with more multifunctionality within the study area include areas of street trees and North Western Gardens.



Designations

Llandudno is a Victorian seaside resort with a high number of listed buildings and good quality architecture. A Conservation Area covers most of the study area.

The Great Orme is designated as a Site of Special Scientific Interest (SSSI), a Special Area of Conservation (SAC), and a Local Nature Reserve (LNR). There are also areas of Ancient Woodland.

8.2 Site Analysis



Transport and Access

The Wales Coast Path runs along the seafront. There are also several approved Active Travel routes within the study area along many of the key streets.

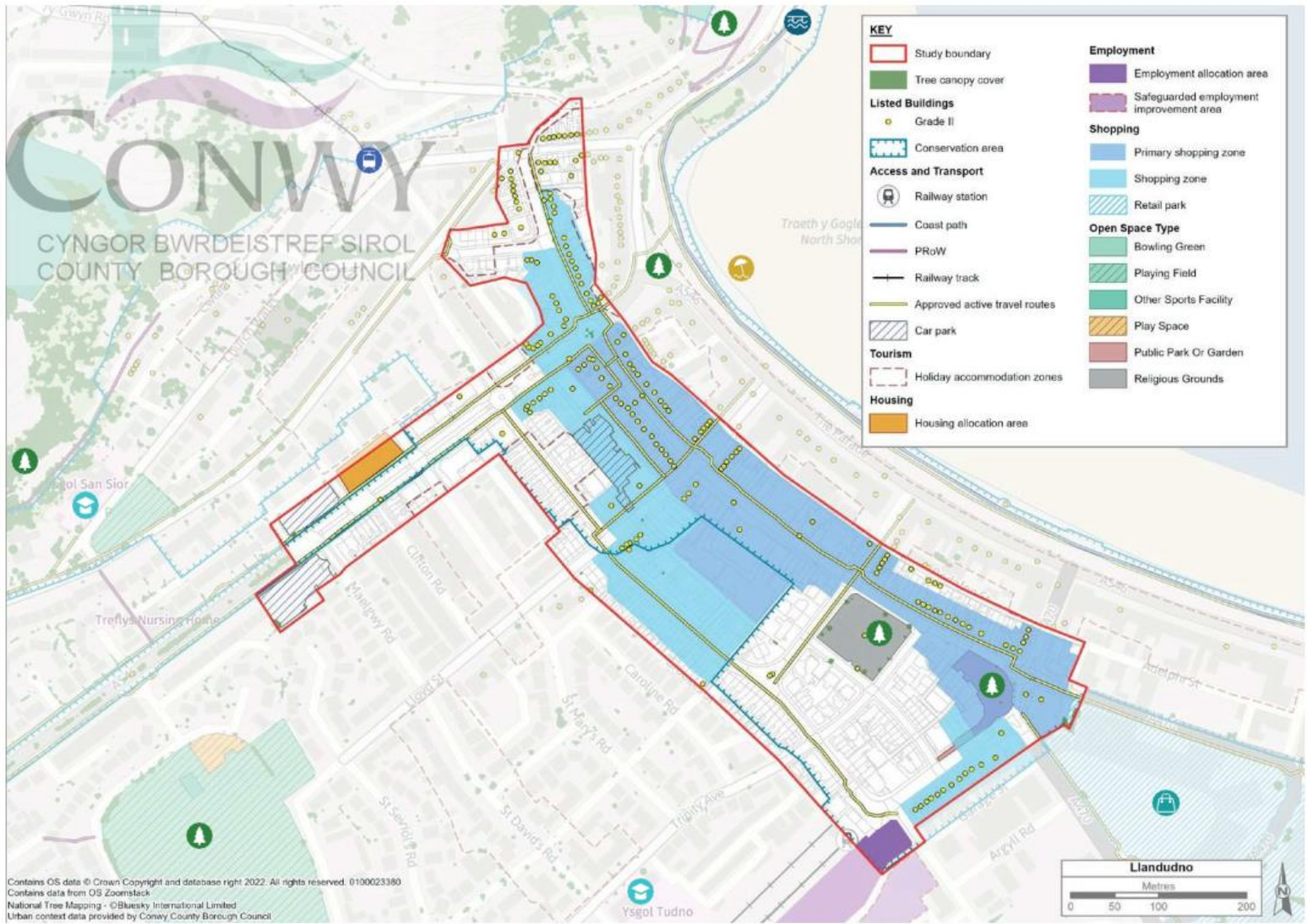
There are several car parks within the town along with car parking along all the main streets.



Street Hierarchy

The layout of streets within Llandudno is a grid pattern. Gloddaeth Street is a primary route through the town running between the North Shore and West Shore.

8.2 Site Analysis



Urban Context

The town is a primary shopping and commercial centre in the area. The primary shopping zone is located behind the seafront along Mostyn Street and within the Victoria Shopping Centre. Several retail parks are located to the east of the study area.

The street layout makes best use of the sea front which is backed up by the shopping area behind with residential areas beyond.

Mostyn Broadway, Mostyn Street and Upper Mostyn Street run parallel to the Promenade. These streets, which form the main shopping area, are particularly noteworthy for the wide carriageways and pavements which in turn provide a feeling of space for the buildings lining the street.

There are a large number of high quality buildings within the town centre, many of which are listed. These are typically blocks of terraces with each adopting a distinctive architectural style, typically 3-4 storeys in height.

Key Destinations

Llandudno is a popular seaside tourist destination with visitor attractions including the Great Orme country park, the sea and beaches, a cable car, a tramway, a promenade and pier and active pursuits such as walking and Snowsports.

8.3 Background

LDP15: Llandudno Conservation Area Management Plan (Adopted March 2015)

Llandudno is a seaside town and resort with many high-quality buildings. It is an important retail centre in the area.

Features of the town and some of the public realm issues are summarised below.

Topography

Ormes Bay or Llandudno Bay stretches approximately 3.2km between two striking carboniferous limestone headlands, the Great Orme in the west and the Little Orme in the east. The document states that the majority of Llandudno 'is built on the low lying level ground between the Great Orme and Little Orme and extending to the West Shore which faces Conwy Bay.' Impressive views of the town, bay and wider area can be achieved from the two headlands.

Common building materials include local limestone with a stucco/render coating on buildings for a coordinated look.

Street Pattern

The layout is a grid pattern with the retail area situated behind the seafront and the promenade running alongside the bay. The primary shopping area is made up of streets including Mostyn Broadway, Mostyn Street and Upper Mostyn Street. Streets are typically wide with large pavements and many commercial buildings front straight onto the street. Large crossroads and significant corner buildings are also a feature of the area.

Conservation Area Materials and Details

- Local Limestone
- Red and yellow sandstone
- Portland stone
- Penmaenmawr granite
- Ruabon red facing brick
- Yellow facing brick
- Render
- Slate roofs
- Stone date plaques
- Stained or coloured glass
- Tile string courses
- Sash windows
- Traditionally panelled doors
- Mosaic tiling
- Cast iron railings
- Glazed canopies

Building Scale and Massing

Buildings in the area are mostly uniform in scale and typically 3 to 4 storeys.

Important Views

- In both directions of the Promenade
- Along roads that lie at right angles to the seafront such as Queens Road, Vaughan Street, Clonmel Street, St. George's Place, North Parade and Church Walks.
- Along main streets including Mostyn Street, Upper Mostyn Street, Lloyd Street and Gloddaeth Street
- From the Great Orme towards the town

Key Listed Buildings

Promenade:

- The Grand Hotel
- St Georges Hotel
- The Imperial Hotel
- Queens Hotel
- The Marine Hotel
- The Hydro Hotel
- Venue Cymru
- The Washington Hotel
- The Pier

Mostyn Street:

- Tabernacle Chapel
- National Westminster Bank
- HSBC Bank
- Library
- Holy Trinity Church
- St Johns Church

Vaughan Street:

- North Western Hotel
- Head Post Office

Lloyd Street:

- Town Hall
- Former Ebeneser Chapel

Gloddaeth Street:

- The Palladium
- Seilo Chapel

Key Unlisted Buildings

- Chapel Street Terrace
- The Clarence Hotel

Open Space and Vegetation

Other than the open space of the promenade, high density development has resulted in a lack of sizable open spaces within the town centre. Several modest urban open spaces exist including:

- North Western Gardens
- Prince Edward Square and the area around the cenotaph
- The churchyard of Holy Trinity Church in Trinity Square

There have been recent enhancements to the areas along the promenade, Prince Edward Square and North Western Gardens.

Other open spaces in the nearby area include:

- Happy Valley Gardens
- Haulfre Gardens
- Lower slopes of the Great Orme
- West Shore
- Sea
- Beaches

The promenade has attractive landscaping and several streets also contain street trees. Some properties along the seafront have appealing gardens.

- *Low quality surfacing to footways*
- *Street furniture which is not unified and is badly located*
- *Street clutter*
- *An excess of traffic signs, on rusty poles*
- *Illegal on-street parking*
- *Pavement weed growth*
- *Trade bins to frontages*
- *Poorly maintained kerbs and pavements with patch repairs and loose slabs/bricks*
- *Low quality pedestrian railings near crossings*
- *Litter particularly in unreachable corners*
- *Low quality public seating*
- *Low quality lighting in passages*
- *Rear access paths to shops are un-surfaced and low state of repair*
- *Graffiti*
- *Shortage of trees*
- *Slate fencing needs removing in places*
- *Unsuitable boundary treatments*
- *Concrete kerbs*
- *High visitor numbers in the summer and low visitor numbers in the winter however, the number of winter events and visitor numbers is increasing*

- Increased quality of paving materials and detailing
- Unified lighting and signage schemes
- Planting and maintenance of street trees and verges
- Management of traffic and servicing

170

8.4 Opportunities and Challenges

SWOT Analysis

Strengths

- *Largest town in Conwy*
- *Popular seaside tourist destination with strong tourism offer*
- *Primary shopping and commercial centre*
- *Clear connection to seafront*
- *Conservation Area with high number of listed buildings and examples of high-quality architecture*
- *Historic tree avenues and some existing street trees*
- *Wide pavements*

Opportunities

- *Enhance town centre gateways*
- *Reduce vehicle dominance and on-street parking provision*
- *Revitalise town centre core to create a high-quality pedestrian environment to support tourism and commercial offer as the County's primary shopping zone*
- *Increase opportunities for seating/meeting places, outdoor dining and green infrastructure*
- *Restore historic tree avenues and enhance existing tree planting*
- *Revitalise North Western Gardens as high quality public space and heart of the town centre*
- *Enhance connections to the Railway Station for pedestrians and cyclists*
- *Improve pedestrian and cycle link between North Shore and West Shore*
- *Consider introduction of one-way system on Mostyn Street to maximise public realm and reduce vehicle access*
- *Prioritise pedestrians and cyclists through carriageway narrowing, rationalise parking and repurpose space for green infrastructure, footways and cycle provision*
- *Reduce traffic and vehicle speeds through highway alterations, reducing kerb radii and raised table crossings*
- *Introduce tree and shrub planting, SuDS rain garden planting and ornamental planting along streets*

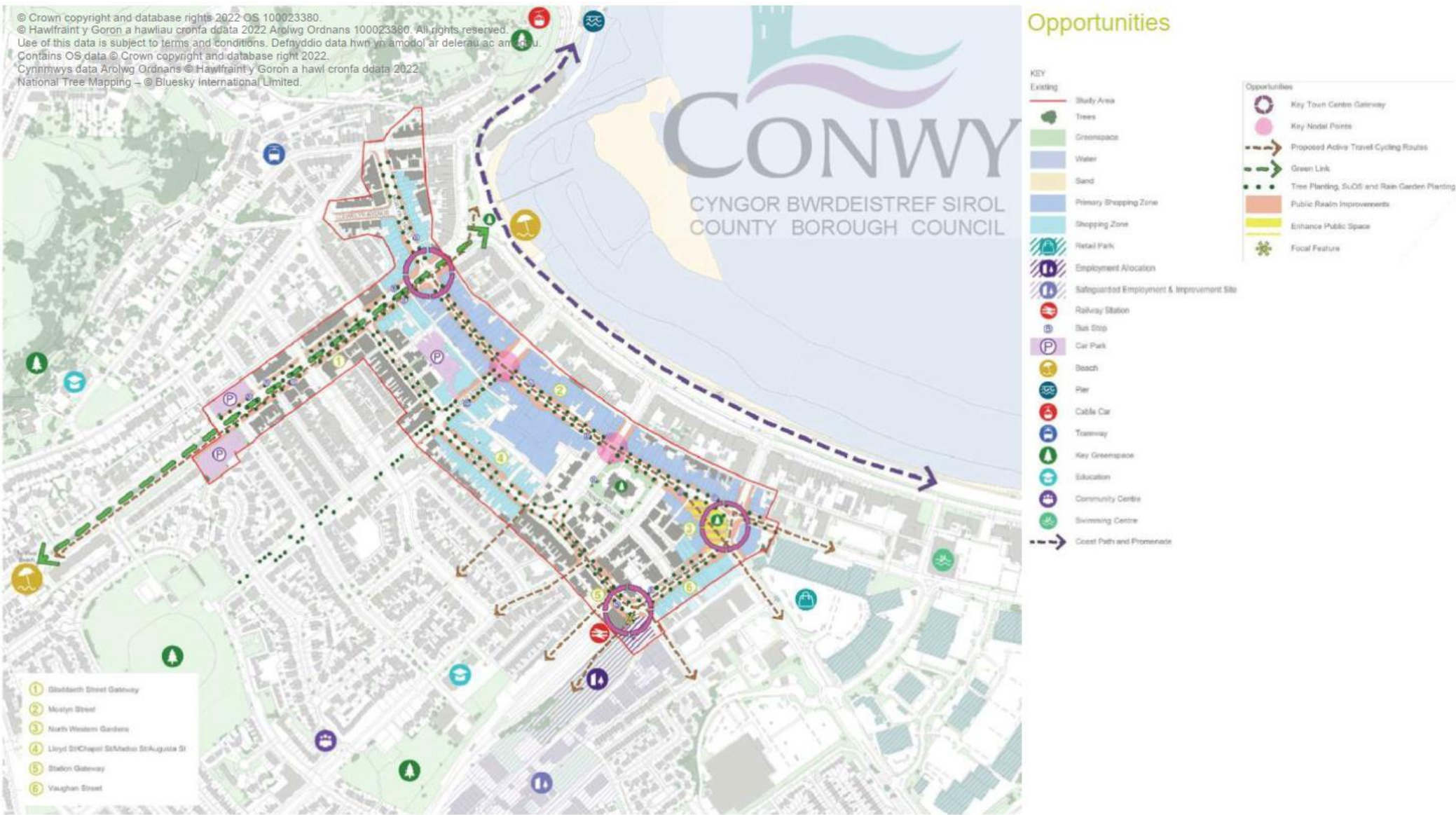
Weaknesses

- *Vehicle dominated streets*
- *Wide carriageways with large junction radii*
- *Large areas of on-street parking prioritise vehicle access*
- *Poor biodiversity and green infrastructure multifunctionality*
- *Lack of sizable open spaces*
- *Existing trees encased in hard standing*
- *Poor provision for cyclists*
- *Poor quality public realm with limited space for seating/meeting*
- *Poor quality pedestrian crossings*

Threats

- *Loss of on-street parking*
- *Historic tree avenues have limited space to grow and gradually in decline*
- *Interventions in adopted highway*
- *Utilities and service easements*

8.4 Opportunities and Challenges



8.4 Opportunities and Challenges

1. Gloddaeth Street Gateway

- Key approach to the town centre and connection between North Shore and West Shore
- Opportunity to reduce carriageway to single lane and incorporate dedicated cycle provision
- Opportunity to rationalise on-street parking and introduce tree planting, SuDS and rain garden planting and improve ornamental planting provision
- Opportunity for planting to break up parking areas to create a strong green link between North Shore and West Shore
- Opportunity to increase pedestrian priority and calm traffic by improving pedestrian crossings through carriageway narrowing and raised tables
- Rationalise car parking and replace central reservation parking with tree planting, green space and SuDS rain garden planting to continue green avenue and soften built environment
- Enhance Mostyn St and Chapel St roundabouts with tree and shrub planting and potential reduction in carriageway/ hardstanding
- Provide outdoor dining areas through movable planters to define seating areas and encourage outdoor dining
- Consider retrofitted 'green' living lamp posts

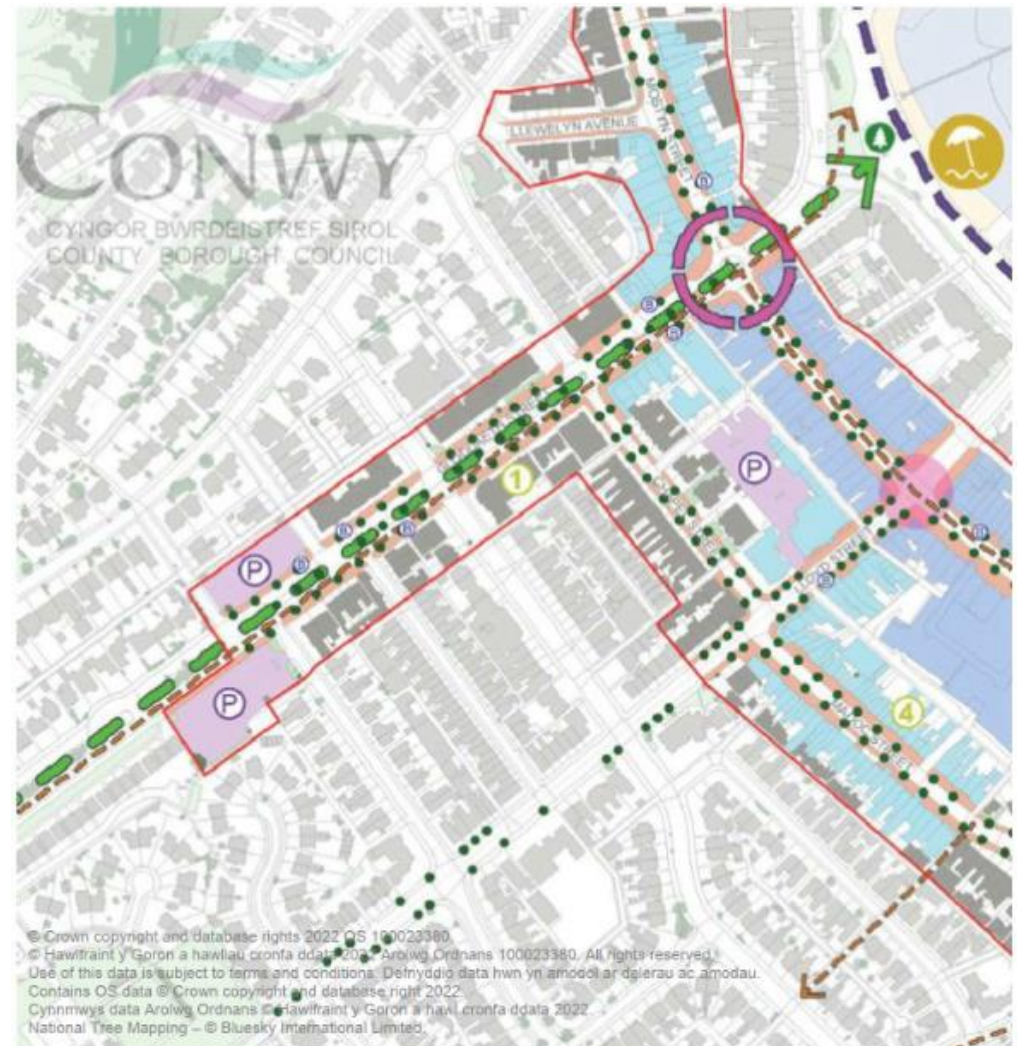


Raised table pedestrian crossing in Altrincham

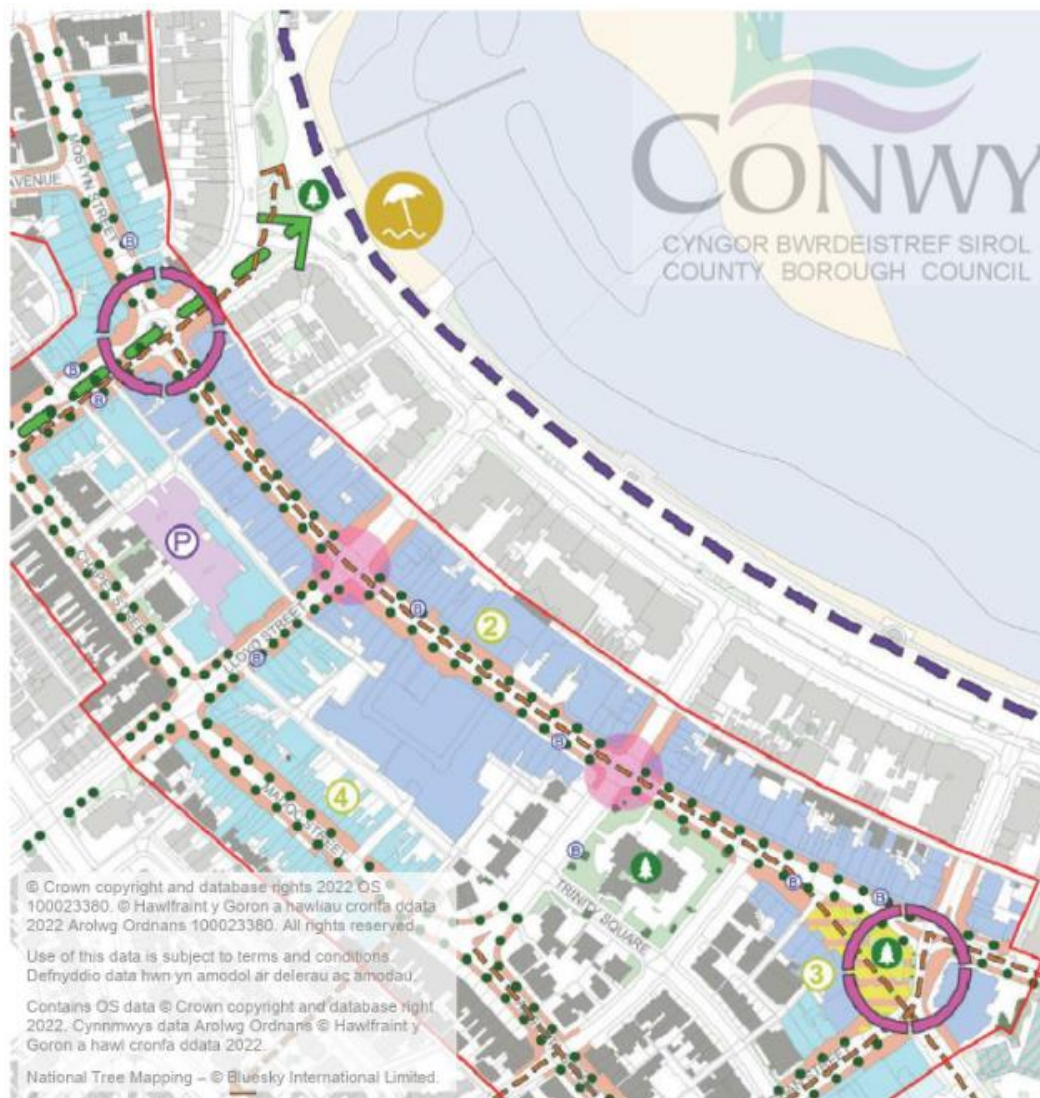


Tree planting on central reservation at Northwood Hills.

Image Source: GreenBlue Urban



8.4 Opportunities and Challenges



Cycle route, tree planting and seating opportunities at Sauchiehall Street, Glasgow. Image © GreenBlue Urban



Rain garden planting, tree planting and integrated seating at White Hart Lane. Image Source: Robert Bray Associates



Rebalanced public realm for more pedestrian priority in Fishergate, Preston. Image © www.lancs.live.co.uk

2. Mostyn Street

- Key shopping street dominated by vehicles and parking in need of increased priority for pedestrians and cyclists
- Remove parking on one side of street and introduce dedicated two-way cycle route
- Reinstate historic tree avenue planting and reinforce existing trees through carriageway narrowing and rationalising parking to create space for new tree planting and SuDS rain garden planting
- Opportunity to increase pedestrian priority and calm traffic by improving pedestrian crossings through carriageway narrowing and raised tables
- Enhance outdoor dining areas through movable planters to define seating areas and encourage outdoor dining
- De-clutter street and remove unnecessary street furniture and pedestrian guard rails
- Consider use of raised planters with integrated seating to introduce more greening and seating opportunities to increase dwell time
- Consider retrofitted 'green' living lamp posts



Green streets in Norra Djurgårdsstaden, Sweden. Image Source: Landezine



Outdoor dining areas in Chester

8.4 Opportunities and Challenges

3. North Western Gardens

- Opportunity to enhance North Western Gardens with new public space, focal/water feature, seating, play opportunities and enhanced GI
- Introduce dedicate cycle route through North Western Gardens to connect Mostyn St and Vaughan St

4. Lloyd St, Chapel St, Madoc St, Augusta St

- Rationalise parking to provide space for tree planting and SuDS rain garden planting
- Increase pedestrian priority and calm traffic by creating pedestrian crossings through removal of parking bays, carriageway narrowing and raised tables, in particular at locations outside shops or groups of cafes/restaurants and bars to create a higher quality environment and increase dwell times
- Enhance outdoor dining areas through movable planters to define seating areas and encourage outdoor dining
- Consider use of raised planters with integrated seating to introduce more greening and seating opportunities to increase dwell time



Public space at 28. Rijn Square, Czech Republic



Improved space for pedestrians, tree planting and rain garden planting at Station Road, Ashington. Image Source: GreenBlue Urban

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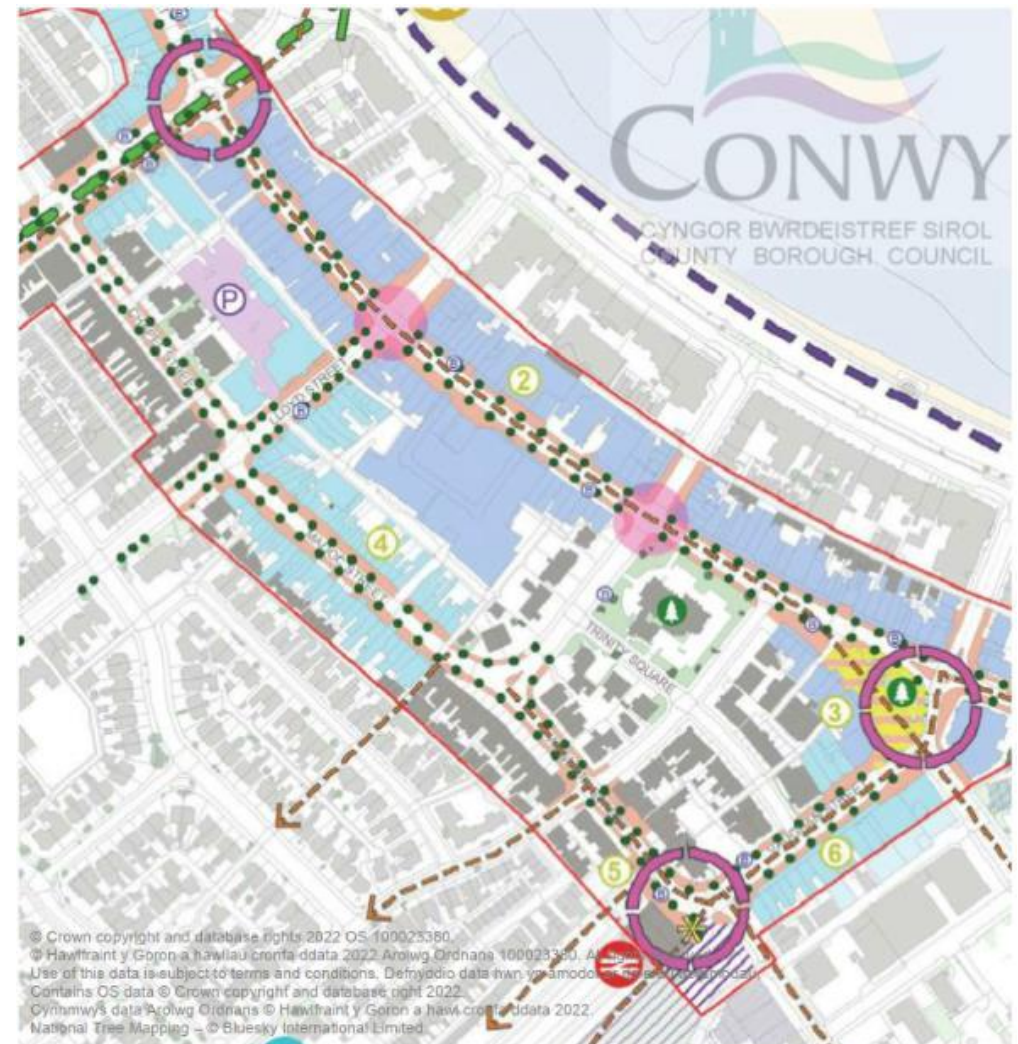
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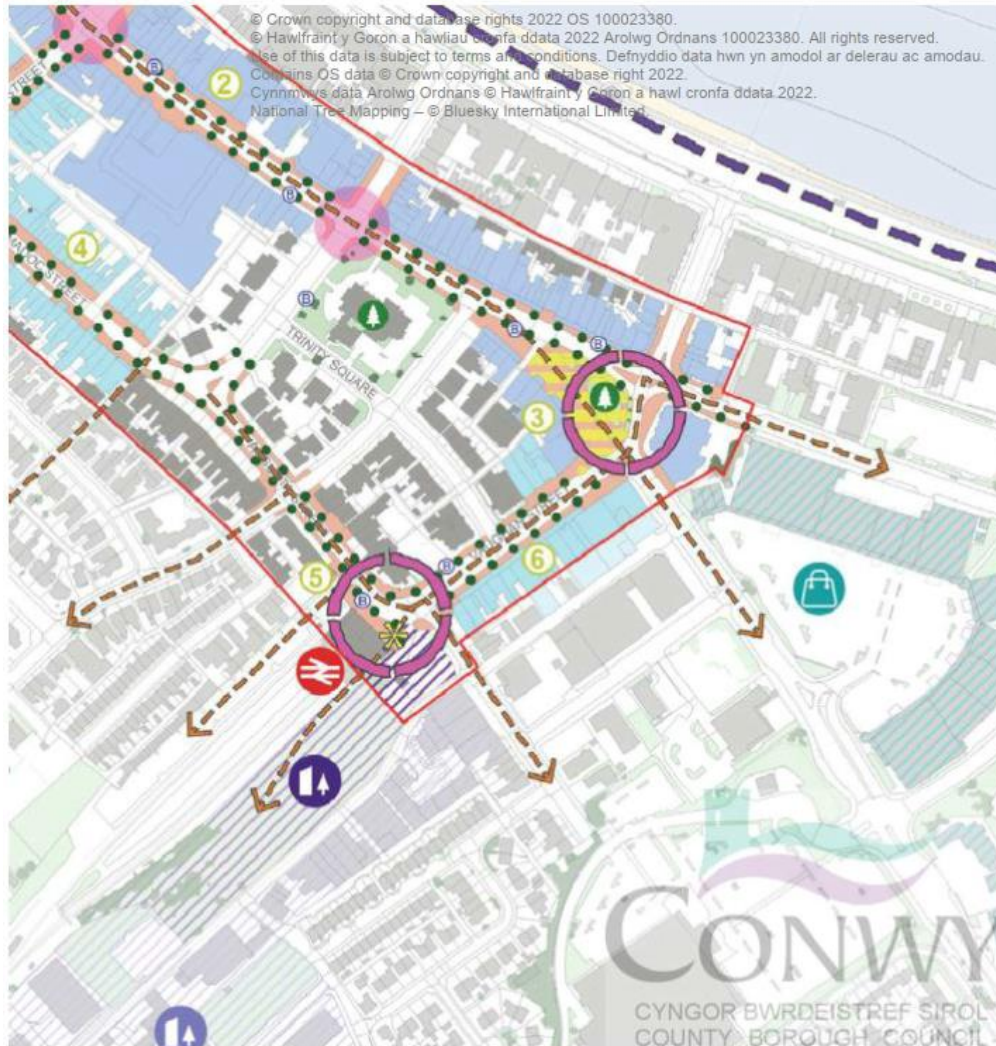
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8.4 Opportunities and Challenges



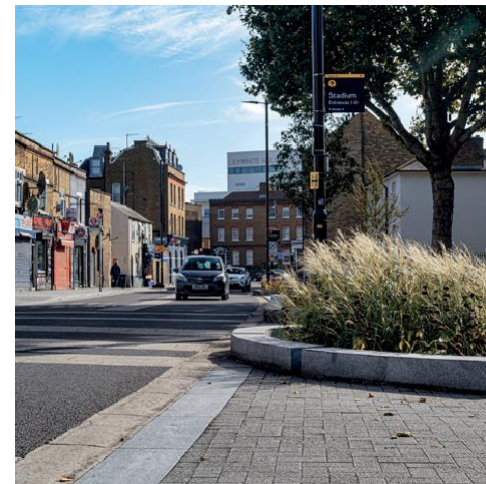
Chester railway station public realm.
 Image by Rept0n1x (cc-by-sa/3.0)

5. Station Gateway

- Create green gateway to the town with high quality public realm and GI
- Rationalise hardstanding to reduce carriageway width and create pedestrian focused environment with enhanced crossing facilities
- Introduce tree planting, ornamental planting, seating opportunities and focal feature to define the space
- Provide directional signage for orientation

6. Vaughan Street

- Remove parking on one side of street and introduce dedicated two-way cycle route to connect to town centre and enhance proposed Active Travel route. Alternatively consider reducing walkway to incorporate cycle route
- Enhance existing trees through removing hard standing and creating SuDS rain garden planting around base, combined with seating opportunities. Introduce additional tree planting to reinforce historic tree avenue
- Opportunity to increase pedestrian priority and calm traffic by improving pedestrian crossings through carriageway narrowing and raised tables



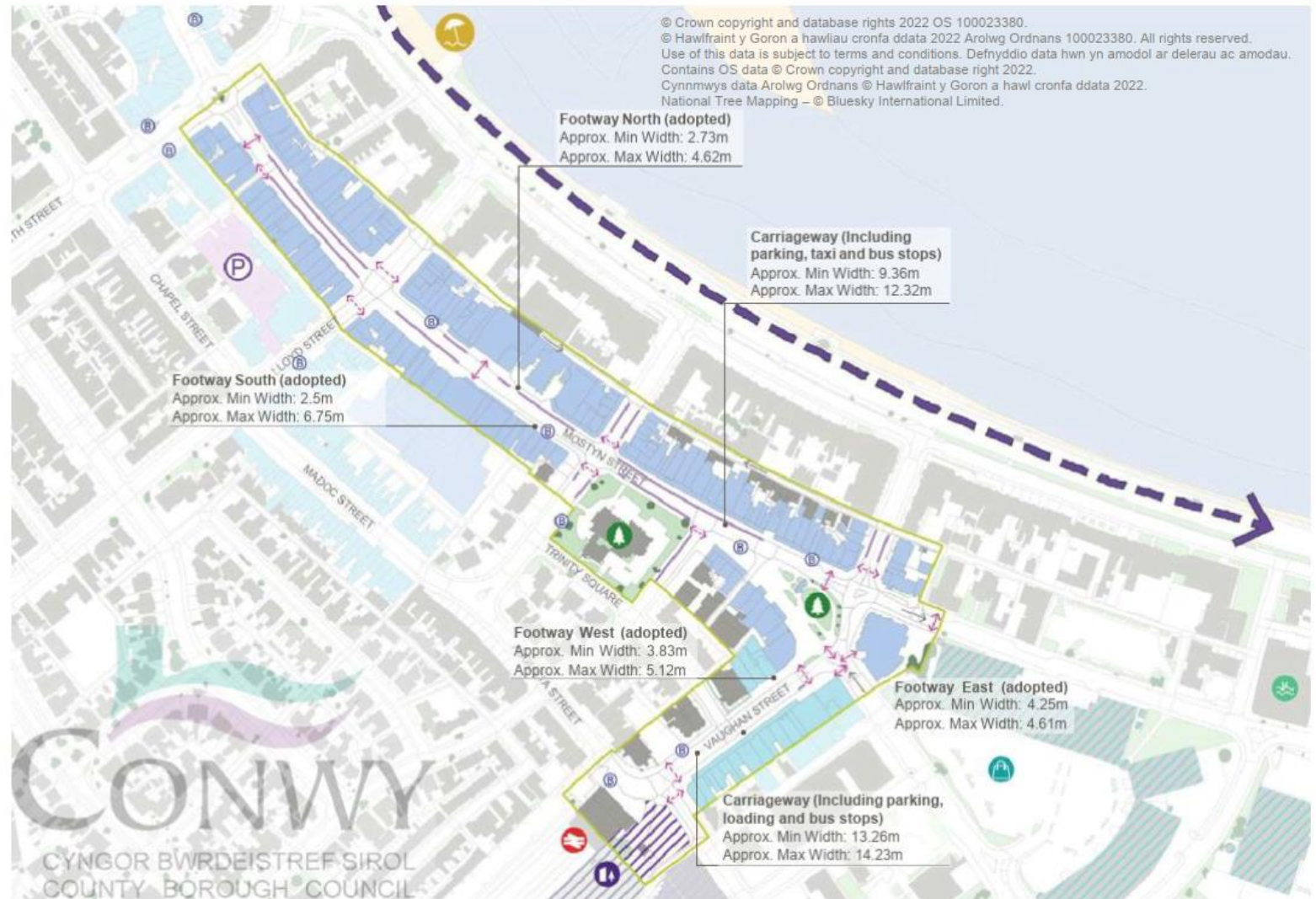
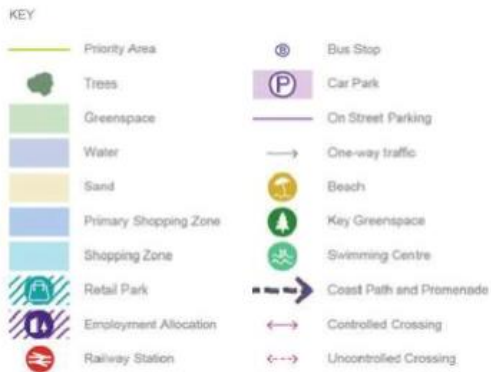
Rain garden planting around existing trees at White Hart Lane.
 Image Source: Robert Bray Associates

8.5 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Llandudno. The areas include:

- *Vaughan Street*
- *North Western Gardens*
- *Mostyn Street*



8.5 Priority Areas



Looking north east along Vaughan Street

Vaughan Street

Vaughan Street is a key street in Llandudno connecting the Railway Station with the primary shopping streets and seafront.

Existing Condition:

- Existing street trees encased in hard surfacing with some signs of decline.
- Listed buildings along the street.
- Wide footways (approx. 3.83 – 5.12m that are adopted highway).
- Vehicle dominated.
- Wide carriageway (approx. 13.26m – 14.23m).
- Street includes defined taxi parking, disabled parking a bus stop and a loading bay.
- On street parking on both sides of the street.
- Poor provision for cyclists.
- Poor quality public realm.
- Limited pedestrian crossing provision.

Opportunities:

- Rationalise parking, narrow the carriageway or narrow the footways. Redistribute the space to improve cycling and GI provision.
- Increase pedestrian priority.
- Enhance pedestrian crossing provision.
- Increase cycle provision.
- Enhance GI provision.
- Restore historic tree avenues and enhance existing tree planting

8.5 Priority Areas

North Western Gardens

North Western Gardens is a key open space in Llandudno. There have been recent enhancements to the area.

Existing Condition:

- Existing provision includes trees, areas of planting and seating areas.
- Poor provision for cyclists.
- Poor pedestrian crossing provision.
- Some planting areas create barriers to movement and restrict views.

Opportunities:

- Enhance public space.
- Enhance GI provision and diversify planting for wildlife and biodiversity.
- Increase cycle provision.
- Create flexible space for events and as a focus to the town centre.
- Improve pedestrian crossing provision.



North Western Gardens

8.5 Priority Areas



Looking northwest along Mostyn Street from North Western Gardens



Looking northwest along Mostyn Street from the junction with Clonmel Street and Trinity Square

Mostyn Street

Mostyn Street is one of the key shopping streets in Llandudno.

Existing Condition:

- Existing street trees encased in hard surfacing and some in decline.
- Listed buildings along the street.
- Wide footways in places (approx. 2.5 – 6.75m that are adopted highway).
- Wide carriageway (approx. 9.36m – 12.32m).
- Areas of public realm in private ownership near shop fronts and under shop canopies.
- Vehicle dominated.
- On street parking areas defined.
- Street includes several bus stops and taxi parking areas.
- Poor pedestrian priority.
- Poor provision for cyclists.
- Poor quality public realm.
- Limited pedestrian crossing points/provision.

Opportunities:

- Narrow the carriageway and rationalise parking. Redistribute the space to improve cycling and GI provision.
- Restore historic tree avenues and enhance existing tree planting
- Increase pedestrian priority.
- Enhance pedestrian crossing provision.
- Increase cycle provision.
- Enhance GI provision.
- Enhance the public realm.
- Encourage outdoor dining.

8.6 Concept Designs

Llandudno Concept Design

Concept designs have been produced to RIBA Stage 2 for priority areas in Llandudno comprising Vaughan Street, North Western Gardens and Mostyn Street.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Llandudno's streets and open spaces.

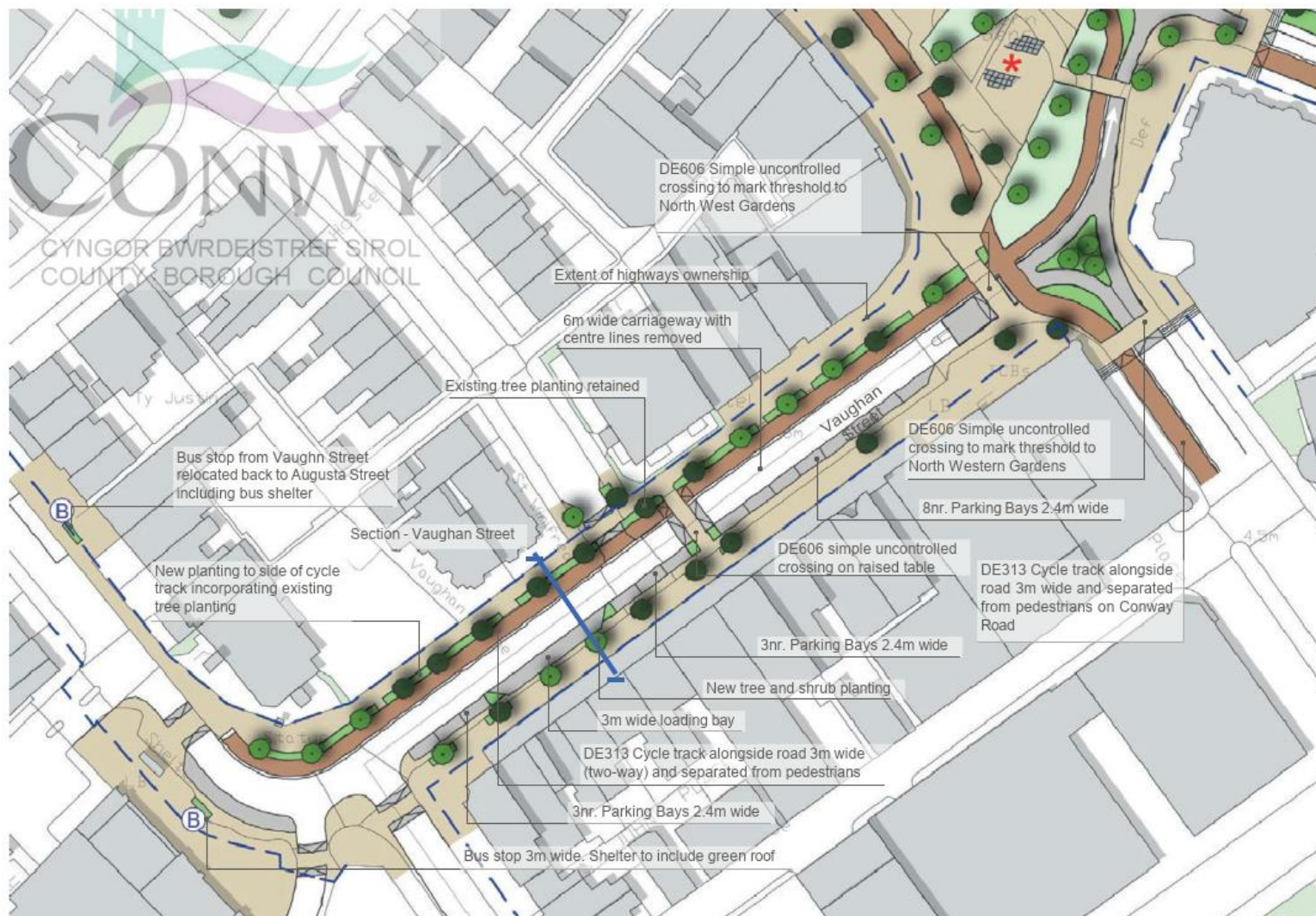
A key aim of the design is to green the Mostyn Street and Vaughan Street road corridors and improve Active Travel, creating a pedestrian friendly environment through the introduction of significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.



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8.6 Concept Designs



Vaughan Street

Vaughan Street

Vaughan Street forms a link from Llandudno Railway Station to the main shopping area along Mostyn Street and to the seafront through the public open space at North Western Gardens.

The proposals aim to create a green corridor from the Railway Station that prioritises pedestrian and cycle travel. The road is reduced in width to 6m, retaining a loading bay and parking on the southern side of Vaughan Street, with parking, loading and bus stop removed from the northern side to accommodate a cycle track.

A DE313 segregated cycle track (two-way) 3m wide is located on the north side of Vaughan Street improving cycle provision to and from the station.

Existing footpaths have been widened to a minimum of 3m. New tree planting completes the existing fragmented tree avenue, planting beds will also be added to the existing and new tree planting to enhance the root zone and green the street.

The proposals include DE606 simple uncontrolled crossings on flat topped road humps on Vaughan Street and across side road junctions to improve pedestrian crossings.

8.6 Concept Designs

North Western Gardens

The concept design reconfigures the area to create a more flexible space that can be used for a variety of functions whilst improving Active Travel. Thresholds define the approaches and road surfaces would be raised with kerbs having a reduced upstand (such as 50mm) to pedestrian and cycle areas creating a pedestrian environment.

It is proposed that Mostyn Street becomes a one-way route with traffic travelling northwest and the carriageway reduced to 3m wide, with some parking retained to the north side near North Western Gardens. This will reduce vehicle dominance and integrate the spaces.

The existing sculptures are retained and repositioned with a water feature indicated in the centre of the space creating a recognisable gathering point and events space. Tree planting highlights main directions of travel.

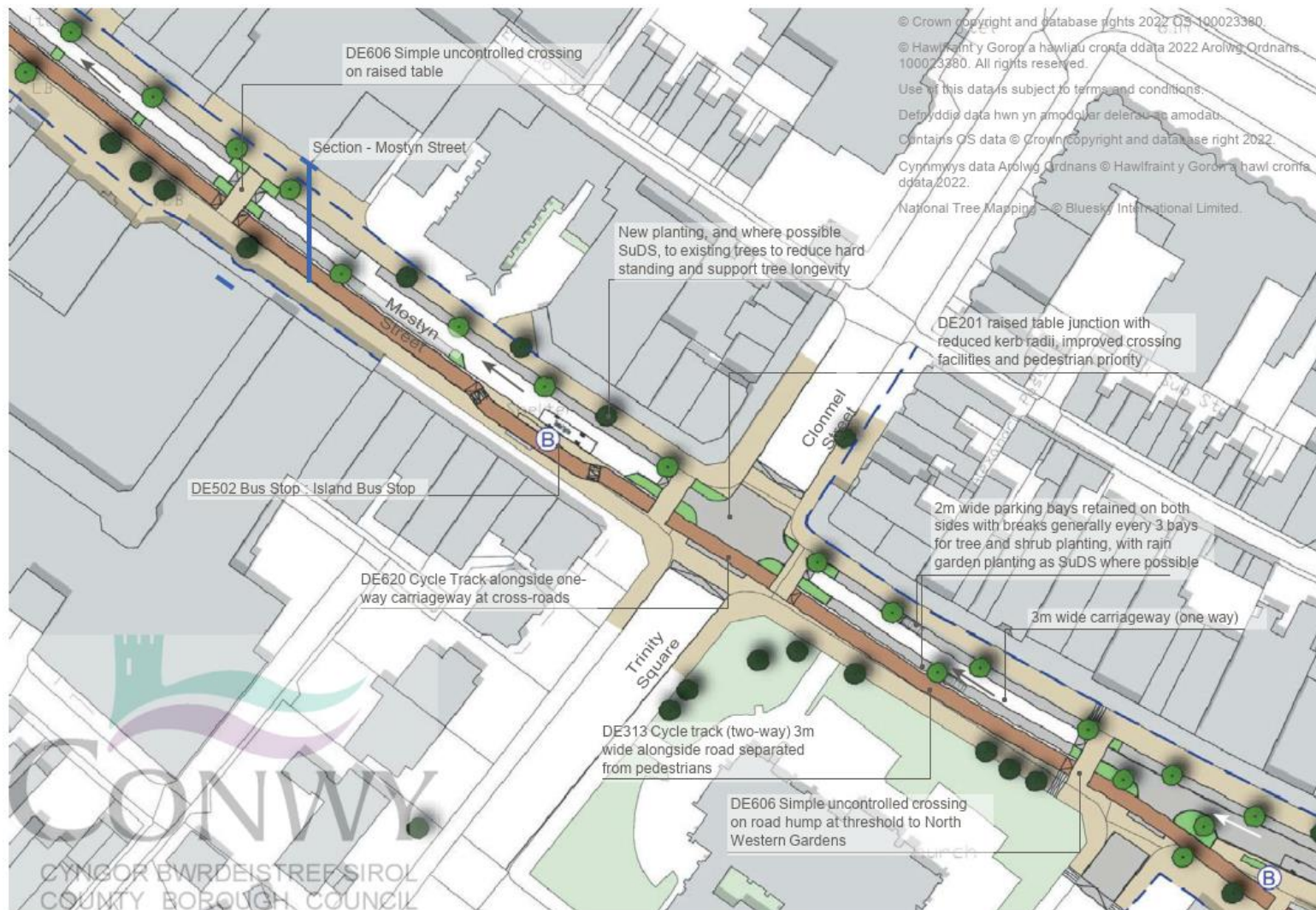
The Vaughan Street one way system linking to Conway Road and Mostyn Broadway has been reduced from two lanes down to one 3m wide lane, to allow continuation of the DE313 cycle track (two-way) 3m wide from the railway station. The cycle track links in the north with National Cycle Route 5 along the promenade. A cycle track from Conway Road connects across North Western Gardens and along Mostyn Street. A cycle track has also been indicated continuing along Mostyn Broadway to illustrate wider connectivity along these approved Active Travel routes.

Vehicle barriers are removed and a DE606 simple uncontrolled crossing introduced between the hotel on Vaughan Street and North Western Gardens.



North Western Gardens

8.6 Concept Designs



Mostyn Street (East)

Mostyn Street (East)

Mostyn Street is a busy road and part of the primary shopping area. The proposals focus on reinstating the historic tree lined avenue, improving cycle and pedestrian facilities, whilst maintaining car parking provision.

It is proposed the street is made one-way and narrowed to 3m wide, with traffic travelling north west. This section shows 2m wide parking bays retained on both sides of the street.

A DE313 cycle track (two-way) 3m wide alongside road, separated from pedestrians, is proposed on the south side of the street, linking to Vaughan Street.

New tree planting is incorporated in the footpaths and in islands between parking bays. Existing trees are retained and have planting beds included to enhance the root zone and reduce hard standing.

Several DE606 simple uncontrolled crossings on road humps have been strategically located as well as those included as part of DE201 raised table junctions, to provide a variety of safe pedestrian crossing options.

There is potential to consider reducing parking further and full/partial pedestrianisation of Mostyn Street to maximise pedestrian space and enhance the shopping and tourist experience in keeping with many regional shopping areas. However this requires further consultation with key stakeholders such as Mostyn Estates to understand feasibility.

8.6 Concept Designs

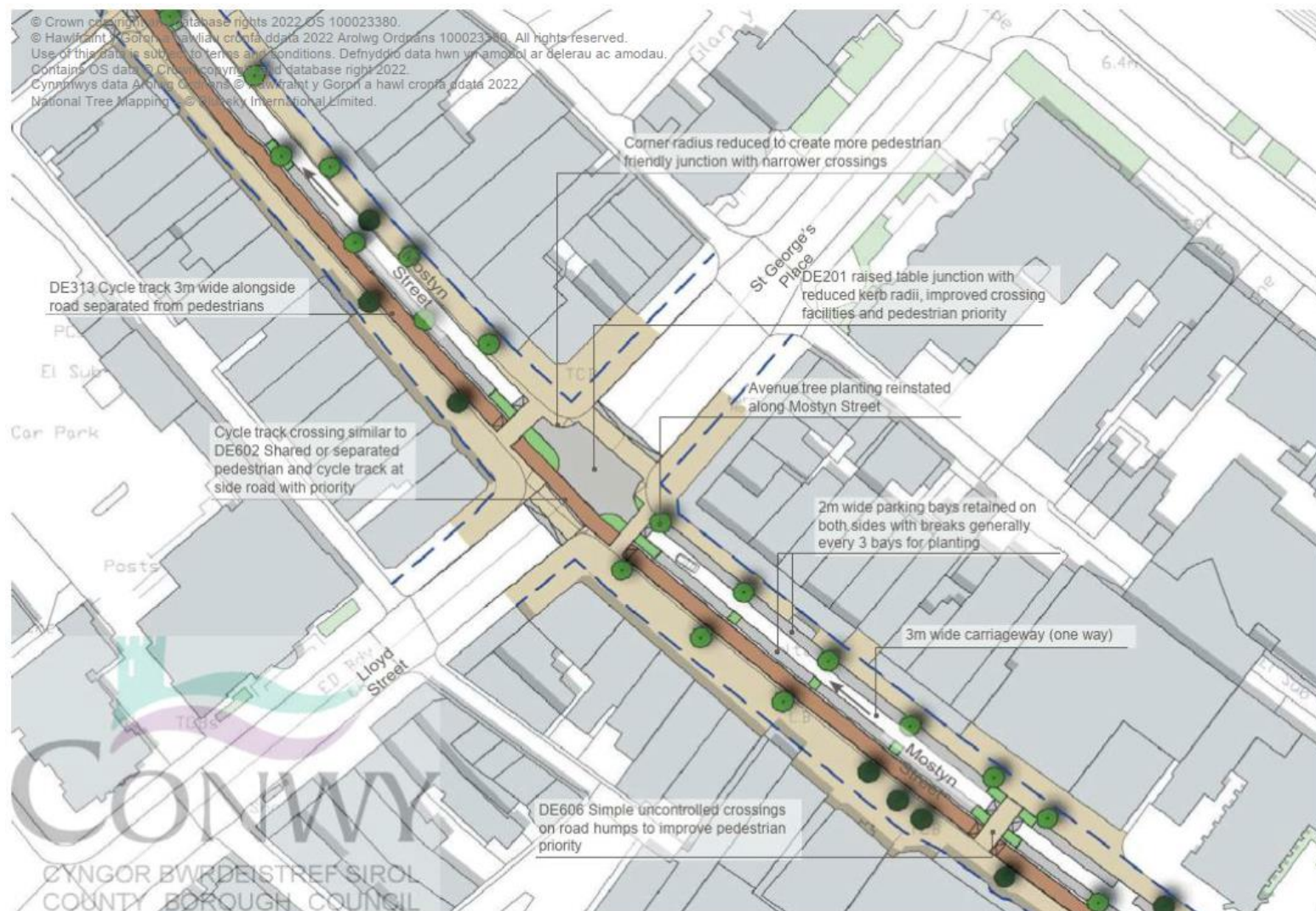
Mostyn Street (Central)

The proposals focus on creating a tree lined avenue, improving cycle and pedestrian facilities, whilst maintaining most car parking.

To the south east of the junction with Lloyd Street and St George's Place, Mostyn Street has been narrowed to 3m wide and made one way with traffic travelling northwest. 2m wide parking bays are retained on both sides of the street. To the northwest of Lloyd Street and St George's Place parking has been removed from the southwest side of Mostyn Street to allow space for the continued DE313 cycle track (two-way) 3m wide.

New tree planting is incorporated in the footpaths and in islands between parking bays. Existing trees are retained and have planting beds included to enhance the root zone and reduce hard standing.

DE606 simple uncontrolled crossings on road humps are located at key crossing points as well as those included at DE201 raised table junctions, to provide a variety of safe crossing options and increase pedestrian priority.



Mostyn Street (Central)

8.6 Concept Designs



Mostyn Street (West)

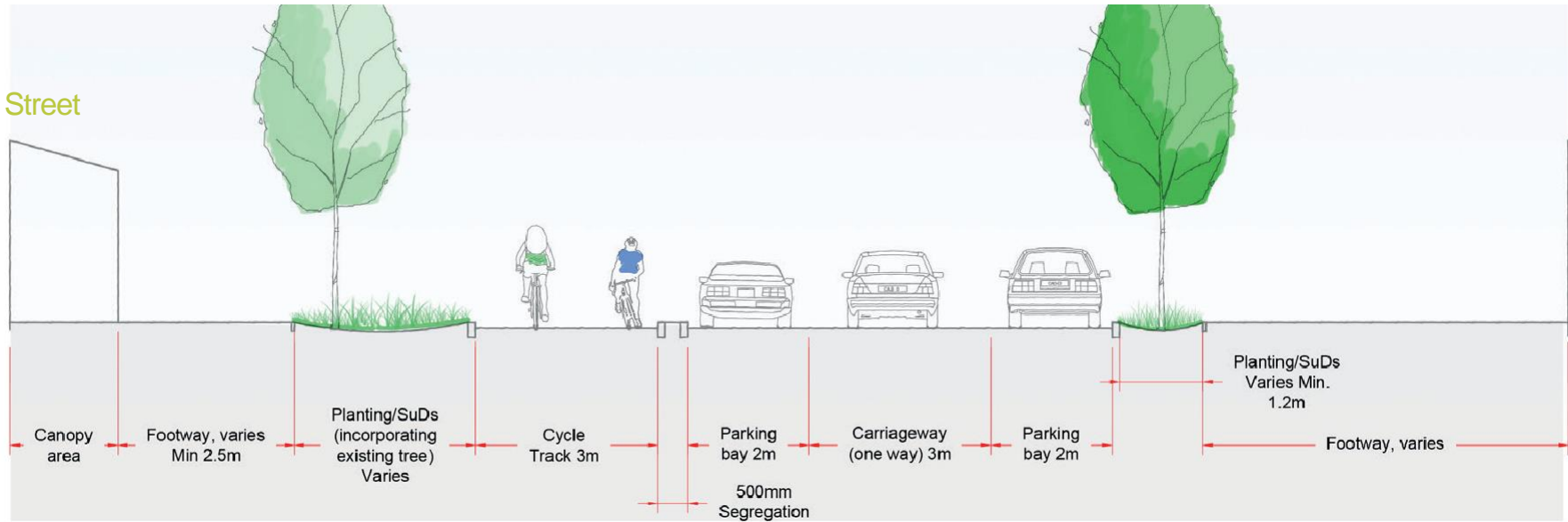
Mostyn Street (West)

The proposals show the DE313 cycle track (two-way) 3m wide on Mostyn Street stopping before Gloddaeth Street (A546), though the opportunity to continue a cycle track along Gloddaeth Street (A546) should be explored to enhance Active Travel between North Shore and West Shore.

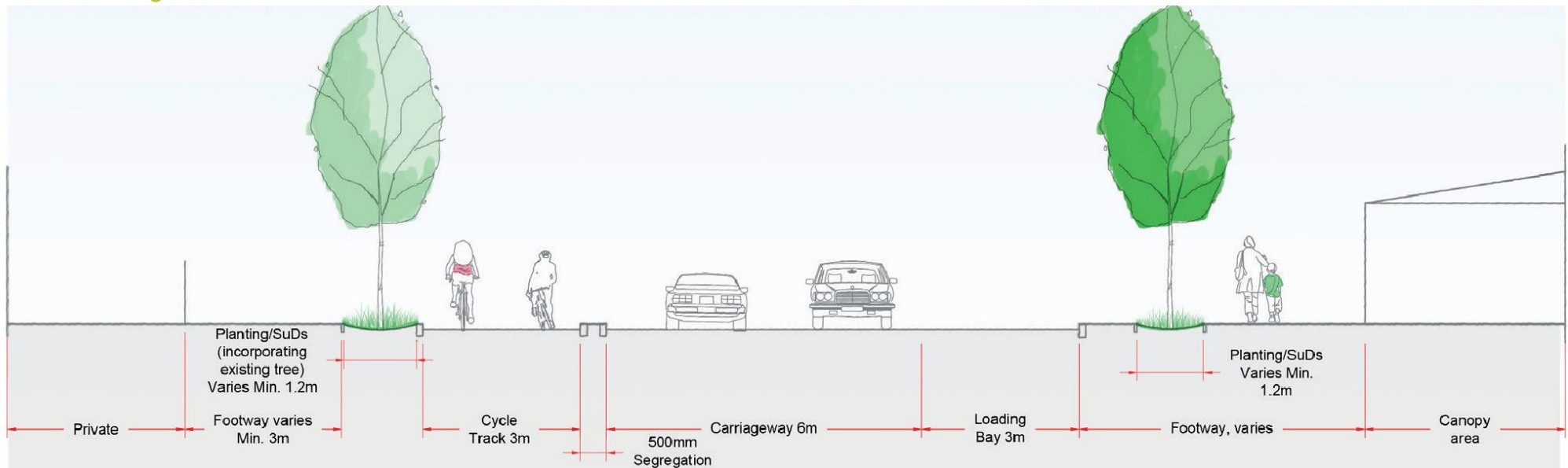
Substantial new tree planting is incorporated in the footpaths and in islands between parking bays to restore the historic tree avenue and create a greener street. Existing trees are retained and have planting beds included to enhance the root zone and reduce hard standing.

8.6 Concept Designs

Section - Mostyn Street



Section - Vaughn Street



8.6 Concept Designs

North Western Gardens Visual



Visual of North Western Gardens

9.0 Conwy

9.1 Study Area

Overview

Conwy town is a World Heritage Site, set within medieval castle walls, on the banks of the Conwy Estuary.

A key message in the Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) is multi-functional Green Infrastructure (GI) is poor within the historic core of Conwy, within the walled town, as well as the residential areas to the south and southwest. Conwy has 22.2% tree canopy cover.

The study area includes the area within the castle walls, the surrounding car parks, the quay and main approaches by pedestrians, cyclists and vehicles.

Streets and spaces within the study area include:

1. Berry St and Castle St
2. High Street
3. Lancaster Square
4. Bangor Road and Rose Hill Street
5. Upper Gate Street
6. Mount Pleasant and Town Ditch Road
7. Lower Gate Street
8. Castle Square
9. Conway Road
10. Conway Railway Station



9.1 Study Area



Berry St



Castle St



High Street



Lancaster Square



Bangor Road



Rose Hill Street



Upper Gate Street



Mount Pleasant



Town Ditch Road



Castle Square



Conway Road

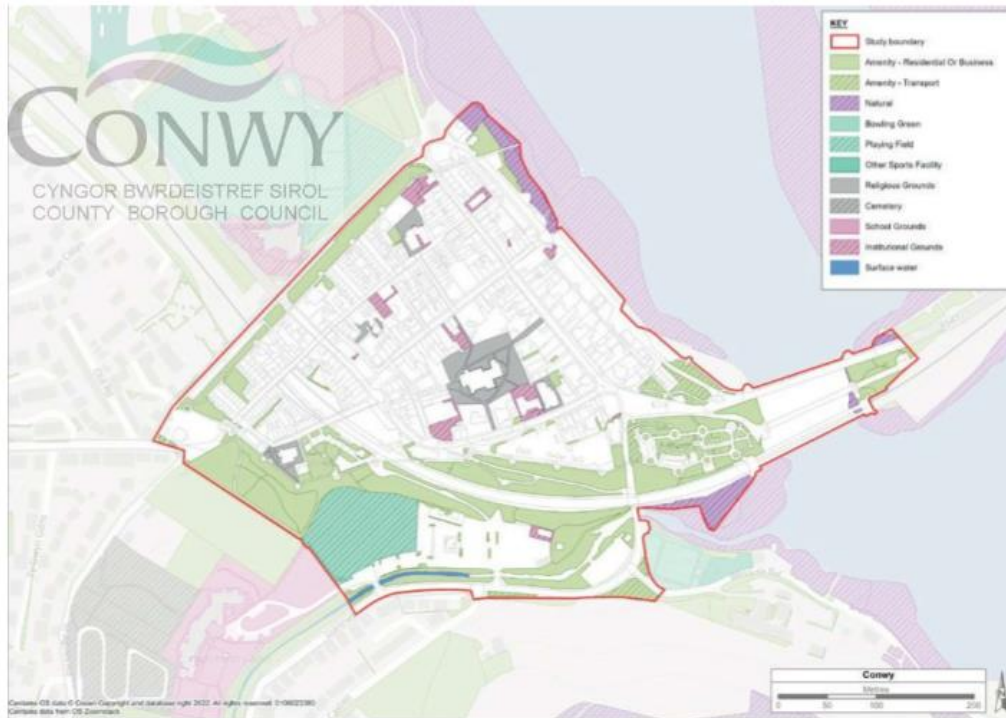


Conwy Railway Station

9.0 Conwy

9.2 Site Analysis

Analysis Plans



Open Space

There is a lack of open space within the town walls. Just outside the walls are substantial areas of amenity grassland, Conwy Orchard and Bodlondeb Park to the northwest.



Tree Canopy Cover

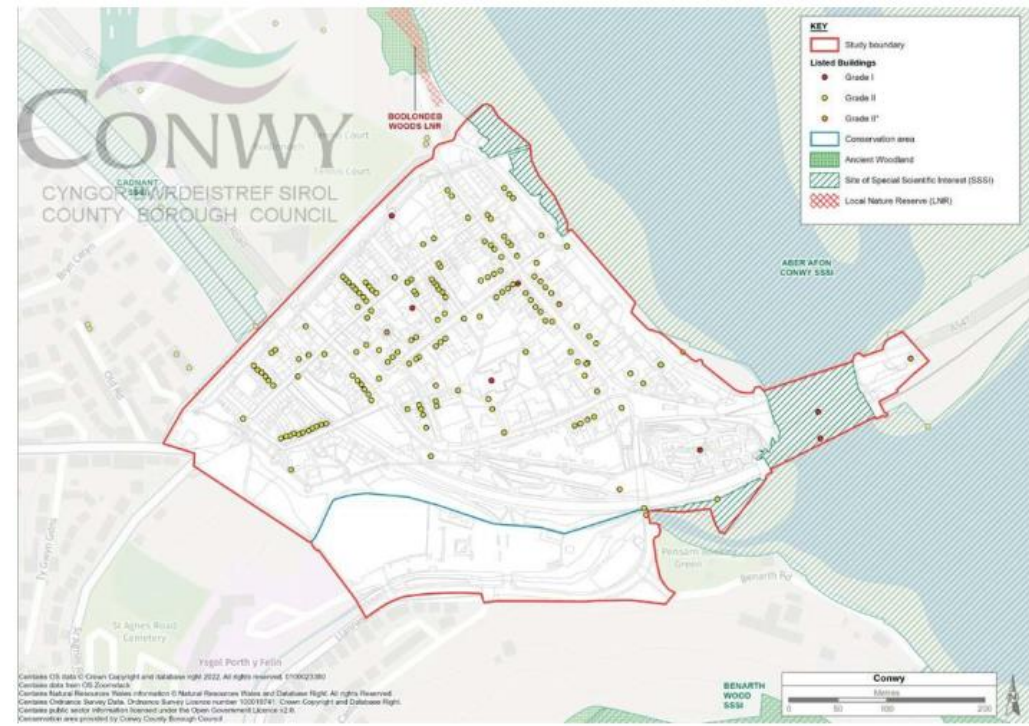
Conwy has reasonable tree canopy cover in the wider area but cover is low within the study area, particularly within the castle walls.

9.2 Site Analysis



GI Multifunctionality

This plan shows the areas where GI with the most functions is located. It looks at aspects such as recreation, shading and wildlife habitats. GI Multifunctionality is poor in Conwy particularly within the castle walls.



Designations

Conwy town is a designated World Heritage Site and much of the study area lies within Conwy Conservation Area. Numerous listed buildings are found within the study area including 7 which area Grade I listed. Several SSSIs and a local nature reserve surround the walled town.

9.2 Site Analysis



Transport and Access

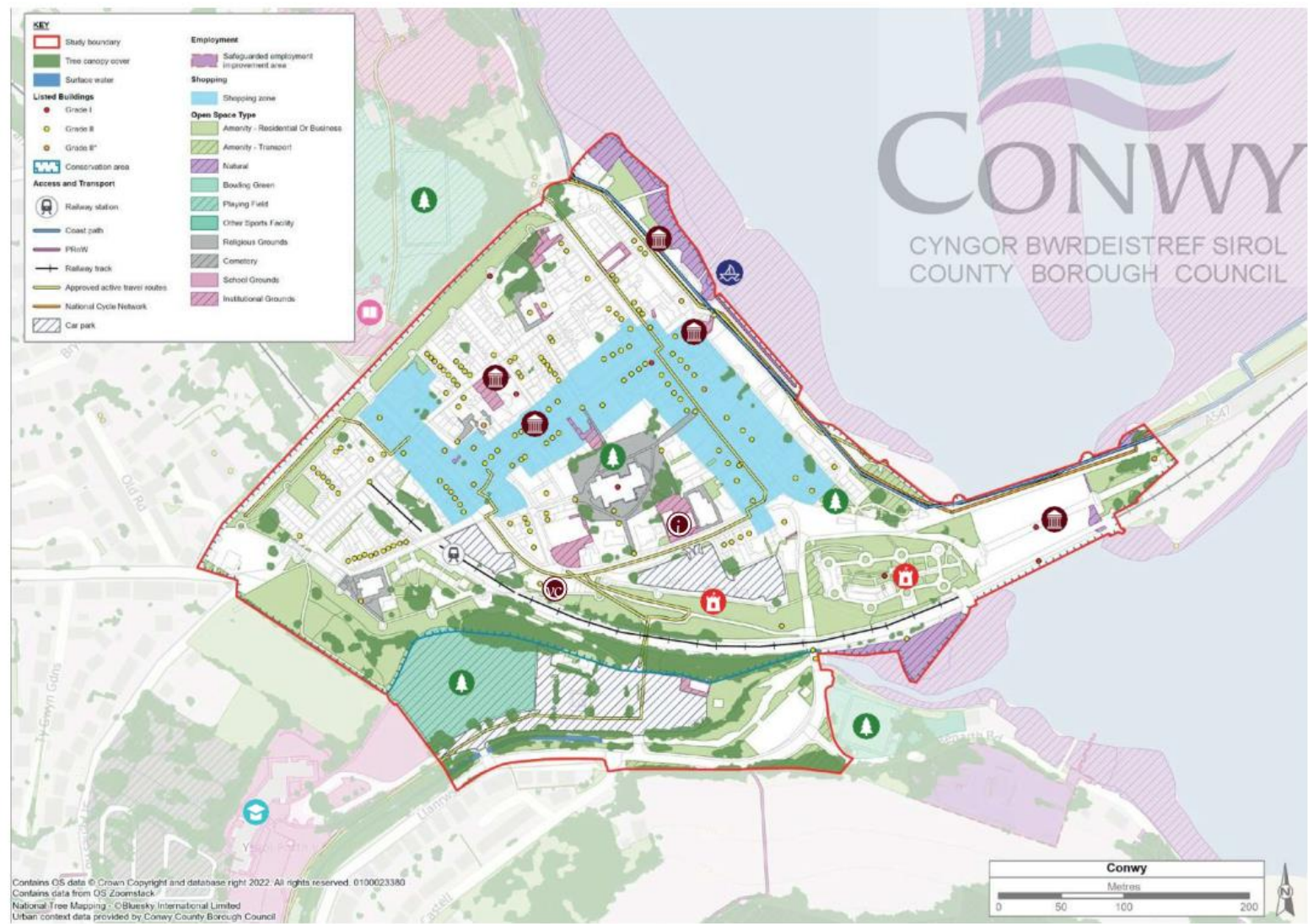
The Wales Coast Path and National Cycle Route 5 run along the quayside in the north of the study area. These connect the town to Llandudno in the north and Penmaenmawr along the west coast. There are several approved Active Travel routes within the study area, several car parks and the railway station. Approved Active Travel routes are located along Berry Street/Castle Street, Rose Hill Street, Morfa Bach Car Park/Llanrwst Road, and Upper Gate Street/Pool Lane/Mount Pleasant.



Street Hierarchy

Conwy has good road links, although within the historic town walls roads and footways are often narrow with limited space for pedestrians and cyclists. Key routes include Berry Street and Castle Street through the town centre shopping area, Rose Hill Street, the A547 Conway Road towards the A55 North Wales Expressway, the B5106 Llanrwst Road and Mount Pleasant/Town Ditch Road outside the Castle Walls.

9.2 Site Analysis



Urban Context

The town centre shopping zone is mostly located around High Street, Castle Street and Lancaster Square.

Key Destinations

Conwy is a popular tourist destination. It is a designated World Heritage site and has many visitor attractions including the Castle and Walls which are considered among the most major attractions in North Wales. Conwy Quay to the northeast of the study area provides several attractions including boat trips and shops. In addition there are several heritage attractions within the town.

9.3 Background

LDP16: Conwy Conservation Area Management Plan (Adopted July 2015)

Conwy is a Victorian town set within medieval battlements on the western edge of the mouth of the River Conwy and near to the Irish Sea. The document states that *'Conwy's castle, town and surrounding walls are historically and architecturally important and valuable as a group.'* This is because they have uniformity in *'scale, appearance, building materials and detail and keep to the medieval street pattern.'*

Features of the town and some of the public realm issues are summarised below.

World Heritage Site

The well-preserved castle and town walls in the World Heritage Site are a primary draw for visitors to the area.

The document states that the *'masonry of the curtain wall and towers of Conwy Castle remains much as it was constructed between 1283 and 1287, from foundations to turrets.'* The form of the town walls has been retained since they were built apart from four roads and a railway that now pass through. Despite this, the document specifies that *'the 1,400 yard (1.3km) circuit is the finest and most completely preserved example of a medieval town wall left in Britain.'* The castle and walls were built in local stone. Surviving areas of lime plaster suggest the façade of the castle was initially white rendered and it is assumed the town walls would have had a similar finish.

Topography

The area is surrounded by hills and mountains including Conwy mountain in the northwest, Tal y Far in the west and Benarth to the south. Conwy castle is situated on a ridge to the eastern edge of the town.

The town walls express the variation in levels across the town. The eastern and southern areas are relatively flat. The ground rises northwards up Berry Street and to the west up Chapel Street and High Street. The highest ground is near Porth Uchaf. The topography of the town allows for attractive views into and out of the town and form an important part of its character.

The walled town of Conwy is on the Register of Landscapes of Outstanding Historic Interest in Wales.

Street Pattern, Building Scale and Density

The town has a medieval grid street pattern with Lancaster Square as the former marketplace. Many of the street alignments and pedestrian routes are thought to be original. Several openings have been made in the wall to allow for roads to pass through.

There is a large variety in the scale of buildings in Conwy and there is higher density in the northwest of the town than elsewhere. Many of the properties front straight onto the streets but a few have modest front gardens.

Building Materials and Details

- Igneous rock
- Gritstone
- Local Limestone
- Red and yellow sandstone
- Penmaenmawr granite
- Ruabon red facing brick
- Yellow facing brick
- Render
- Slate roofs
- Detailed designs to upper floors
- Stone date plaques
- Stained or coloured glass
- Sash windows
- Traditionally panelled doors
- Mosaic tiling
- Cast iron railings
- Glazed canopy

Important Views

- Views of the surrounding hills and mountains from Lancaster Square
- View of the town wall from Lancaster Square
- From Upper Gate Street to Porth Uchaf
- View of the castle from Upper Gate Street
- View of the walled town castle and surroundings from the top tower (by Bryn)

- Both ways along Crown Lane, Llewelyn Street, Chapel Street and Castle Street/Berry Street
- Views towards the river from the quay
- Views of the neighbouring areas from the town wall and castle
- Across the railway from Rosemary Lane

Principal Buildings

Within the town walls:

- Plas Mawr
- St Mary's and All Saints Church
- The Guildhall, Castle Square
- The Police Station, Lancaster Square
- Tabernacle Welsh Methodist Chapel, off York Place
- Carmel Welsh Presbyterian Chapel
- Palace Cinema, High Street
- Castle Library, Castle Street
- The Statue in Lancaster Square
- 11 Castle Street
- Ty Aberconwy
- 20 Castle Street

Outside the walls:

- Telford Suspension Bridge
- Stephenson Tubular Bridge
- 'New' Road Bridge
- The Quay

9.3 Background

Open Space and Vegetation

The document states that ‘there are no large open spaces in the sense of a public park or municipal gardens.’

Public open spaces in the town include:

- *St. Mary’s Church churchyard*
- *Lancaster Square which is hard surfaced and used for events*
- *The quayside and Castle Square which both have grassed areas and small areas of planting*
- *Vicarage Gardens car park*
- *The station yard which is used for car parking and a market*
- *St. Michael’s Catholic Church gardens*

Listed Buildings

166 structures are listed within the Conservation Area. These are varied and mainly situated on Castle Street and High Street. There are also several structures designated as Scheduled Ancient Monuments. These are:

- *Conwy Castle*
- *Town Wall*
- *The Tubular Railway Bridge*
- *Plas Mawr*
- *Site of medieval King’s Hall and Wardrobe, Rose Hill Street*

Public Realm

Some of the issues in the Conservation Area public realm are listed below.

- *Low quality surfacing to footways*
- *Non unified and badly located street furniture such as bins, seats, street name plates*
- *Street clutter*
- *An excess of traffic signs, on rusty poles*
- *Illegal on-street parking*
- *Pavement weed growth*
- *Trade bins to frontages*
- *Poorly maintained kerbs and pavements with patch repairs and loose slabs/bricks*
- *Low quality pedestrian railings near crossings*
- *Litter particularly in unreachable corners*
- *Low quality public seating*
- *Low quality lighting in passages*
- *Rear access paths to shops are un-surfaced and low state of repair*
- *Graffiti*
- *Shortage of trees*
- *Slate fencing needs removing in places*
- *Unsuitable boundary treatments*
- *Concrete kerbs*
- *Historic surfacing materials require repair in several places*
- *Some areas of poorly maintained public realm*

The document states that ‘*Conwy has the potential to be a place known for its high quality public realm, drawing on the precedents set within the existing streetscape fabric.*’ This can showcase and complement the unique building features in the area.

Historic surfacing materials for paving flags, kerbstones and setts within the town walls are granite and local limestone. Historic paving materials should be retained, repaired and reproduced particularly in important spaces and streets. The document suggests however, that ‘*a contemporary but limited palette of materials would be appropriate in new areas which do not have historic precedents.*’

The document says designs should have a positive impact and ‘*should strive to achieve the balance between simplicity and the comparatively high level of visual incident that is characteristic of the conservation area.*’ Other considerations are that the ‘*design and height of fences, walls gates and railings should also be appropriate to the property in particular and the street scene in general.*’

Enhancements to the public realm suggested in the document include:

- *Increased quality of paving materials and detailing*
- *Unified lighting and signage schemes*
- *Planting and maintenance of street trees and verges*
- *Management of traffic and servicing*

Seasonality

There is more activity in the town in the summer and it is quieter in the winter.

Traffic System

- *Some feel that the one-way traffic system has increased congestion during events and in the summer and may have resulted in more shop closures due to greater vehicle speeds.*
- *It is suggested that some coach and bus drivers are struggling to navigate the Llanrwst Road arch in both directions.*

Vision for the Future of Conwy Conservation Area and World Heritage Site

The document states that the Conservation Area, Castle and town walls will be preserved ‘*in order to foster their key role in contributing towards local pride and identity, and in providing an important heritage asset for Wales, the local communities and for visitors.*’

The Conservation Area has an important role in promoting life-long education and the document suggests this will be achieved ‘*by the provision of interpretative material in Welsh and English and foreign languages that can be used both on and off site.*’

9.3 Background

LDP42: The Castles and Town Walls of King Edward in Gwynedd World Heritage Site (WHS) Management and Action Plan (Adopted April 2018)

Conwy Significant Views

- *From the castle and town walls*
- *Into the castle and town walls including views of the walled town from the surrounding area*

Urban Planning

The document explores the notion of Conwy's original T-shaped plan formed by two primary routes. A primary road follows the shoreline with the castle at one end and another primary road runs perpendicular to it.

Conwy Today

Visitor attractions include:

- *Castle and town walls*
- *Plas Mawr Elizabethan town house*

The document notes that *'Conwy has a vibrant retail core with independent retailers and traders.'*

The introduction of transport infrastructure has transformed the town including new road and rail connections.

The document explores the parking and traffic problems in the town. One of the ideas it suggests is investigating if car parks with less demand can have additional uses. The document also says that *'the volume of coaches visiting the town combined with the restrictions imposed by the narrow gateways and archways has meant that further consideration is needed for dedicated coach-parking facilities.'* Conwy also has a weight limit on an access bridge to Morfa Bach.

In terms of walking and cycling, the document recommends *'better links with the walking and cycling networks may provide a further opportunity to encourage sustainable travel; for example, ensuring that the World Heritage Site is signposted from the Wales Coastal Path and national cycle routes.'*

Topography

The topography ascends steeply in places.

9.4 Opportunities and Challenges

SWOT Analysis

Strengths

- *Strong tourism offer*
- *World Heritage Site*
- *Historical significance*
- *Conservation Area with high number of listed buildings, strong architecture and medieval street pattern*
- *Lively retail core*
- *Diverse green infrastructure surrounding medieval walls*
- *Conwy Quay and River Conwy*
- *Coast Path and National Cycle Network Route 5*

Opportunities

- *Define gateway to town centre at Castle Square through reducing road space/change in surfacing, enhancing public realm, green infrastructure and pedestrian priority*
- *Enhance pedestrian and cycle connections through the town*
- *Green the Quayside and improve cycle provision*
- *Green Lancaster Square*
- *Create green link between Bodlondeb Park and Conwy Castle*
- *Reduce highway to create more space for pedestrians, cyclists and green infrastructure interventions*
- *Increase pedestrian priority and calm traffic through carriageway narrowing, surface changes and enhancing pedestrian crossings with raised tables*
- *Create space for tree planting and SuDS rain garden planting*
- *Consider pedestrianisation of High Street, at busiest times at least*
- *Improve signage to passageways/footways*
- *Enhance pedestrian access at Upper Gate Street*
- *Improve pedestrian access from car parks*
- *Diversify amenity grass at medieval walls*
- *Improve route to railway station for Active Travel and access at the station platform*

Weaknesses

- *Narrow streets and medieval street pattern provide limited space for green infrastructure*
- *Lack of sizable open space within medieval walls*
- *Poor biodiversity and multi-functional green infrastructure within medieval walls*
- *Low existing tree cover*
- *Poor pedestrian priority*
- *Lack of pedestrian crossings*
- *Narrow footways mean accessibility is poor*
- *Poor provision for cyclists*

Threats

- *World Heritage Site status may limit interventions in places*
- *Interventions in adopted highway*
- *Utilities and service easements*
- *Competition with on-street parking*

9.4 Opportunities and Challenges

Opportunities

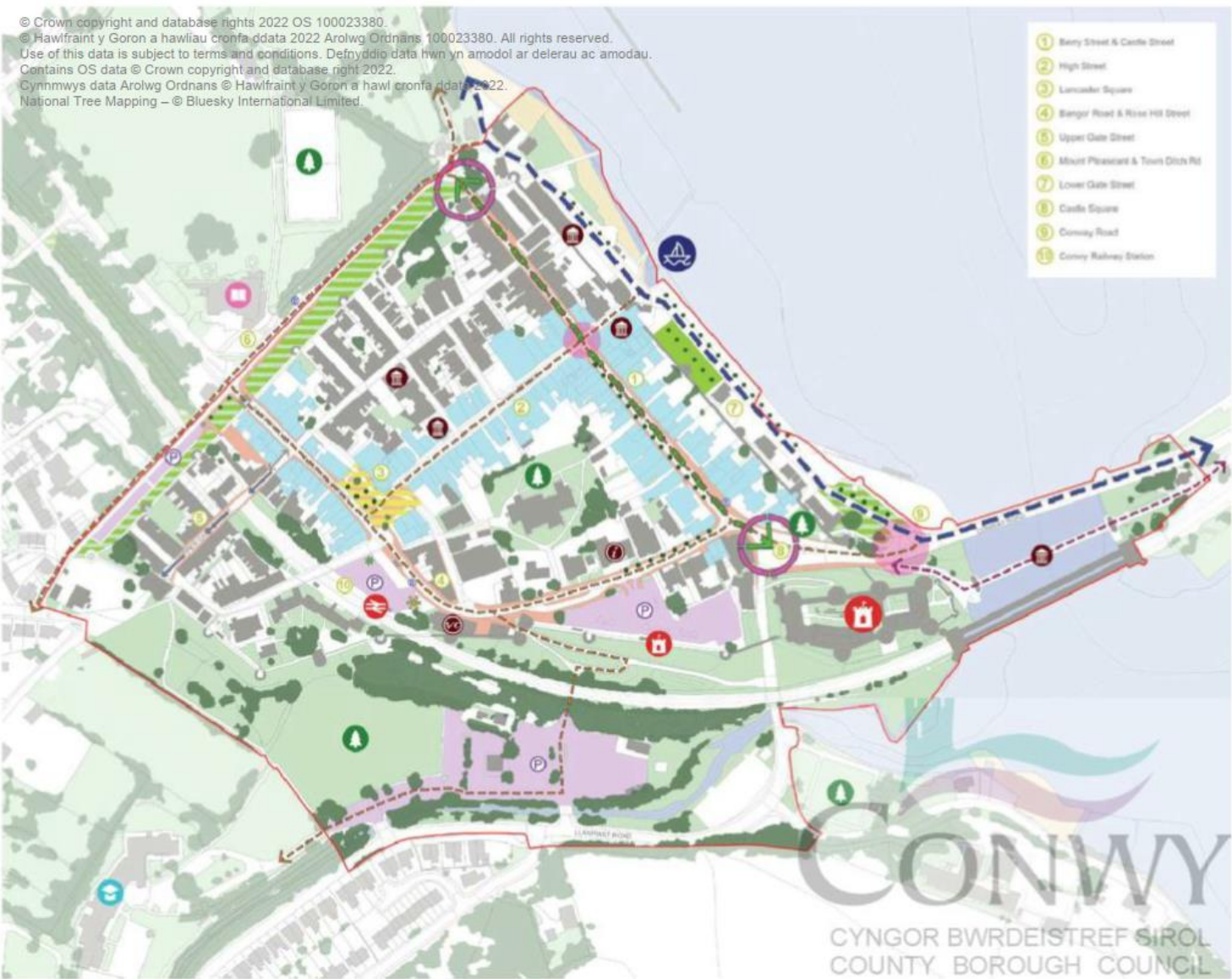
KEY

Existing

- Study Area
- Trees
- GreenSpace
- Water
- Beach
- Shopping Zone
- Railway Station
- Bus Stop
- Car Park
- Castle and Walls
- Tourist Attraction
- Cultural Centre and Library
- Marina
- Education
- Key Greenspace
- Coast Path and National Cycle Route 5
- Existing Walking and Cycling Connection

Opportunities

- Key Town Centre Gateway
- Key Node Points
- Green Link
- Tree Planting, SuDS and Rain Garden Planting
- Proposed Cycling Routes
- One Way
- New Footway
- Public Realm Improvements
- Enhance Public Space
- Enhance Green Infrastructure
- New Green Space
- Green Wall
- Flood Feature



9.4 Opportunities and Challenges



On-carriageway cycling, narrow carriageway and footways in London



Change in surface crossing point in Sheffield



Rain garden planting on Marylebone High Street.
 Image Source: Street Tree

1. Berry St and Castle St

- Opportunity to narrow carriageway, widen footways and remove clutter to create more space for pedestrians and prevent unauthorised parking
- Narrow carriageway to enhance Active Travel (proposed route for walking and cycling) and encourage on-carriageway cycling
- Option to create build outs around parking areas to create more space for pedestrians and opportunities for raised table or change in surface crossing points and planting
- Opportunity to calm traffic and create pedestrian priority at junction with High St through raised table, surface change and reduction in carriageway to improve pedestrian connectivity to Quay
- On Castle Street rationalise parking to provide space for tree planting and SuDS rain garden planting to create green link between Bodlondeb Park and Castle
- Opportunity to improve safety where there is a change in level

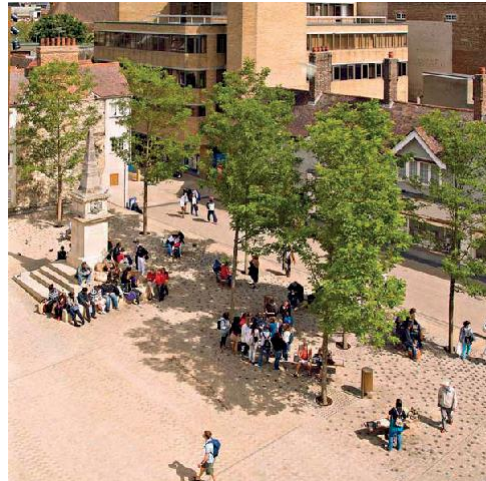
9.4 Opportunities and Challenges

2. High Street

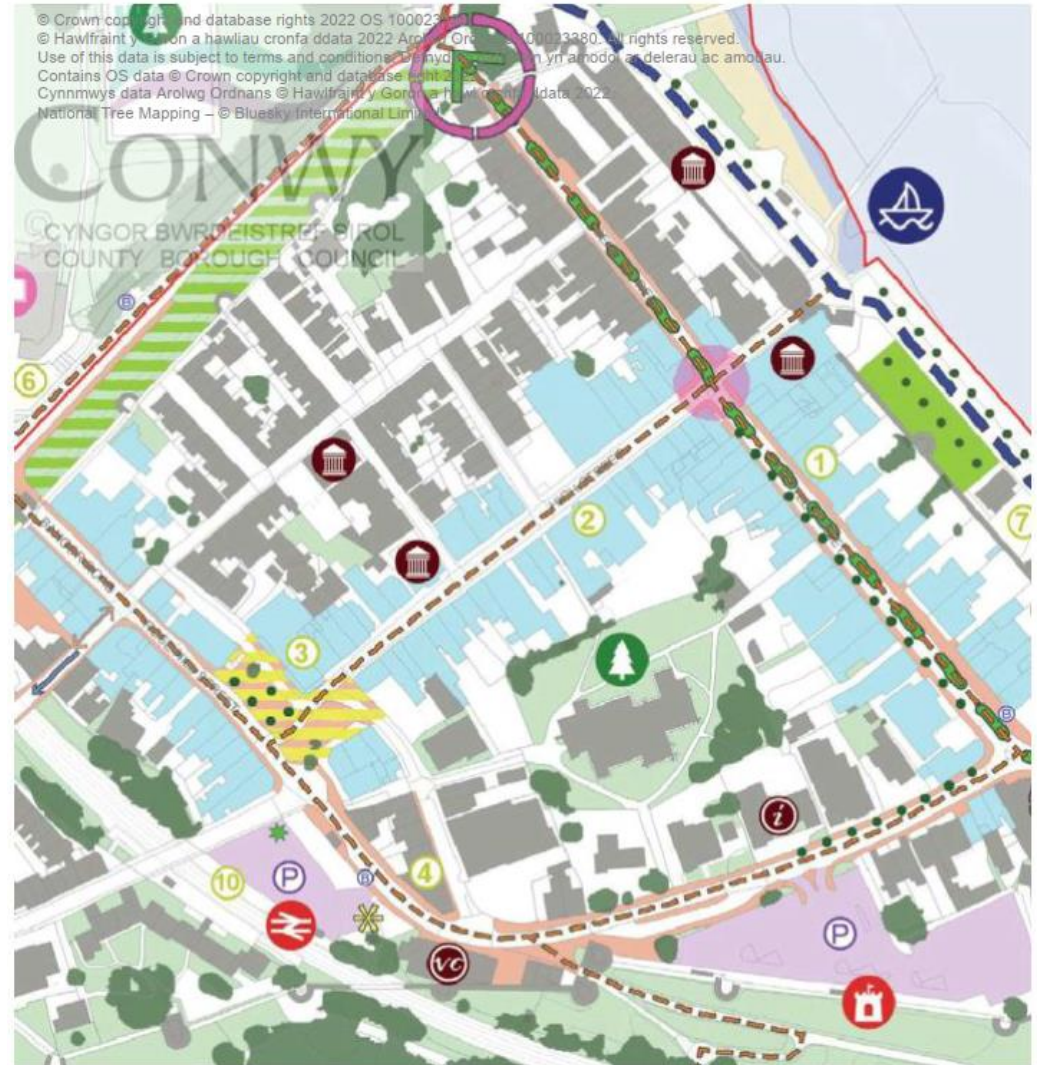
- Rationalise parking and create build outs around parking areas to create more space for footway and planting
- Option for better signage to passageways/ footpaths to make people more aware they are there

3. Lancaster Square

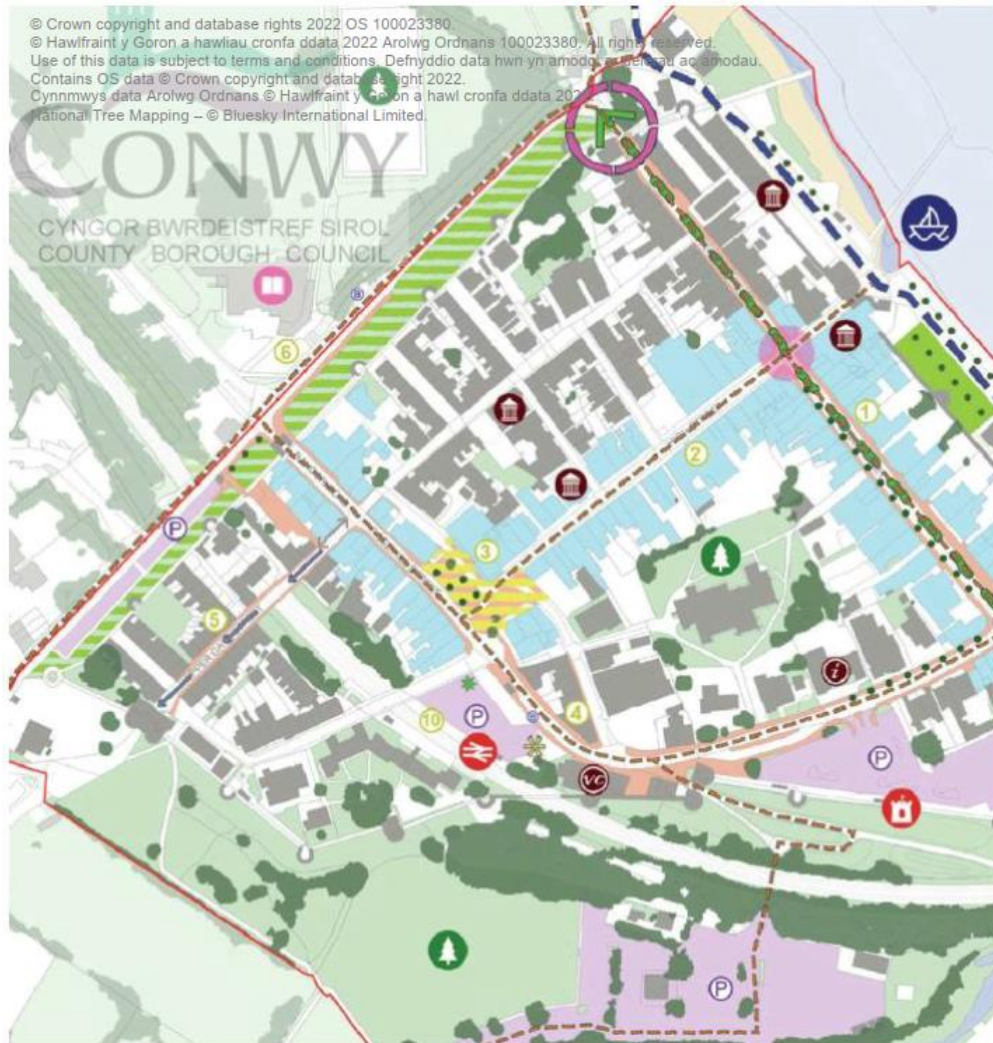
- Opportunity to enhance the square through improved public realm and planting with tree planting and raised planters. Potential for trees in planters
- Coordinate street furniture to reduce clutter and remove parking spaces and move taxi rank to increase public realm
- Option to realign the road and increase space for pedestrians



Bonn Square, Oxford.
© Graeme Massie. Image from Landezine



9.4 Opportunities and Challenges



On-carriageway cycling, narrow carriageway and footways in York



Crossing point in Chester



Tree planting in Llangefni town centre

4. Bangor Road and Rose Hill Street

- Opportunity to narrow carriageway and widen footways to create more space for pedestrians, improve crossing points and access for all from Morfa Bach car park
- Active Travel route with proposed cycle and walking improvements. Opportunity to consider narrowing carriageway for on-carriageway cycling or provision of dedicated cycle route
- Where space allows narrow carriageway and incorporate tree planting and SuDS rain garden planting

5. Upper Gate Street

- Opportunity to improve pedestrian access from Pool Lane including footway and crossing
- Potential to make one way street and narrow carriageway to increase footways

6. Mount Pleasant and Town Ditch Road

- Opportunity to diversify amenity grass to castle walls with bulb planting, display meadow and tree planting
- Opportunity to improve pedestrian access from car park to town centre

9.4 Opportunities and Challenges

7. Lower Gate Street

- Introduce tree and ornamental planting (potentially in raised planters in places) to soften Quayside. Rationalise hard standing/ carriageway to remove opportunities for parking and replace with GI
- NCN, Coast Path and Active Travel route (proposed route for cycling) so consider defining cycle path along Quayside
- Improve public realm and street furniture where required
- Opportunity to diversify amenity grass near Conway Road with bulb planting, display meadow and tree planting



IJsselkade in Zutphen riverside promenade, The Netherlands.
Photo by Pieter Kers. Image from Landezine



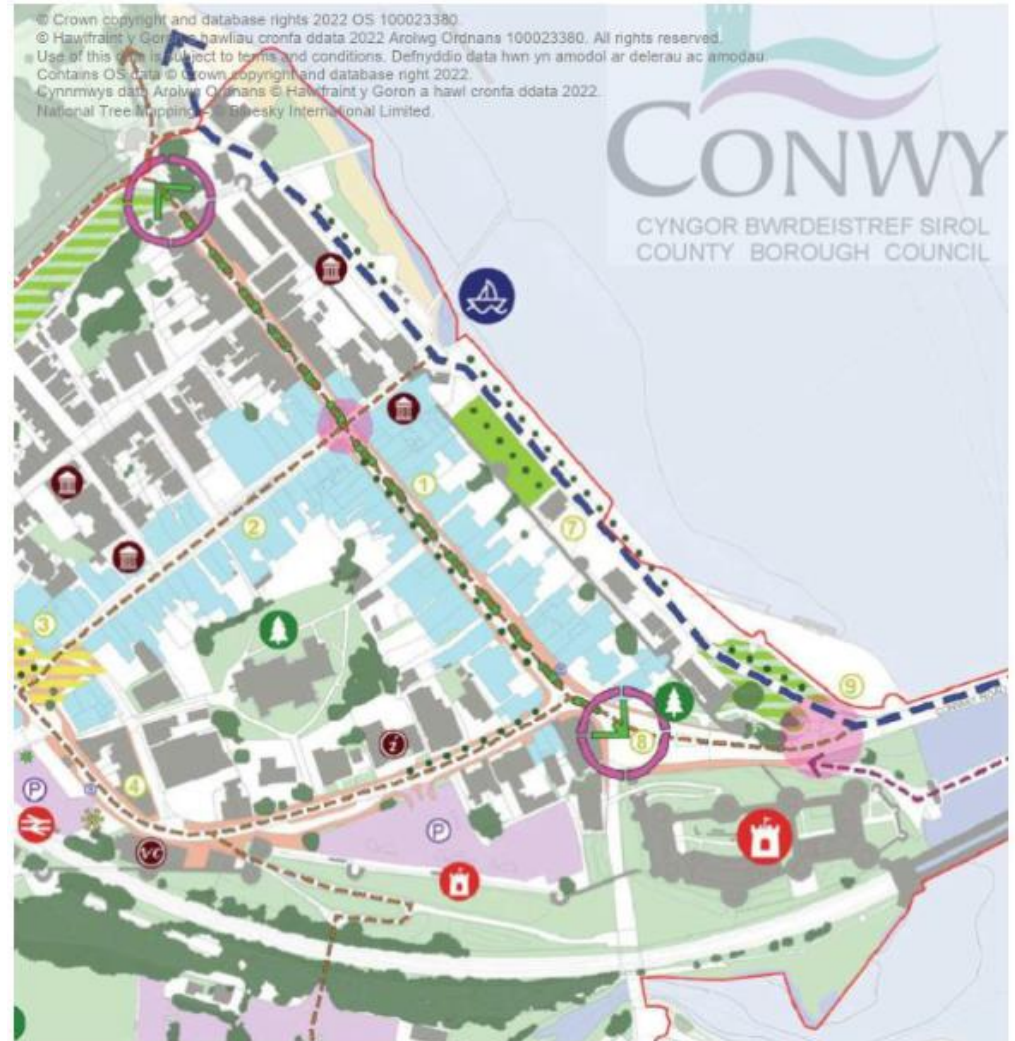
Poynton junction. Photo © Peter Turner (cc-by-sa/2.0)



Gateway feature, Altrincham

8. Castle Square

- Define gateway to town centre through enhanced GI and pedestrian priority
- Reduce extent of hardstanding at roundabout and increase GI to create a better entrance to the town that is more pedestrian focused and human scale. Consider creating shared space scheme, similar to Poynton, to define entrance gateway



9.4 Opportunities and Challenges



9. Conway Road

- NCN, Coast Path and Active Travel route (proposed route for cycling) so consider defining cycle path along prom adjacent Conway Road. Potential for dedicated route through amenity grass area
- Opportunity to diversify amenity grass to crossing with bulb planting, display meadow and tree planting. Could also consider SuDS and rain garden planting

10. Conway Railway Station

- Option for planting or green walls
- Option for artwork to promote arrival space
- Option to improve disabled access



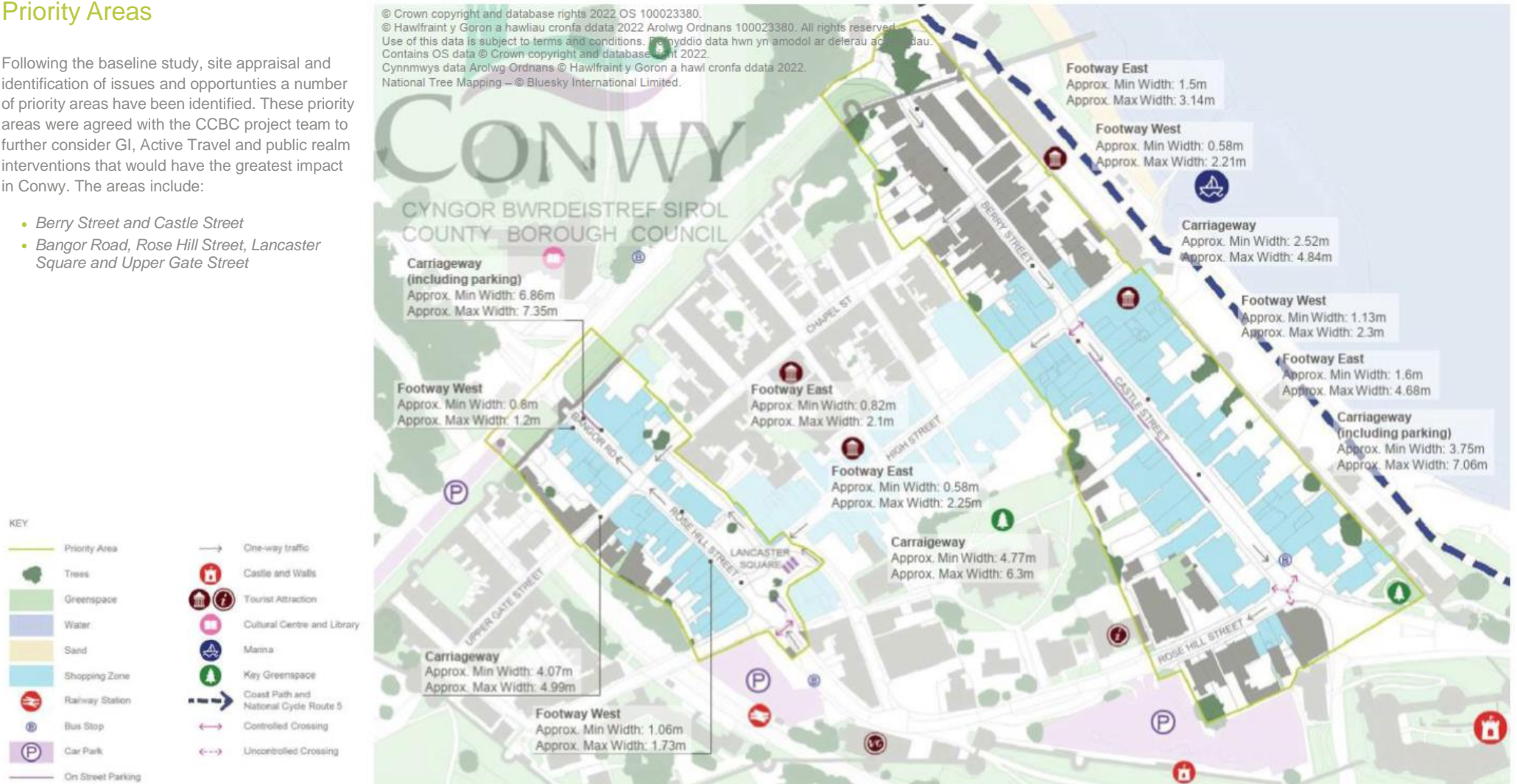
Rhyll Train Station

9.5 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Conwy. The areas include:

- *Berry Street and Castle Street*
- *Bangor Road, Rose Hill Street, Lancaster Square and Upper Gate Street*



9.5 Priority Areas



Berry Street looking northwest



Castle Street looking southeast

Berry Street and Castle Street

Important views towards the castle and town walls are found looking both ways along Berry Street and Castle Street. Castle Street is a key commercial street and both streets have a large proportion of listed buildings.

Existing Condition:

- Medieval street pattern with narrow streets. Many of the street alignments in Conwy are thought to be original.
- Both streets are one-way.
- Multiple vehicle accesses.
- Well used coach route.
- Berry Street has no on street parking provision. Castle Street has parking spaces along one side.
- Narrow footways in places (footways approx 0.58m – 4.68m)
- Limited pedestrian crossings.
- Poor provision for cyclists.
- Natural stone kerbs and footways on Castle Street.
- Footway has a change in level at the southern end of Castle Street.
- Street clutter.

Opportunities:

- Enhance pedestrian and cycle connections.
- Green the street and repurpose parking bays to enhance GI provision.
- Narrow the carriageway and make more space for cyclists.
- Increase pedestrian priority and calm traffic.
- Improve pedestrian crossing provision.
- Reduce street clutter.

9.5 Priority Areas

Bangor Road, Upper Gate Street and Lancaster Square

Lancaster Square was the former marketplace and this area has important views towards the town walls.

Existing Condition:

- Medieval street pattern with narrow streets. Many of the street alignments in Conwy are thought to be original.
- Bangor Road and Rose Hill Street are one-way. Upper Gate Street is two-way.
- There are parking spaces along Bangor Road and around Lancaster Square.
- Taxi bays at Lancaster Square.
- Lancaster Square is an important public space in the town. It is hard surfaced and can be used for events.
- Narrow footways (approx 0.58m – 2.25m).
- Lack of pedestrian crossings.
- Poor pedestrian access from car parking on Mount Pleasant along Upper Gate Street.
- Poor provision for cyclists.

Opportunities:

- Enhance pedestrian and cycle connections.
- Enhance GI provision in Lancaster Square.
- Enhance street furniture in Lancaster Square.
- Move taxi bays and parking spaces at Lancaster Square to increase GI provision and public space.
- Narrow the carriageway and make more space for pedestrians and cyclists.
- Widen footways to make more space for pedestrians.
- Increase pedestrian priority and calm traffic.
- Improve pedestrian crossing provision.
- Make Upper Gate Street one-way and narrow carriageway. Redistribute space for footways and improve pedestrian access to Pool Lane and car parking.
- Option for on carriageway cycling or dedicated cycle route.



Bangor Road looking northwest



Lancaster Square



Upper Gate Street looking southwest



Concept designs have been produced to RIBA Stage 2 for the priority areas in Conwy town.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and the public realm to ensure a co-ordinated approach to the regeneration of Conwy's streets and open spaces.

Key aims of the design are to green the streets within the priority areas and improve pedestrian and cycle priority through the introduction of planting, traffic calming measures to slow vehicle speeds, repurposing parking bays and enhancing the pedestrian and cycle environment.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.

9.6 Concept Design

Berry Street

Berry Street is a key approach road to Conwy town through an opening in the town wall at the northern end. At the other end of the road is the town's shopping area and access to the quayside.

The proposals aim to improve cycle and pedestrian priority. The traffic lane has been reduced to a minimum of 2.5m wide with a DE304 advisory cycle lane 1.5m wide introduced. Road studs or similar would be incorporated to broken white line markings (diag 1004) to improve safety and deter traffic entering the cycle lane.

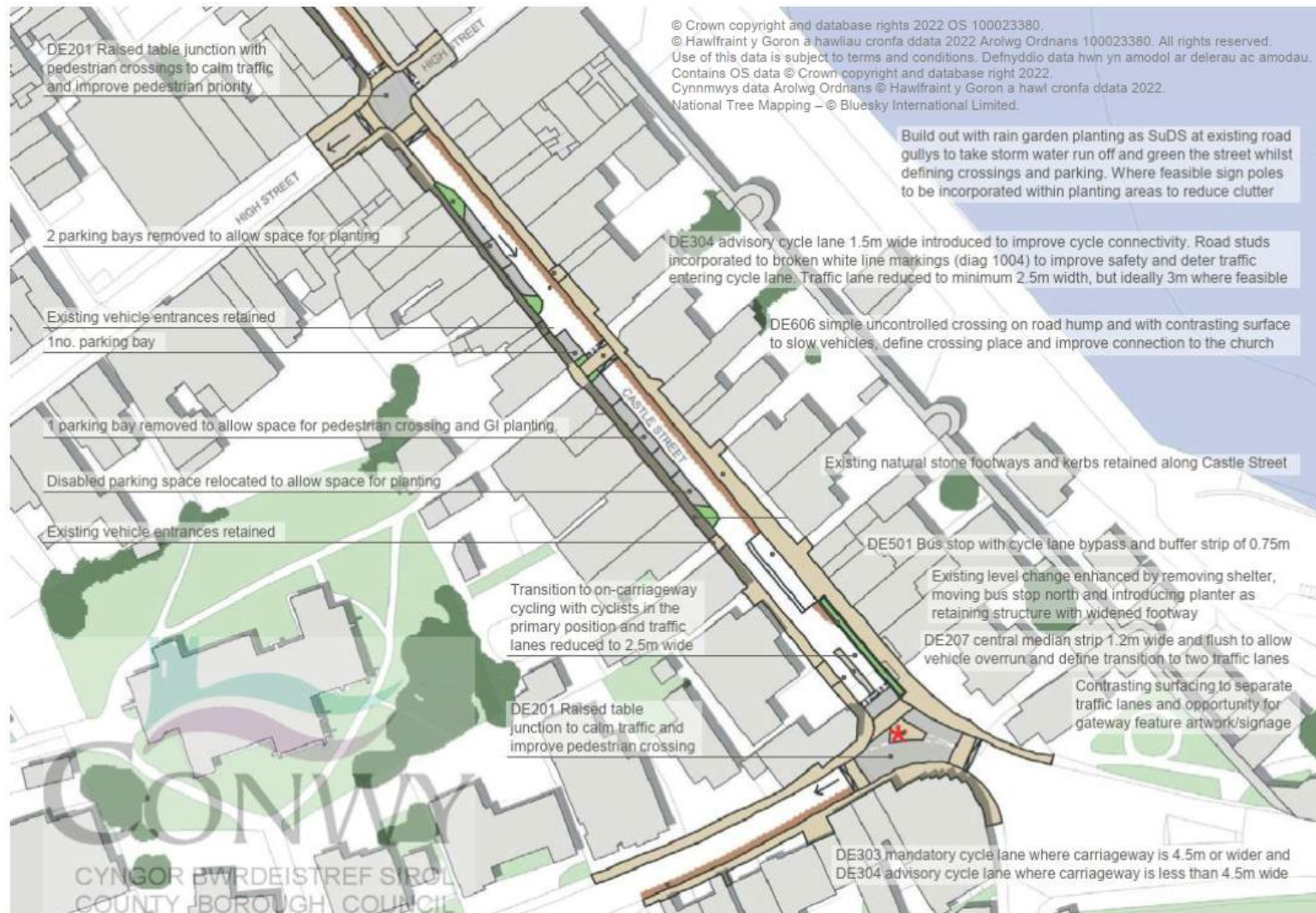
A DE201 raised table junction with pedestrian crossings improve the pedestrian environment at the junction with High Street and Castle Street, increasing priority for people crossing.

Given the narrow medieval street there are limited opportunities for footway widening or GI.



Berry Street Concept Design

9.6 Concept Design



Castle Street Concept Design

Castle Street

Castle Street is also one of the main shopping streets in Conwy and has a vista to the castle in the south. The proposals aim to green the street and improve pedestrian and cycle priority.

The traffic lane has been reduced to a minimum of 2.5m wide with continuation of a DE304 advisory cycle lane 1.5m wide from Berry Street.

On street parking areas have been reconfigured to allow space for small pockets of GI with rain garden planting as SuDS at existing road gullies to take stormwater. The existing natural stone kerbs and footways have been retained given there is minimal space to gain from widening.

The existing footway level change on the northside near Castle Square is removed and the footway widened by introducing a retaining planter, removing the shelter and moving the bus stop.

The proposals include a DE606 simple uncontrolled crossing point at the Church access and a DE201 raised table with crossing points at the junction with Rose Hill Street and Castle Square to improve pedestrian connectivity and priority.

9.6 Concept Design

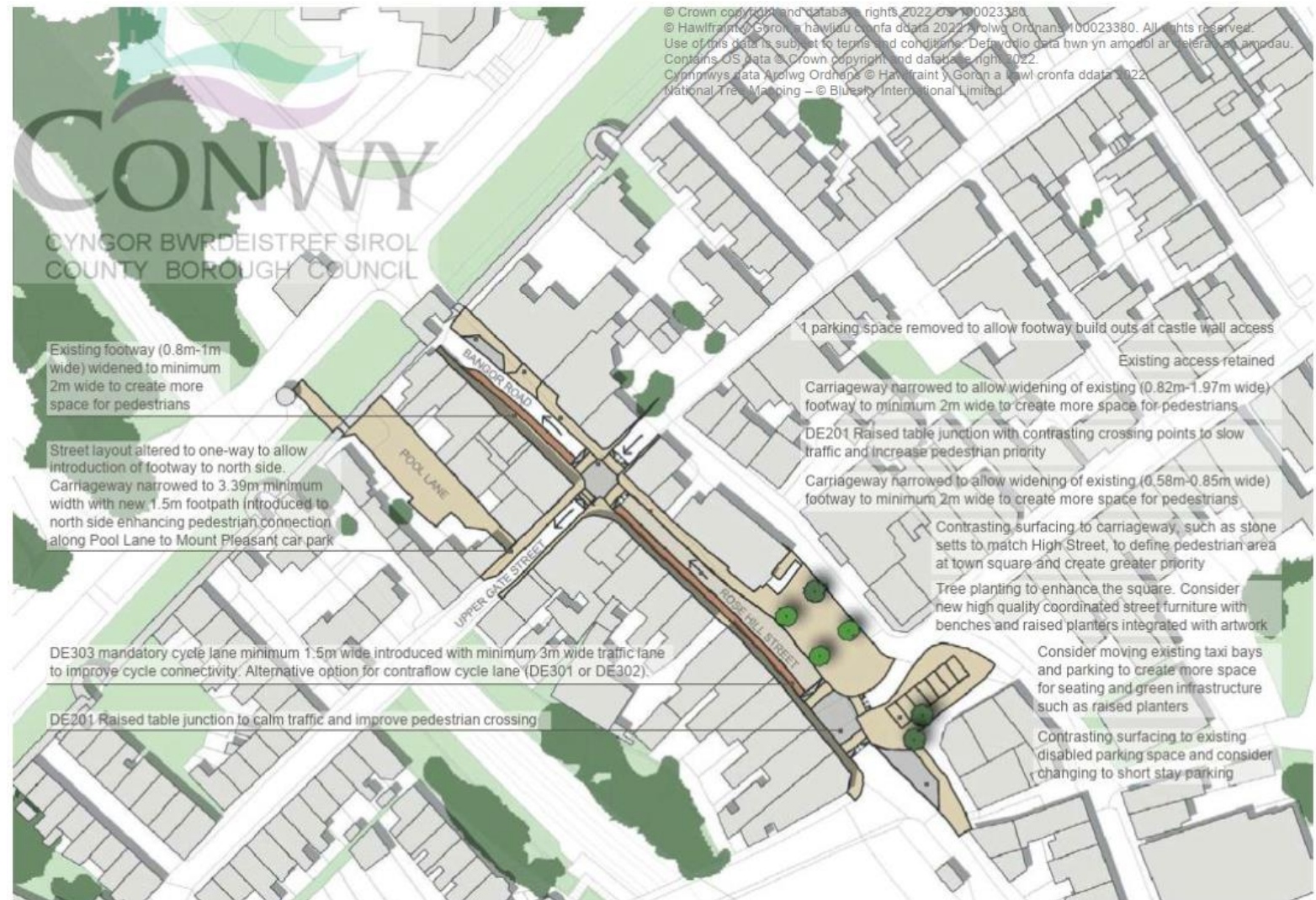
Bangor Road, Upper Gate Street and Lancaster Square

This area includes key approaches to Conwy town through the town walls along Bangor Road, Upper Gate Street and Pool Lane and the open space of Lancaster Square. The proposals aim to improve cycle and pedestrian priority and green the square.

The carriageway has been narrowed and parking spaces reconfigured along Bangor Road and Rose Hill Street to allow the footways to be widened to a minimum of 2m and the introduction of a DE303 mandatory cycle lane 1.5m wide.

The proposals include DE201 raised table junctions with crossing points at High Street to improve pedestrian connectivity. Tree planting and raised planters are proposed in Lancaster Square to green the space.

A DE201 raised table crossing point is proposed at the junction with Bangor Road/Upper Gate Street and the narrowing of Upper Gate Street to become a one-way street to allow for the introduction of a 1.5m wide footway to the north side, where there is currently no footway, improving pedestrian connectivity in the area.



10.0 Penmaenmawr



10.1 Study Area

Overview

Penmaenmawr is a coastal town in the northwest of Conwy County Borough. The Wales Coast Path runs along the seafront to the north of the town. The A55 North Wales Expressway and Railway line are located to the north and sever the town from the seafront. There are views towards the sea and the surrounding hills and mountains from the town centre.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) states that Penmaenmawr has largely good Green Infrastructure (GI) cover and 22.6% tree canopy cover.

The study area focusses on key streets and approaches within in the town centre, the shopping zone, community facilities, the Railway Station, the connection to the beach and town centre car parks.

Streets and spaces within the study area include:

1. Bangor Road Approach
2. Pant-Yr-Afon Public Realm
3. Fernbrook Road Car Park and Library
4. Paradise Road Connection
5. Penmaenmawr Station



10.1 Study Area



Bangor Road looking east



Bangor Road looking west



Bangor Road/Brynmor Terrace/Pant-Yr-Afon/Fernbrook Road Junction



Pant-Yr-Afon looking west



Fernbrook Road and Car Park



Brynmor Terrace/Paradise Road



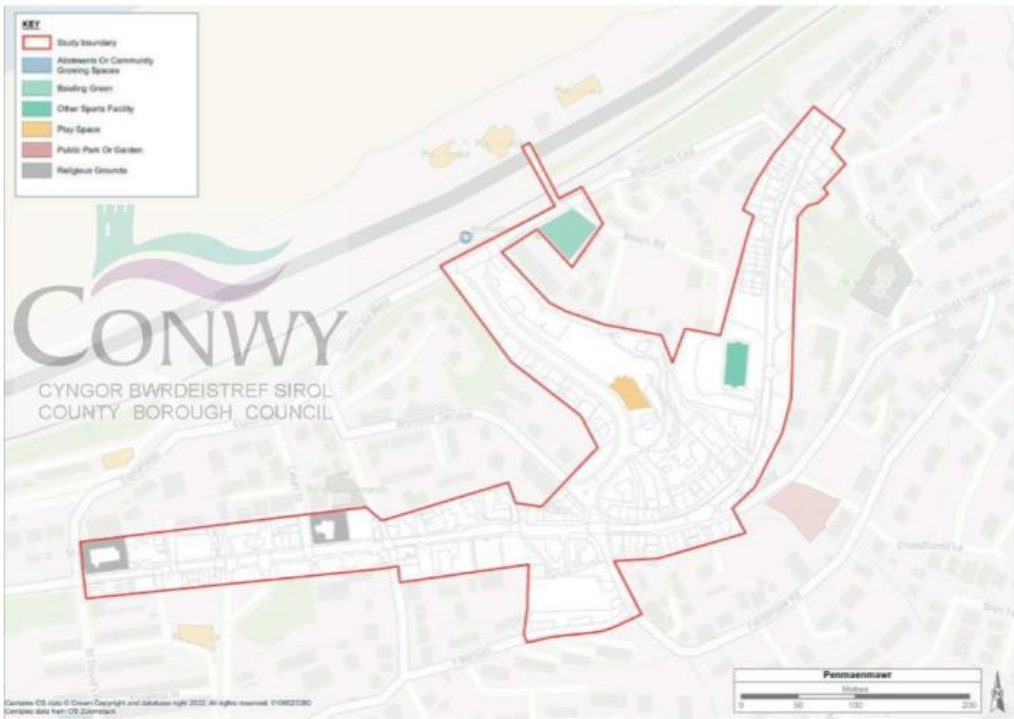
Paradise Road



Station Road East

10.2 Site Analysis

Analysis Plans



Open Space

Open spaces within the study area include the bowling green on Station Road East and the Dingle open space and play areas on Constitution Hill. Penmaenmawr beach including grassed landscaping and play spaces is located to the north of the study area.



Tree Canopy Cover

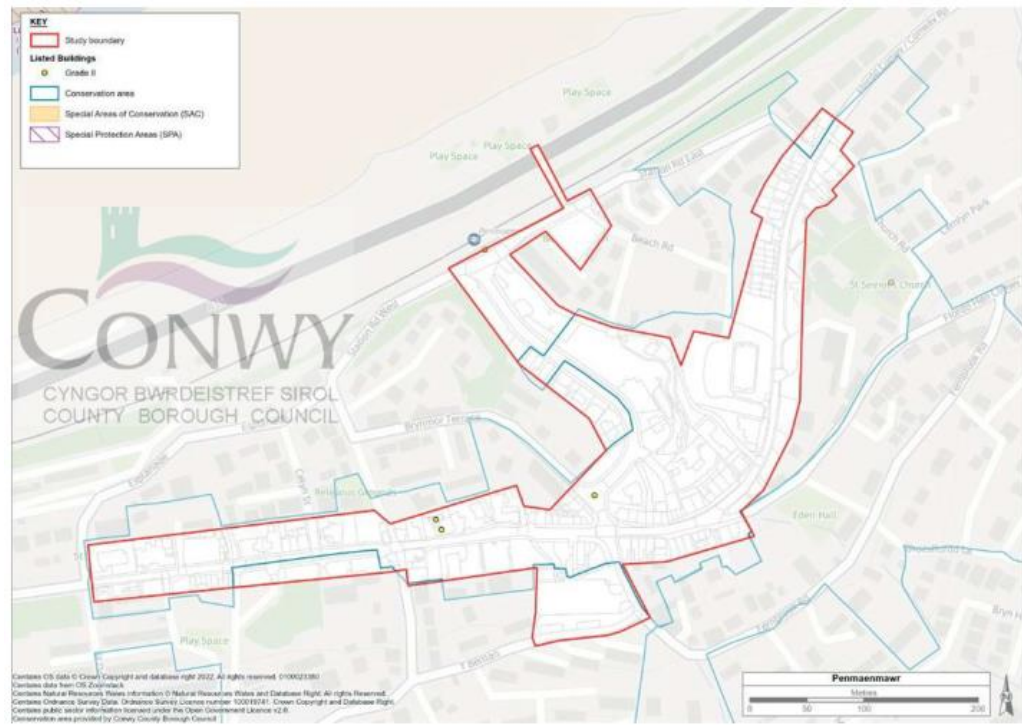
In general, there is good tree canopy cover in Penmaenmawr. However, there are limited trees along Bangor Road, Pant-Yr-Afon and Paradise Road in the centre of the town.

10.2 Site Analysis



GI Multifunctionality

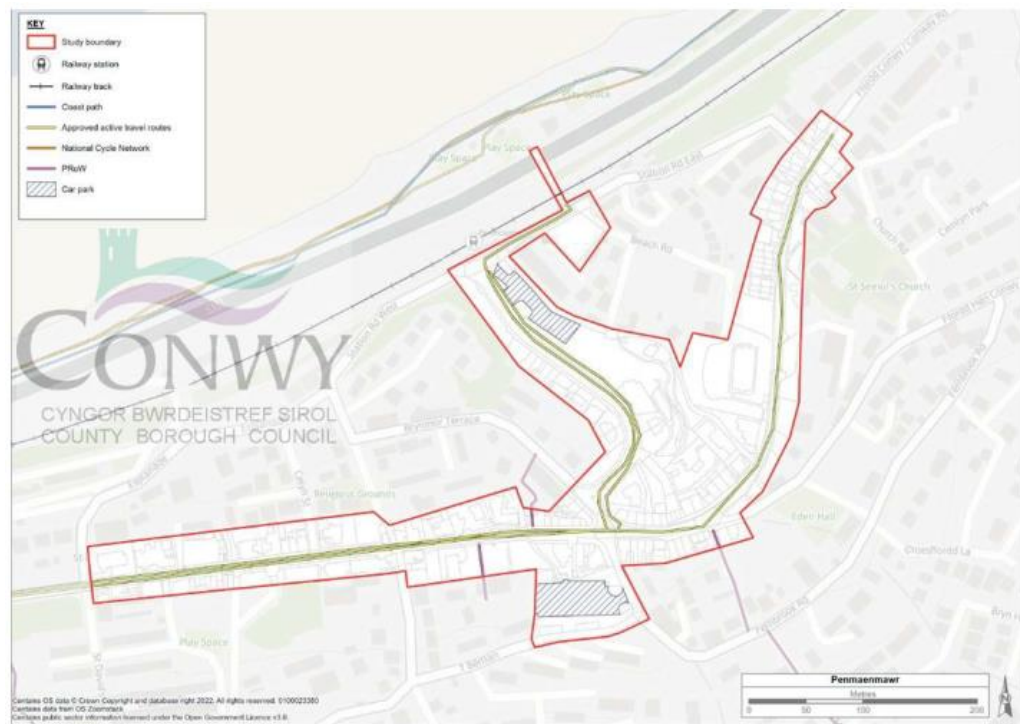
This plan shows the areas where GI with the most functions is located. It looks at aspects such as recreation, shading and wildlife habitats. The study area has reasonable levels of multi-functional GI. There are gaps particularly along Bangor Road and Pant-Yr-Afon in the centre of the town.



Designations

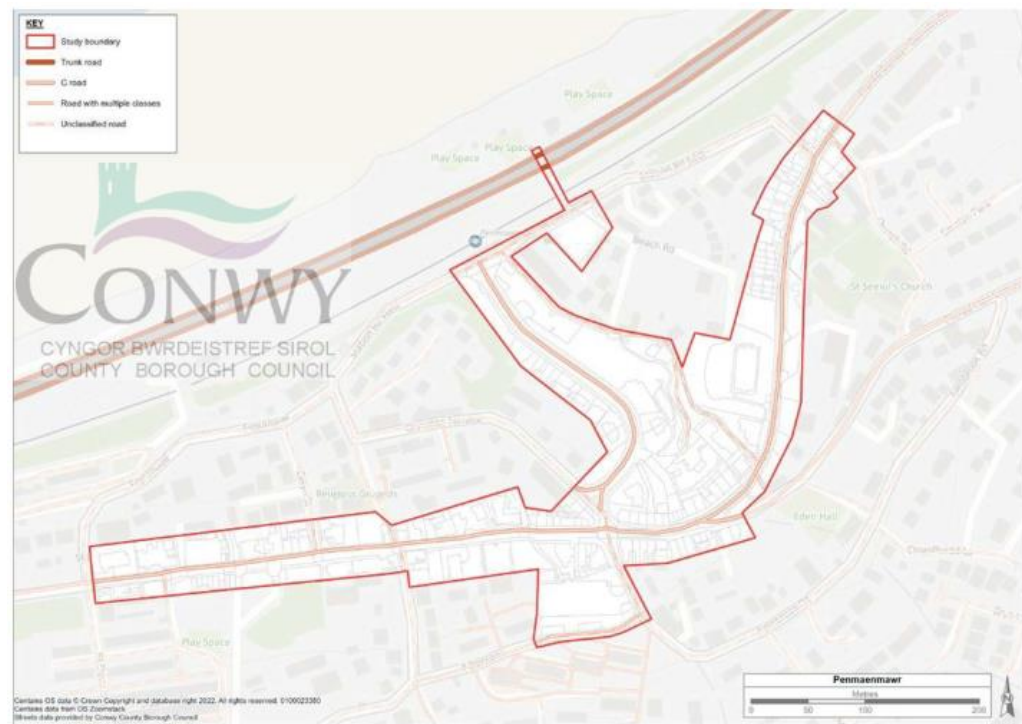
Penmaenmawr Town Centre Conservation Area covers most of the study area. There are a small number of listed buildings within the study area.

10.2 Site Analysis



Transport and Access

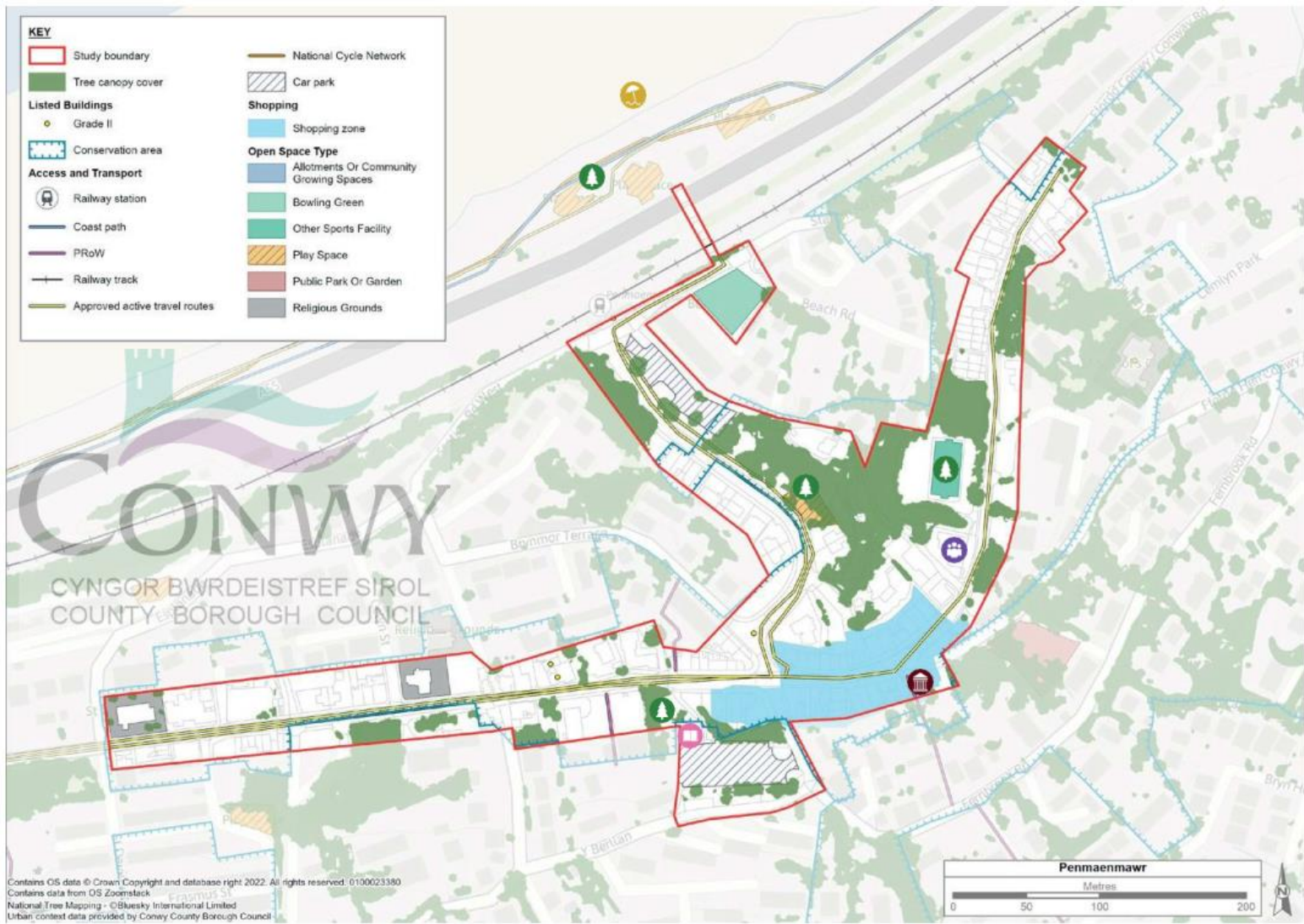
The Wales Coast Path and National Cycle Route 5 run along the seafront to the north of the study area. There are also several approved Active Travel routes within the study area along Bangor Road, Pant-Yr-Afon, Paradise Road and Station Road East. There are several car parks in the study area on Fernbrook Road and opposite the Railway Station.



Street Hierarchy

The A55 North Wales Expressway is located to the north of the study area and separates the town centre from the seafront. Key streets within the study area include Bangor Road and Pant-Yr-Afon running east to west and Paradise Road running from the town centre towards the seafront and railway station.

10.2 Site Analysis



Urban Context

The town's shopping zone is located around the junction of Bangor Road and Pant-Yr-Afon.

Key Destinations

Destinations within the study area include Penmaenmawr Community Centre, Penmaenmawr Museum, Penmaenmawr library and key greenspaces.

To the north of the study area, key destinations include the railway station and the beach, promenade and play spaces on the seafront.

10.3 Opportunities and Challenges

SWOT Analysis

Strengths

- *Attractive town centre with concentrated shopping area*
- *Town Centre Conservation Area*
- *Tourism offer of seaside and walking opportunities*
- *Blue Flag beach and promenade*
- *Coast Path and National Cycle Network Route 5 along promenade*
- *Good town centre tree cover in places*
- *Accessible open space close to town centre*
- *Good green infrastructure multi-functionality*
- *Examples of high-quality architecture and canopies to shops*
- *Car park close to shopping zone*

Weaknesses

- *Poorly defined gateways to the town*
- *Vehicle dominated town centre with wide carriageways and large junction radii*
- *Vehicle speeds through the town centre*
- *Poor quality connection to the station and seafront*
- *Poor pedestrian priority*
- *Limited pedestrian crossings*
- *Narrow pavements*
- *Pedestrian guardrails*
- *Limited cycling provision*

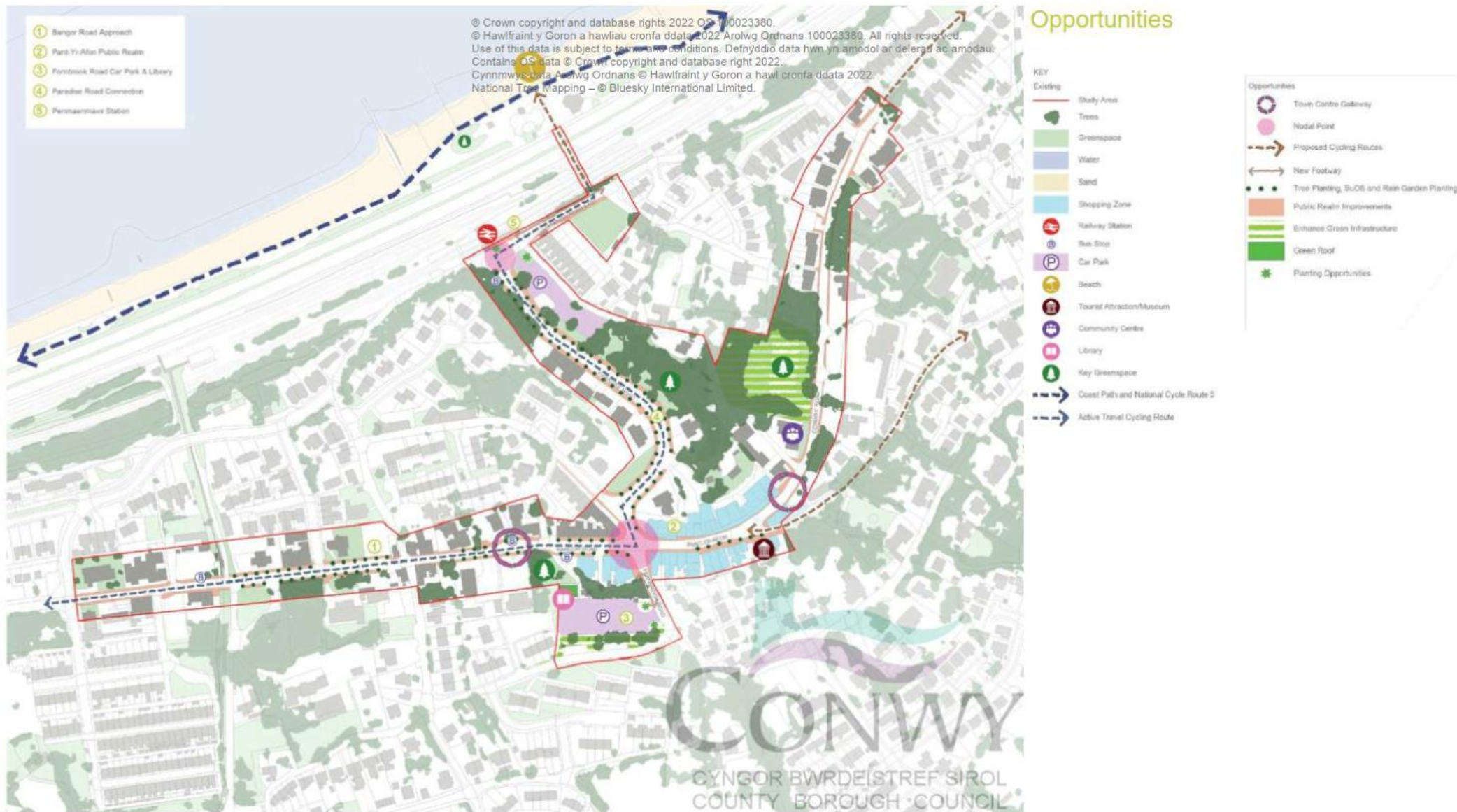
Opportunities

- *Define the entrances to the town centre through high quality public realm, green infrastructure and traffic calming*
- *Improve Active Travel connections to the railway station and beach*
- *Redistribute highway space to create more space for pedestrians, better cycle provision and green infrastructure interventions*
- *Create a more pedestrian focused environment to the main shopping zone and slow vehicle speeds*
- *Rationalise on-street parking and bus laybys to create more pedestrian space and opportunities for planting*
- *Improve pedestrian access to Fernbrook Road Car Park and provide green infrastructure improvements*
- *Enhance and coordinate street furniture and de-clutter streets*

Threats

- *Bangor Road forms a through road*
- *Limited space for tree and shrub planting*
- *Loss of on-street parking*
- *Interventions in adopted highway*
- *Utilities and service easements*

10.3 Opportunities and Challenges



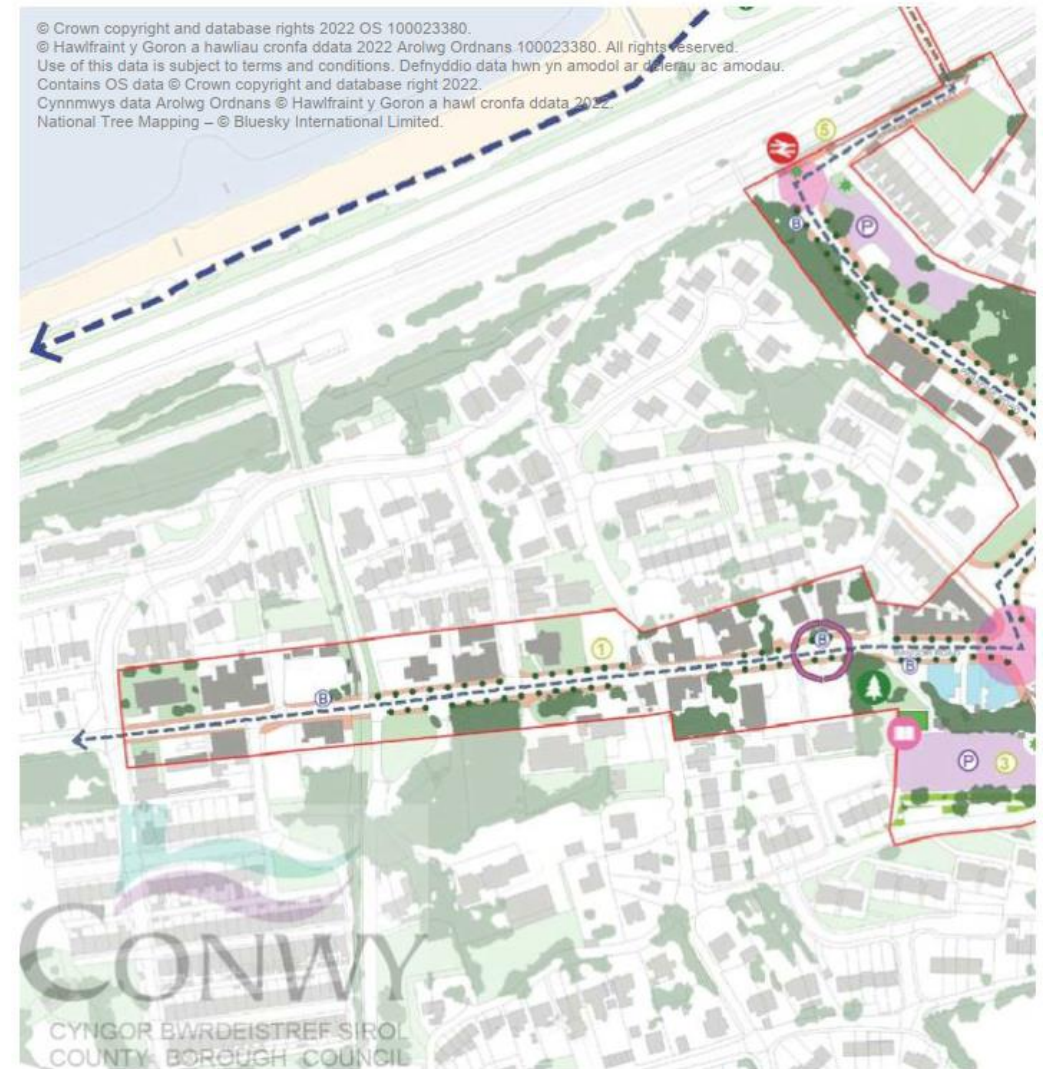
10.3 Opportunities and Challenges

1. Bangor Road Approach

- Opportunity in places to narrow carriageway and introduce space for tree planting and SuDS rain garden planting along the main approach to the town centre from the west
- Rationalise on-street parking and remove bus laybys to create more pedestrian space and opportunities for planting within build outs
- Opportunity to enhance and coordinate street furniture including planters, bollards and benches to reduce street clutter and enhance the street scene



Planting to build outs, Copenhagen



10.3 Opportunities and Challenges



Planting to build outs in Breda, the Netherlands.
 Image from GreenBlue Urban



Tree planting

2. Pant-Yr-Afon Public Realm

- At main junction with Fernbrook Road and Brynmor Terrace consider creating more pedestrian focused environment through reducing kerb radii, enhancing crossing points, possible build outs and raised table to define the entrance to the town centre Shopping Zone
- At Town Centre Shopping Zone create pedestrian focused environment to calm traffic through reduction in carriageway width, enhanced crossings, define parking bays through build outs and surfacing change
- Introduce tree planting to build outs where possible

10.3 Opportunities and Challenges

3. Fernbrook Road Car Park and Library

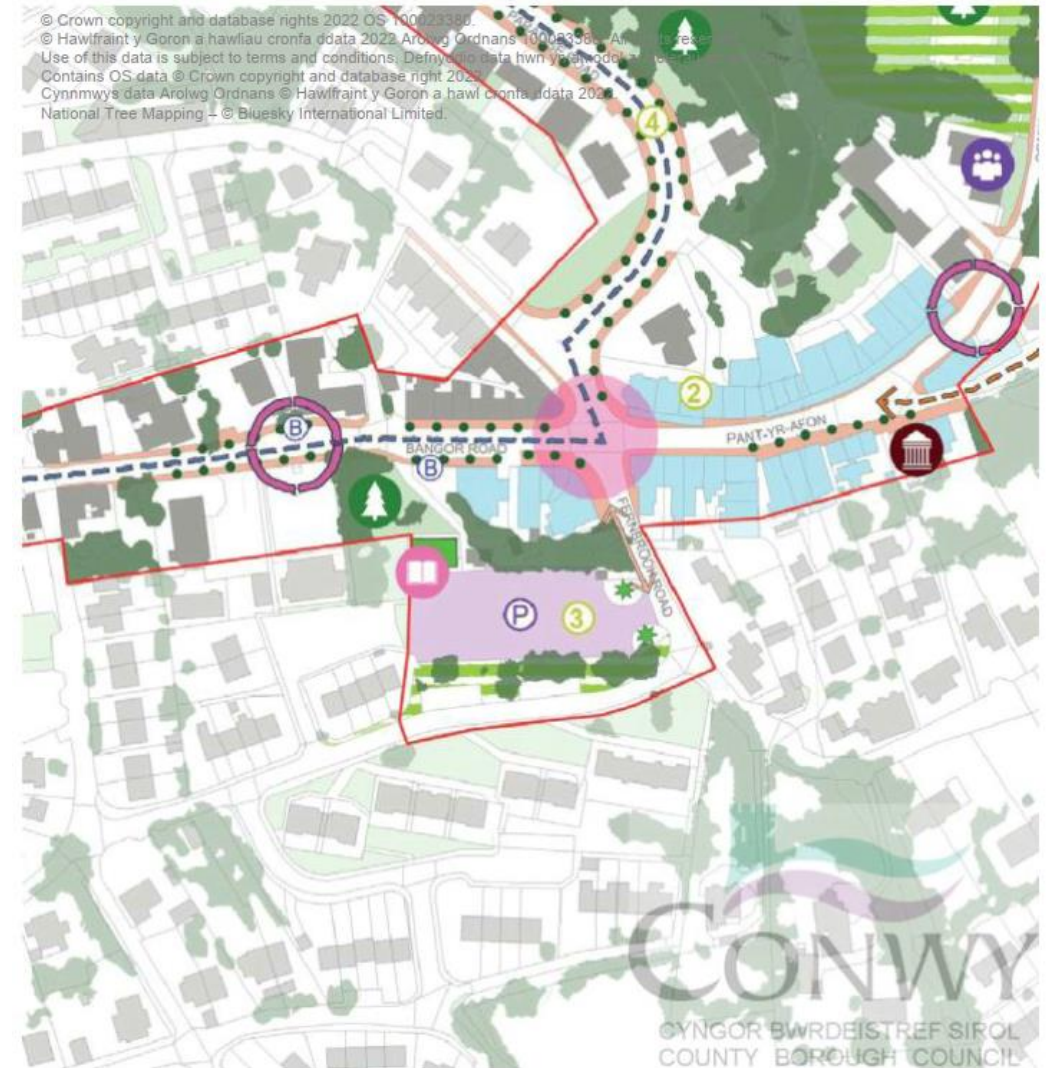
- Planting opportunities in car park
- Opportunity to enhance street furniture including planters and cycle parking
- Introduce a footway along Fernbrook Road to connect the car park to the town centre. Narrow the carriageway and introduce a priority traffic system
- Opportunity for tree planting, hedgerow and diversification of amenity grass to Y Berllan
- Potential for green roof to the library building



Planting to car park entrance, Rhyl



Green roof



10.3 Opportunities and Challenges



4. Paradise Road Connection

- Opportunity to improve pedestrian route to the railway station and seafront for less able people by widening footways along this steep route
- Opportunity to green the street through enhanced street tree planting and SuDS rain garden planting with creation of build outs and carriageway narrowing
- Opportunity to formalise parking along Paradise Road
- Opportunity for better cycle provision along Paradise Road

5. Penmaenmawr Station

- Enhance railway station frontage with planting and public realm improvements
- Opportunity to improve pedestrian connection between Paradise Road and the seafront with enhanced walkway along Station Road East
- Option to create build outs around parking areas
- Opportunity for better cycle provision along Station Road East



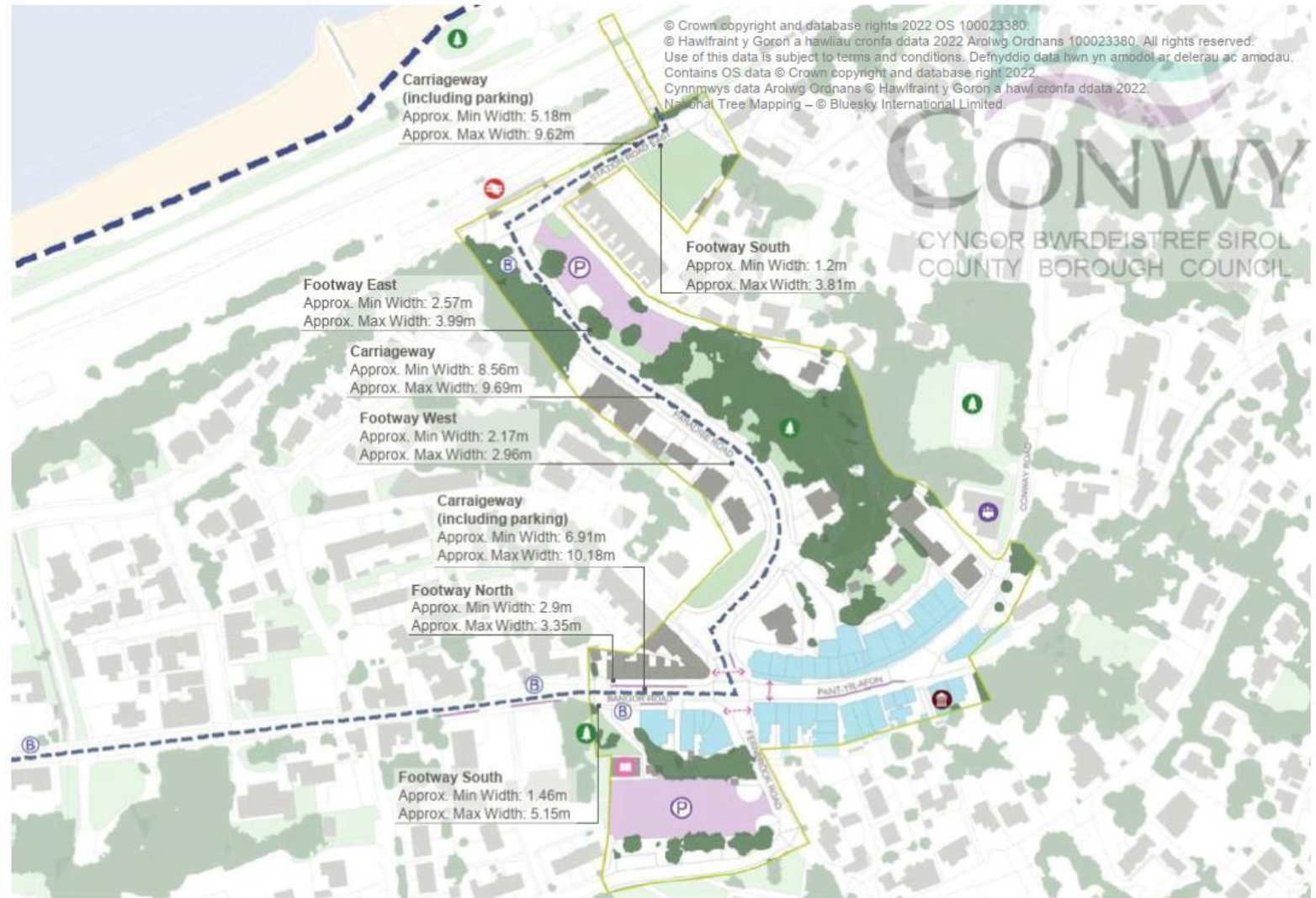
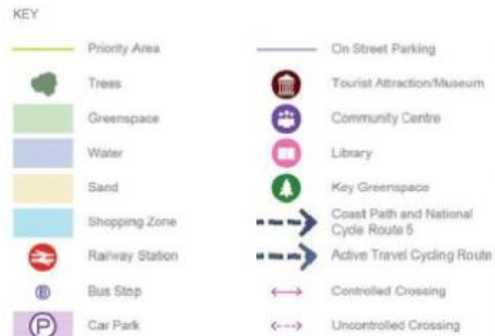
Planters outside Prestatyn Railway Station

10.4 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Penmaenmawr. The areas include:

- Bangor Road, Fernbrook Road and the Shopping Zone
- Paradise Road Connection
- Penmaenmawr Station



10.4 Priority Areas



Looking east along Bangor Road towards the junction.

Bangor Road, Fernbrook Road and the Shopping Zone

Bangor Road is one of the main approaches and through roads of Penmaenmawr. The junction between Bangor Road, Fernbrook Road, Pant-Yr-Afon and Brynmor Terrace is at the centre of Penmaenmawr's shopping area.

Existing Condition:

- Area feels vehicle dominated.
- Some on street parking provision along Bangor Road and Pant-Yr-Afon.
- Narrow footways in places. Footways are approximately 1.46m – 5.15m along Bangor Road.
- Limited pedestrian crossings.
- Poor pedestrian priority.
- Pedestrian guardrails restrict pedestrian movement, encourage vehicles to go faster and create street clutter.
- Poor pedestrian connection to Fernbrook Road Car Park along Fernbrook Road.
- Limited GI in this area.
- Poorly defined gateways into the town.
- Street clutter.

Opportunities:

- Rationalise on street parking, bus stop and loading areas on Bangor Road to create more space for pedestrians and GI provision.
- Create a more pedestrian focused environment.
- Calm traffic and increase pedestrian priority at the junction.
- Improve pedestrian connections to Fernbrook Road Car Park.
- Enhance GI provision in this area.
- Enhance the public realm and define town entrances.
- Enhance and coordinate street furniture, including removal of guard rails where possible.

10.4 Priority Areas

Paradise Road Connection

Paradise Road slopes steeply downhill from the shopping zone towards the railway station and beach access. There is pedestrian access to the Dingle open space and play area from the road.

Existing Condition:

- *Wide carriageway (approximately 8.56m - 10.18m) and road feels car dominated.*
- *Multiple private vehicle accesses.*
- *No formal on street parking but cars park along both sides of the street.*
- *Some existing street trees.*
- *Steep gradient street in places.*
- *Poor pedestrian crossing provision.*
- *Poor pedestrian connection to open space.*

Opportunities:

- *Narrow the carriageway to redistribute the space elsewhere and improve pedestrian, cycle and GI provision.*
- *Formalise parking provision.*
- *Enhance Active Travel and increase cycle and pedestrian priority.*
- *Widen footways where possible to improve accessibility on steep gradient street.*
- *Add pedestrian crossing provision.*
- *Enhance the GI provision along the road.*



Looking north west along Paradise Road.

10.4 Priority Areas



Looking along Station Road East towards the beach access.

Penmaenmawr Station

This area includes a car park, access to the railway station and beach and a bowling green.

Existing Condition:

- *Vehicle dominated.*
- *Poor pedestrian priority.*
- *No footway on the north side of Station Road East between the railway station and beach access.*
- *Limited pedestrian crossings.*
- *Existing disabled parking spaces next to beach access and existing car park. No other formal car parking but cars park along the street.*

Opportunities:

- *Improve pedestrian connections between Paradise Road, the railway station, car park and the seafront.*
- *Introduce footway to the north side of Station Road East.*
- *Add pedestrian crossing provision.*
- *Calm traffic and increase pedestrian priority.*

10.5 Concept Design

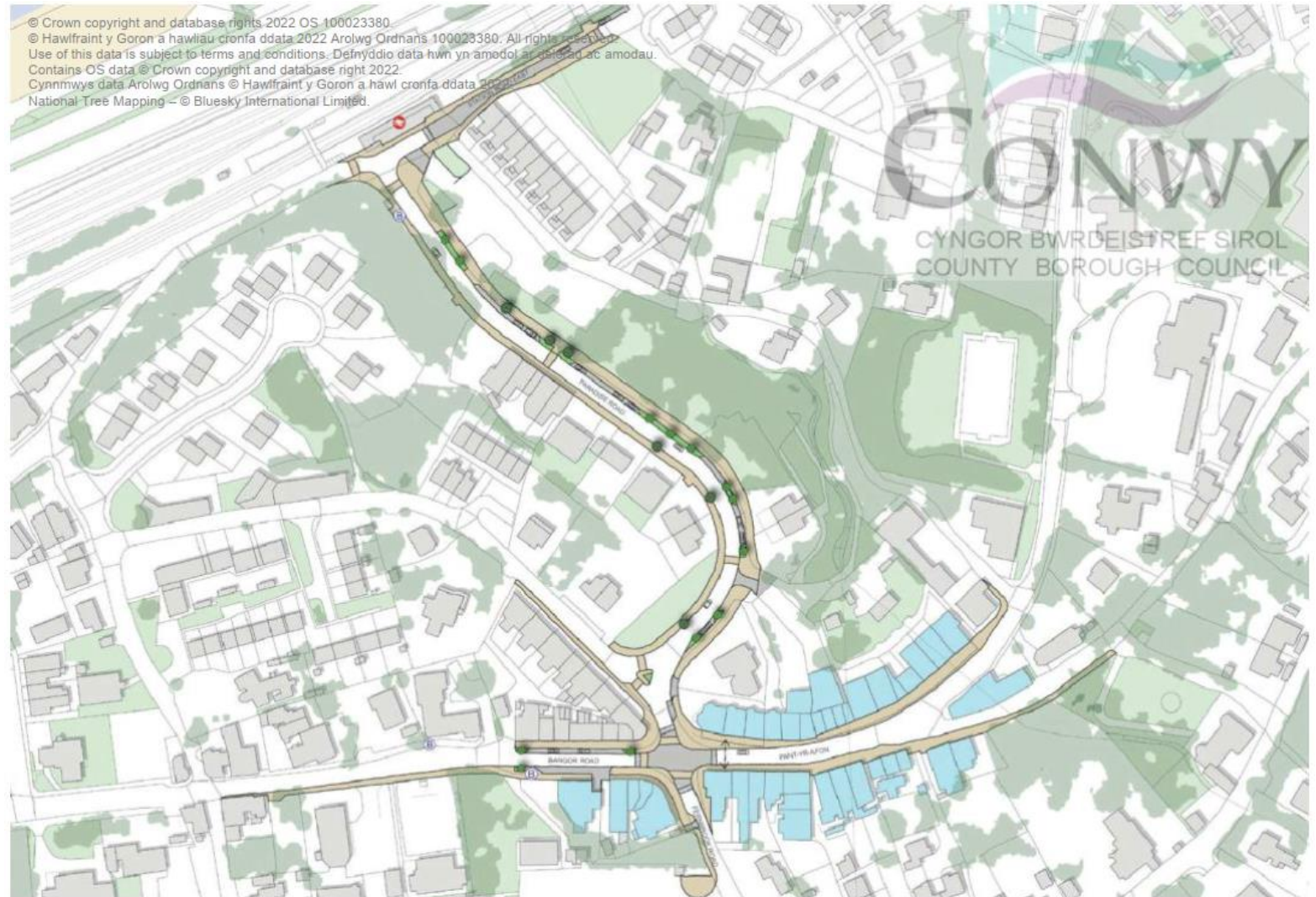
Penmaenmawr Concept Design

Concept designs have been produced to RIBA Stage 2 for the priority area in Penmaenmawr.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and the public realm to ensure a co-ordinated approach to the regeneration of Penmaenmawr's streets and open spaces.

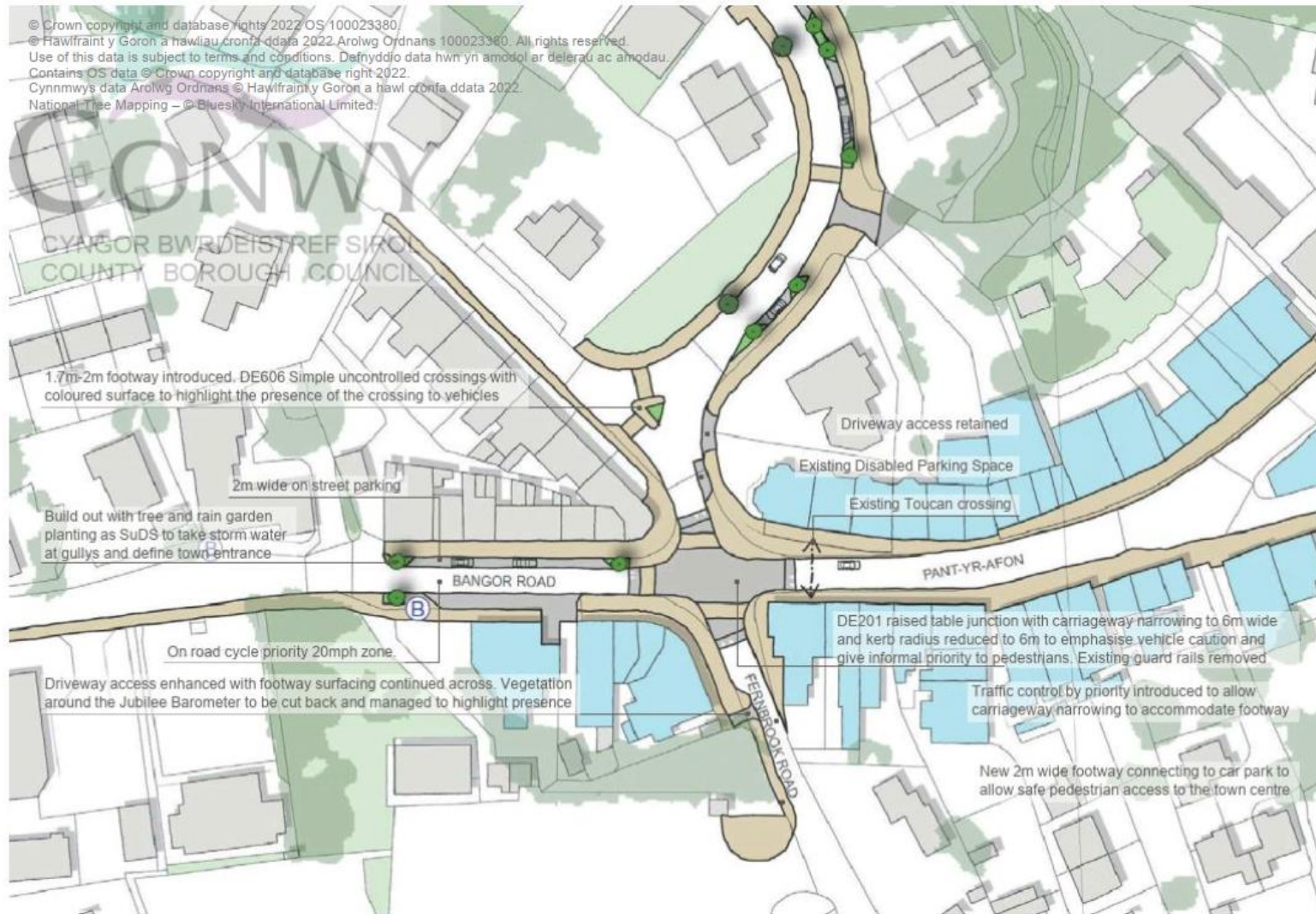
Key aims of the design are to green the streets within the priority area and improve pedestrian and cycle priority through the introduction of planting, traffic calming measures to slow vehicle speeds, repurposing carriageway space and enhancing the pedestrian and cycle environment.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.



Overview

10.5 Concept Design



Junction between Bangor Road, Fernbrook Road, Pant-Yr-Afon and Brynmor Terrace

Bangor Road, Fernbrook Road and the Shopping Zone

This area includes key approaches to Penmaenmawr along Bangor Road and Pant-Yr-Afon and the town's shopping area.

The proposals aim to define the entrance to Penmaenmawr and create a pedestrian focused town centre. Tree and rain garden planting is introduced along Bangor Road to create a green gateway to the town. New and enhanced crossing points and new footways introduced along Brynmor Terrace and Fernbrook Road improve pedestrian connectivity. A DE201 raise table at the junction reduces vehicle speeds and gives informal priority to pedestrians.

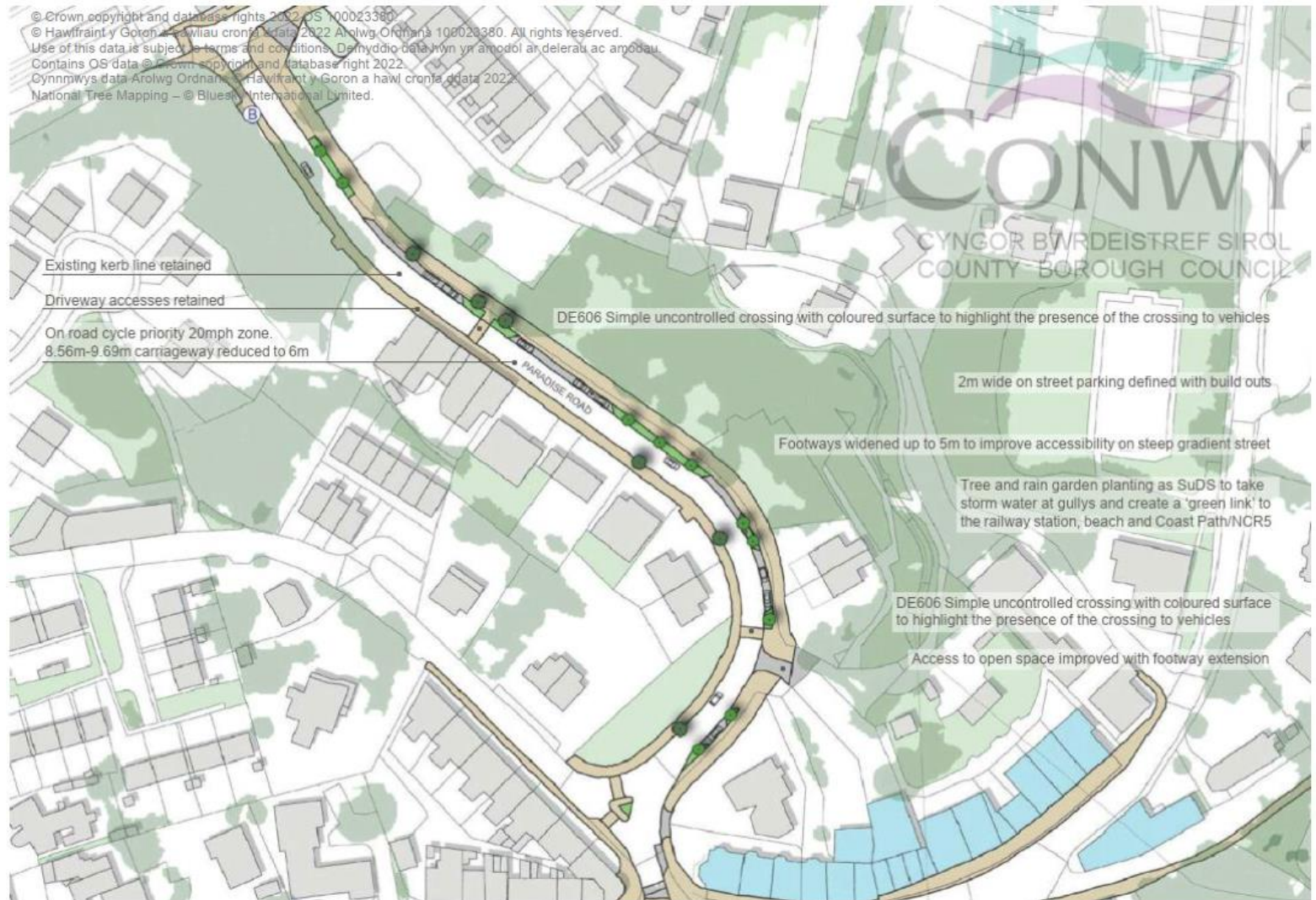
10.5 Concept Design

Paradise Road Connection

Paradise Road connects the seafront and railway station to the town centre. The street has a steep gradient and some existing street tree planting.

The proposals aim to create a green corridor to the railway station and seafront that prioritises pedestrian and cycle travel. The carriageway has been reduced in width to 6m with on road cycle priority and parking has been formalised on the east side of the street with new GI inbetween.

The existing footpath on the east side has been widened up to 5m to improve accessibility along the steep gradient. The proposals include two new DE606 simple uncontrolled crossing points to improve pedestrian connectivity. This includes one near the entrance to the open space where the footway is also extended to improve access.



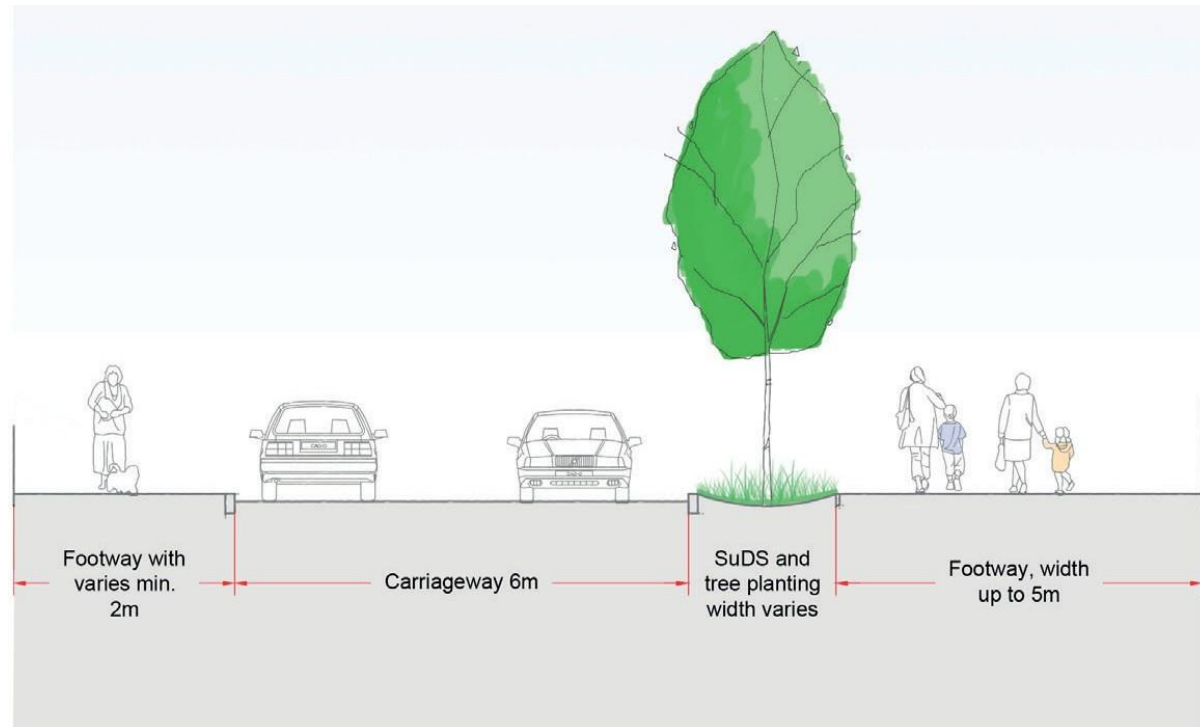
Paradise Road



At the junction, the carriageway has been narrowed to 6m wide and kerb radius reduced to 6m to improve pedestrian priority. The proposals include new pedestrian crossing points.

10.5 Concept Design

Paradise Road Section



11.0 Llanfairfechan



11.1 Study Area

Overview

Llanfairfechan is a Victorian coastal town in the northwest of Conwy County Borough. The A55 North Wales Expressway and the Railway line to the north separate the town from the seafront. The coastline here offers a range of leisure attractions including a boating lake, promenade and a Blue Flag beach. The Wales Coast path runs to the north of the town along the seafront and cuts through the town centre via Station Road. The Afon Llanfairfechan runs through the town to the west of Station Road and Village Road. There are views towards the surrounding hills and mountains from the town centre.

The Replacement Local Development Plan 2018-2033 Background Paper BP 47: Green Infrastructure Assessment (GIA) states that there is 23.7% tree canopy cover in Llanfairfechan and describes a general lack of GI in the town.

The study area focusses on key streets and town centre approaches within in the town centre, the shopping zone and community facilities.

Streets and spaces within the study area include:

1. Village Road
2. Station Road Public Realm
3. Southern Approach Aber Road
4. Northern Approach Penmaenmawr Road



11.1 Study Area



Village Road



Junction of Village Road, Station Road, Aber Road and Penmaenmawr Road



Junction of Village Road, Station Road, Aber Road and Penmaenmawr Road



Station Road



Memorial on Aber Road



Aber Road



Aber Road



Penmaenmawr Road

11.2 Site Analysis

Analysis Plans



Open Space

There are no open spaces in the study area other than the grounds of the church.

Llanfairfechan's Blue Flag beach including boating lake and play spaces are located to the north of the study area.



Tree Canopy Cover

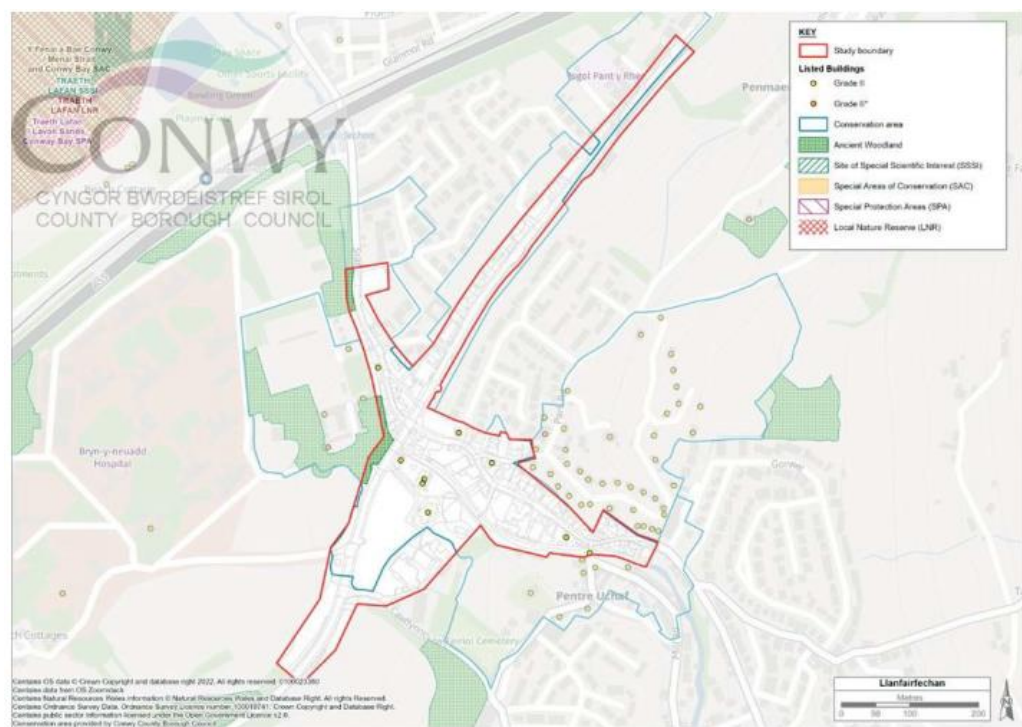
In general, there is good tree canopy cover in Llanfairfechan to the south of the study area. There are gaps along Station Road, Penmaenmawr Road and Village Road in the town centre.

11.2 Site Analysis



GI Multifunctionality

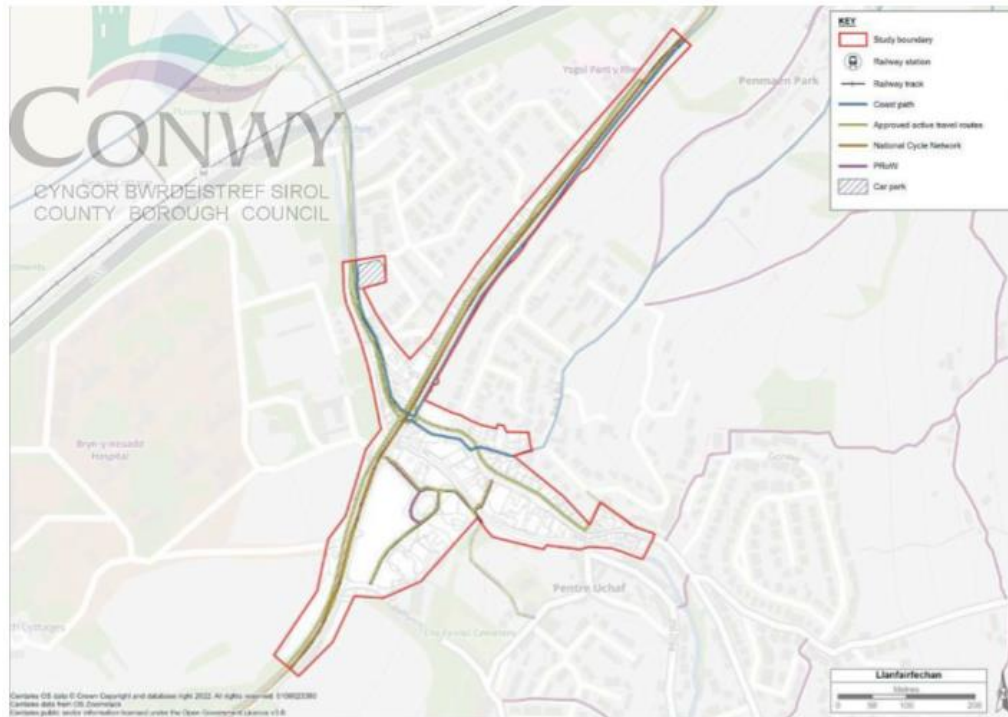
This plan shows the areas where GI with the most functions is located. It looks at aspects such as recreation, shading and wildlife habitats. In general, there is more multi-functional GI on the outskirts of the town and to the southern end of the study area. The lowest levels of multi-functionality is found within the town centre and surrounding residential areas.



Designations

Llanfairfechan Town Centre Conservation Area covers most of the study area. There are a several listed buildings within the study area and nearby.

11.2 Site Analysis



Transport and Access

The Wales Coast path passes to the north of the town along the promenade and then through the town centre via Station Road. National Cycle Route 5 passes through the study area via Penmaenmawr Road and Aber Road. Public Rights of Ways are located around the church and outside the study area in the surrounding area. There are several approved Active Travel routes within the study area along the key streets of Station Road, Village Road, Aber Road and Penmaenmawr Road. A car park is located on Station Road.



Street Hierarchy

The A55 North Wales Expressway is located to the north of the study area and separates the town centre from the seafront. Key streets within the study area include Station Road, Village Road, Penmaenmawr Road and Aber Road.

11.2 Site Analysis



Urban Context

The town's shopping zone is located along Station Road and Village Road.

Station Road is a narrow attractive shopping street and the focus of the town centre.

Key Destinations

Destinations within the study area include shops along Station Road and Village Road, several primary schools and the community centre.

To the north of the study area, key destinations include the railway station and the beach, boating lake and other attractions on the seafront.

11.3 Opportunities and Challenges

SWOT Analysis

Strengths

- *Attractive shopping street part of Conservation Area*
- *Llanfairfechan River passes through the town*
- *Good tree cover in places and Ancient Woodland close to town centre*
- *Blue Flag beach*
- *Open space and recreation offer on seafront*
- *Tourism offer of seaside and walking opportunities*
- *Nant y Coed Local Nature Reserve accessible from the town*
- *Coast Path and National Cycle Network Route 5 pass through the town*
- *Good green infrastructure multi-functionality*
- *Existing town centre car park*

Opportunities

- *Define town centre arrival space*
- *Enhance connections north to the car park, beach, recreation area and railway station*
- *Enhance connections towards the Local Nature Reserve*
- *Improve Active Travel along the Coast Path and National Cycle Network Route 5*
- *Redistribute highway space to create more space for pedestrians, green infrastructure interventions and improved cycle provision*
- *Create a more pedestrian focused environment and calm traffic with enhanced footways and crossing points*
- *Rationalise on-street parking to create more space for pedestrians and planting*
- *Consider tree planting, shrub planting, hedge planting, SuDS rain garden planting, community growing, green roofs and green walls*
- *Diversify existing grass verges on Penmaenmawr Road*
- *Improve cycle connections and provision throughout the town centre*
- *Improve signage on main approaches and along the Coast Path and NCN Route 5*
- *Enhance memorial public realm and planting*

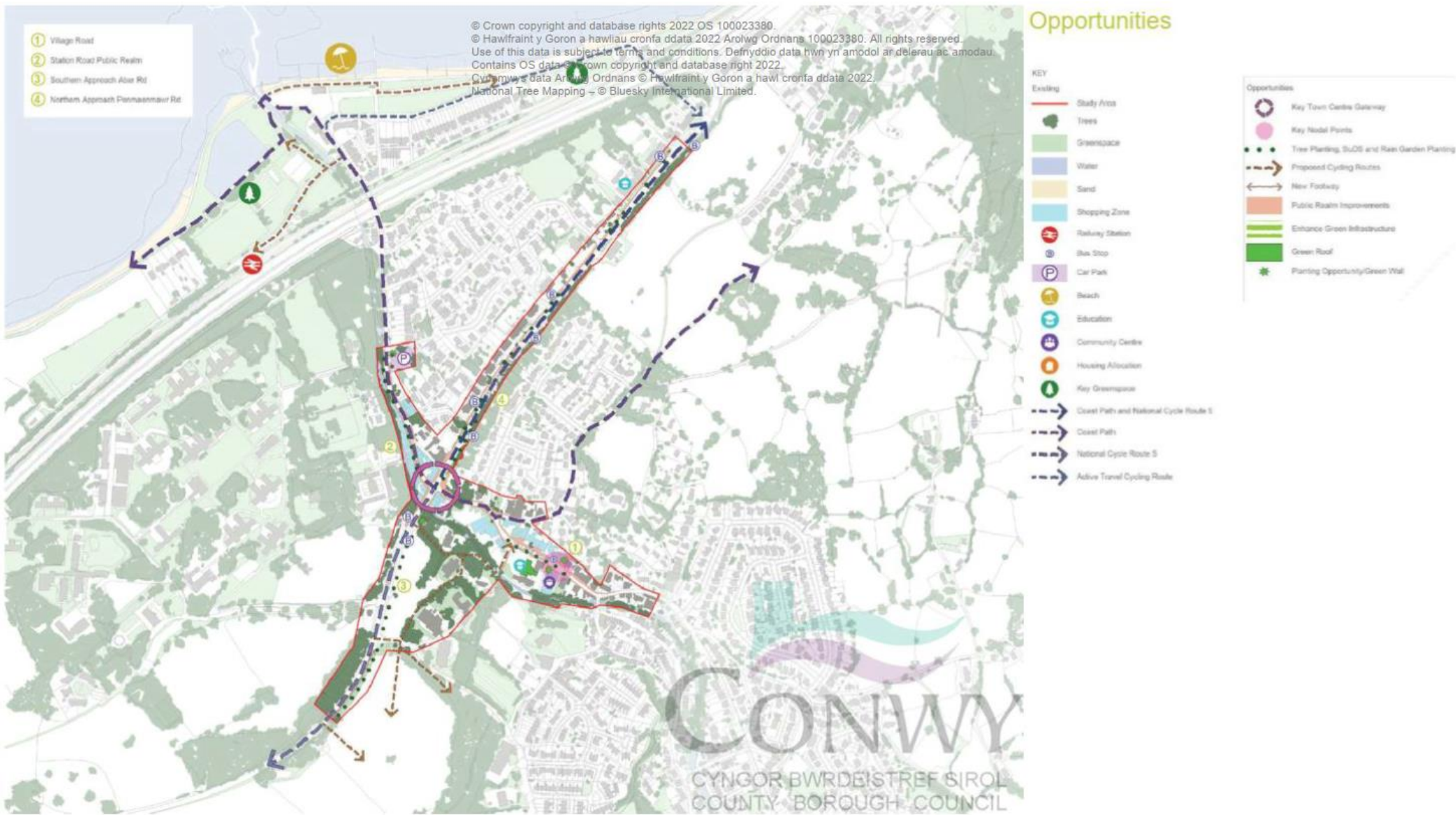
Weaknesses

- *Lack of a sense of arrival*
- *Ribbon town centre shopping zone split by main road*
- *Town turns its back on the river*
- *Poor pedestrian priority*
- *Poor cycling provision*
- *Vehicle dominated streets*
- *Poor connection to seafront and railway station*
- *Lack of open space in town centre*
- *Poor biodiversity*

Threats

- *Penmaenmawr Road/Aber Road forms a through road*
- *Limited space for tree and shrub planting*
- *Loss of on-street parking*
- *Interventions in adopted highway*
- *Utilities and service easements*

11.3 Opportunities and Challenges



11.3 Opportunities and Challenges

1. Village Road

- Opportunity to narrow carriageway and widen footpaths where possible to create build outs around parking areas and create space for tree and rain garden planting as SuDS
- Consider rationalising parking bays to allow introduction of trees and rain garden planting
- Opportunity outside community centre to repurpose hardstanding as GI with tree and shrub planting. Could consider community growing/edible planters to side adjacent school
- Green Roof opportunity to flat school roof or green wall to public toilets



Vegetable Planter



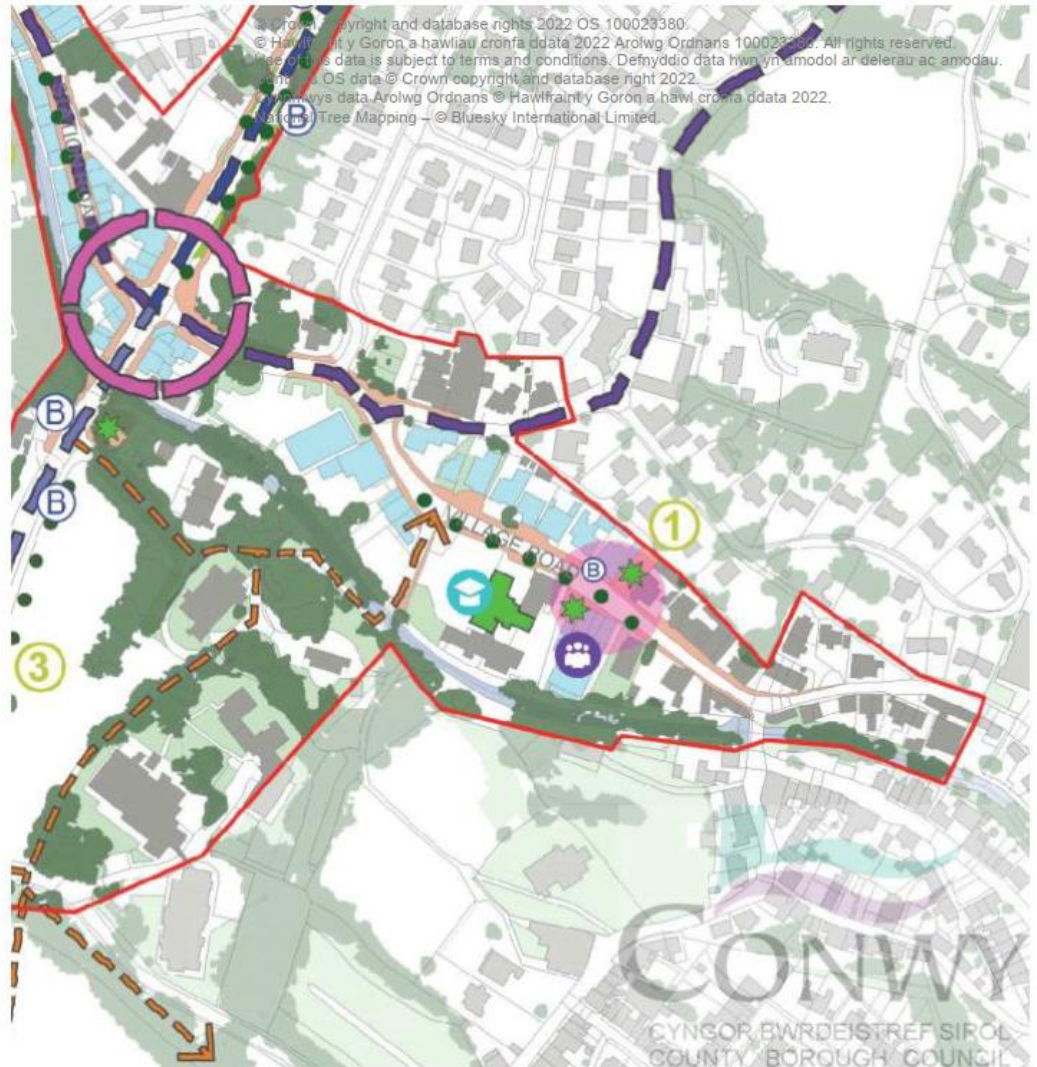
Green Roof



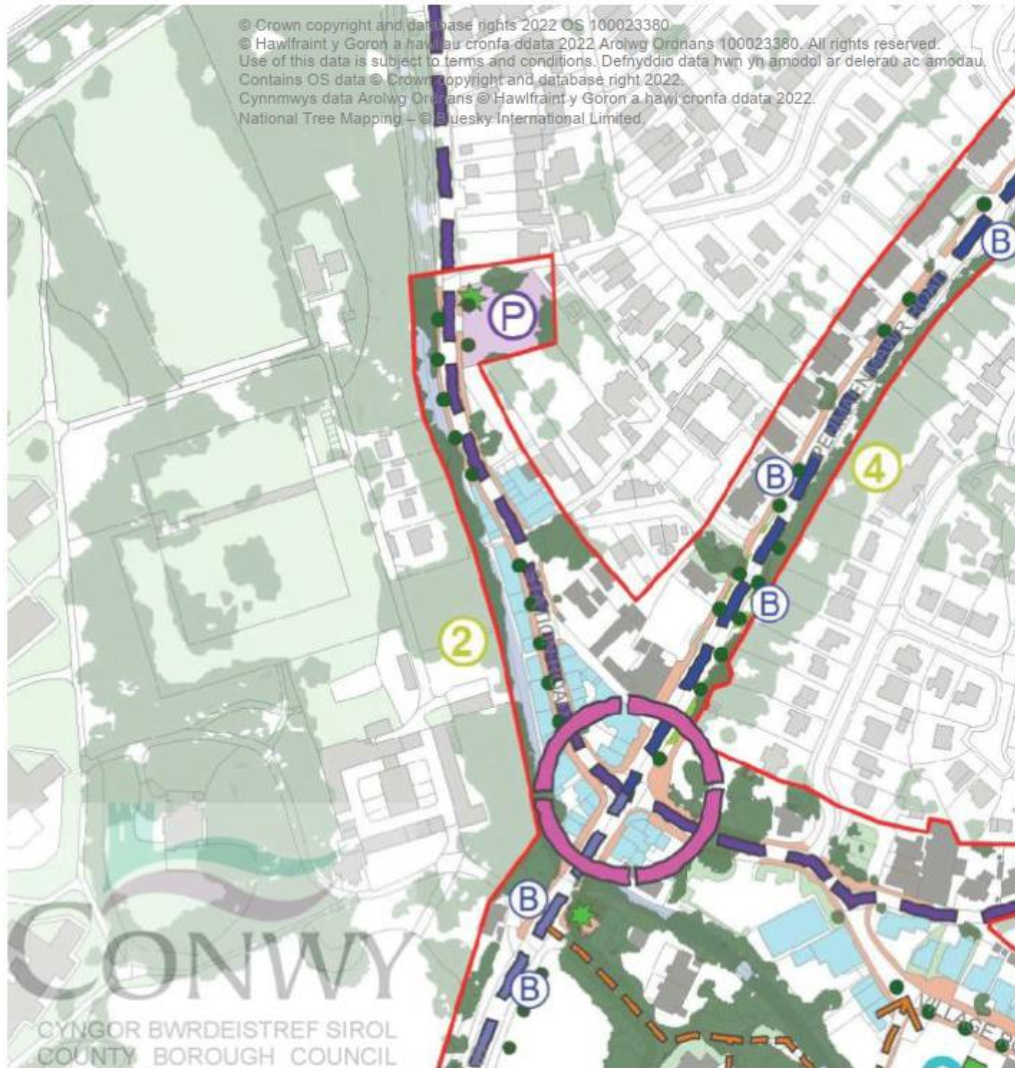
Tree and rain garden planting at White Hart Lane.
Image Source: Robert Bray Associates



Sir John Rogerson's Quay, Dublin. Image Source: Biotope



11.3 Opportunities and Challenges



Pedestrian focused public realm at Fishergate, Preston.
 Image Source: www.lep.co.uk



Planting on Station-Road, Ashington.
 Image Source: GreenBlue Urban

2. Station Road Public Realm

- Opportunity to create more pedestrian focused environment with wider footways, improved cycle connection and enhance crossing points/ traffic calming
- Potential to define build outs around parking areas, change surfacing to parking bays and create space for planting and footways
- Road is part of NCN and Coast Path so possibly opportunity to remove parking and allow for better cycling provision
- Planting opportunities in Car Park

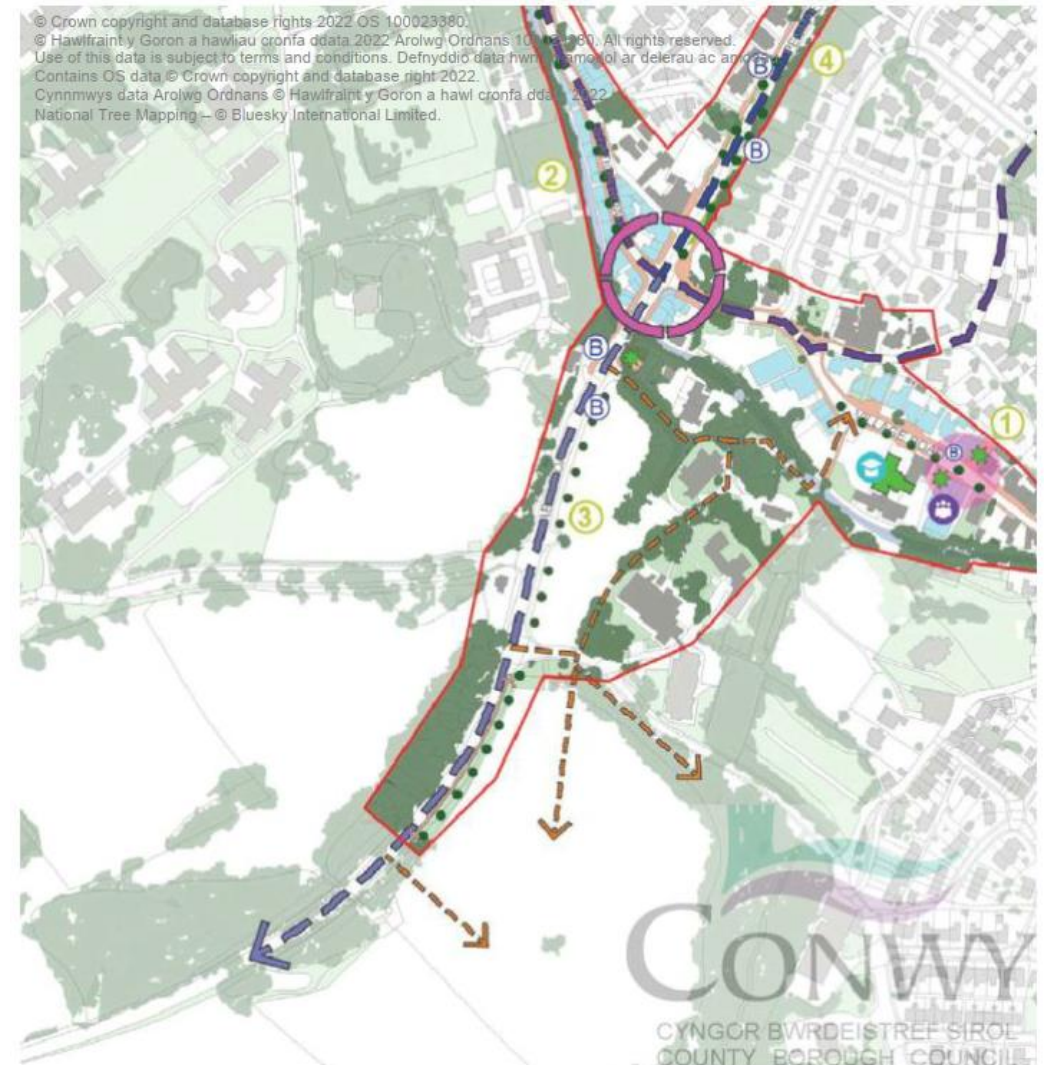
11.3 Opportunities and Challenges

3. Southern Approach Aber Road

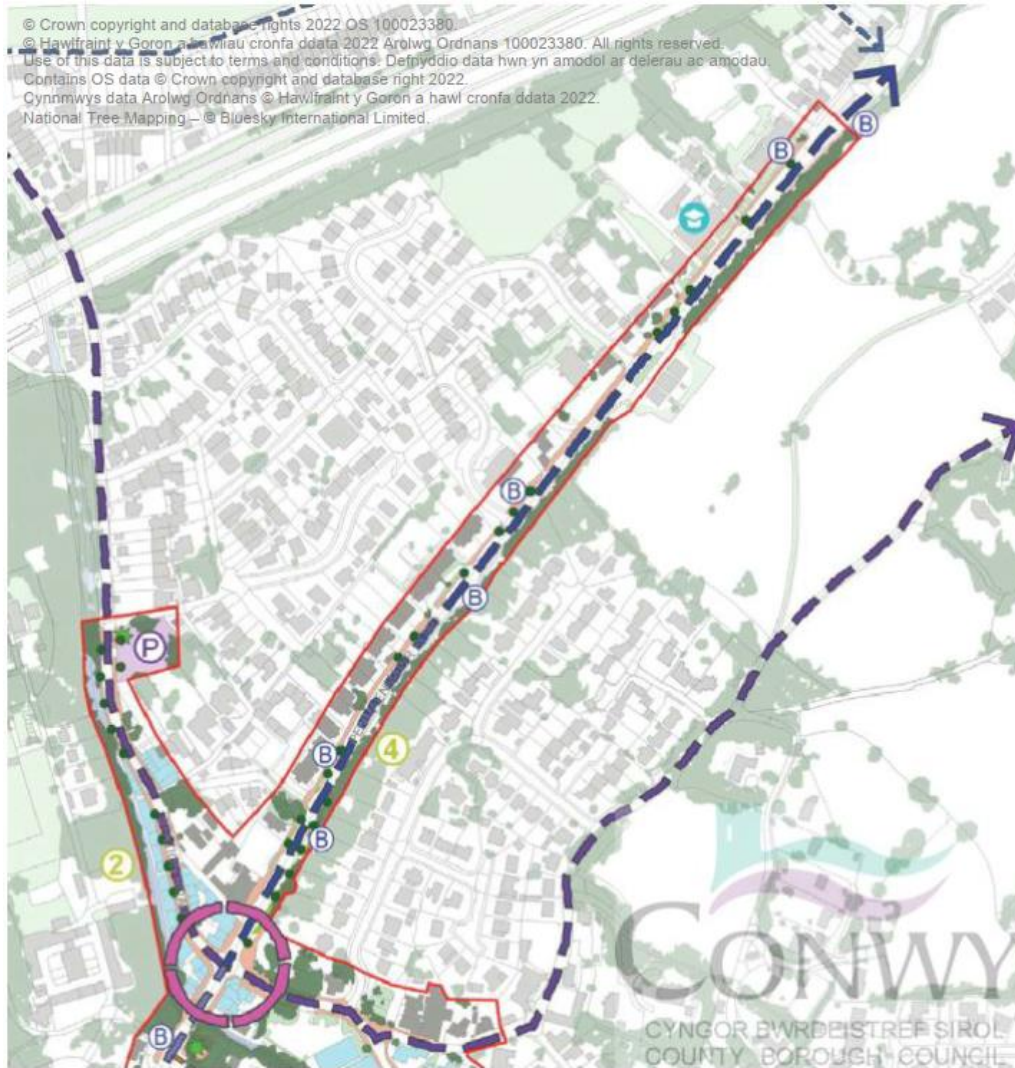
- Opportunity for cycle provision
- Opportunity for tree and hedge planting to east side of road within open space to reinforce entrance to town and connection to proposed school site
- Opportunity for footpaths on both sides where there are only footpaths on one side
- Opportunity to enhance area around memorial and increase planting and seating



Tree Planting



11.3 Opportunities and Challenges



Wildflower Planting

4. Northern Approach Penmaenmawr Road

- Main approach to town centre and needs better definition and signage
- Road is part of NCN and Coast Path so opportunity for better cycling provision
- Diversify existing grass verges with tree planting, bulb planting and display meadow to enhance and soften entrance to town
- Option to create build outs around parking areas and use existing build outs to create space for tree planting and SuDS rain garden planting to take stormwater runoff
- Opportunity to improve crossings and footpaths around bus stop



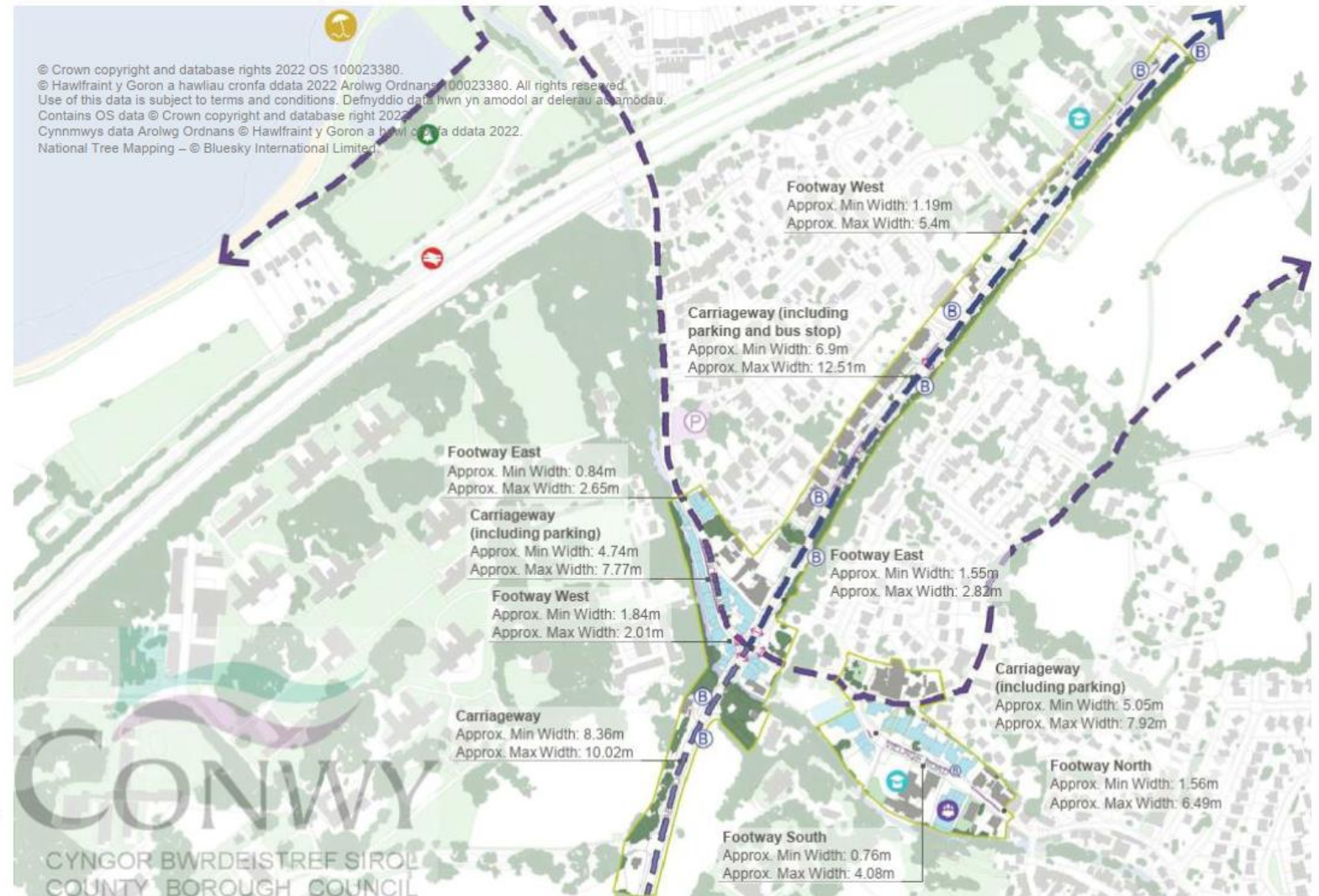
Sustainable drainage at Greener Grangetown, Cardiff.
Image source: Landscape Institute

11.4 Priority Areas

Priority Areas

Following the baseline study, site appraisal and identification of issues and opportunities a number of priority areas have been identified. These priority areas were agreed with the CCBC project team to further consider GI, Active Travel and public realm interventions that would have the greatest impact in Llanfairfechan. The areas include:

- Village Road
- Station Road Shopping Zone
- Penmaenmawr Road



11.4 Priority Areas



Looking northeast along Penmaenmawr Road.

Penmaenmawr Road

Penmaenmawr Road is a through road, formerly a trunk road, and connects the town to the A55 North Wales Expressway.

Existing Condition:

- *Vehicle dominated road.*
- *On street parking provision.*
- *Narrow footways in places. Footways vary between approximately 1.19m – 5.4m along Penmaenmawr Road.*
- *No footway on east side of the road.*
- *Limited pedestrian crossings.*
- *Poor pedestrian priority.*
- *Poor cycling provision.*
- *Limited GI in area.*
- *Poorly defined gateway into the town.*

Opportunities:

- *Rationalise on street parking to create more space for pedestrians and planting.*
- *Improve parking provision.*
- *Enhance Active Travel and increase cycle and pedestrian priority.*
- *Introduce footway and cycleway on east side of the road.*
- *Improve pedestrian crossing provision.*
- *Enhance GI provision.*

11.4 Priority Areas

Station Road and Penmaenmawr Road Junction

This area contains the other half of Llanfairfechan's shopping zone which is split from the area on Village Road by Penmaenmawr Road and Aber Road. Penmaenmawr Road and Aber Road are through roads and are main approaches to Llanfairfechan from the A55 North Wales Expressway.

Existing Condition:

- Vehicle dominated area.
- Wide signalised junction with guardrails and right hand turning lanes on Aber Road/Penmanmaewr Road.
- Station Road has narrow carriageway with on street parking bays on one side.
- Narrow footways in places. Footways are approximately 0.84m – 2.65m along Station Road.
- Limited pedestrian crossings.
- Poor pedestrian priority.
- Pedestrian guardrails.
- Poor cycling provision.
- Limited GI in area.

Opportunities:

- Enhance junction to create pedestrian and cycle friendly environment and define the entrance to the town centre.
- Rationalise on street parking to create more space for pedestrians and planting.
- Enhance Active Travel and increase cycle and pedestrian priority.
- Improve pedestrian crossing provision and remove guardrails.
- Enhance GI provision.



Junction of Village Road, Station Road, Aber Road and Penmaenmawr Road looking towards Station Road.



View north along Station Road.

11.4 Priority Areas



Looking west along Village Road.

Village Road

This area contains part of Llanfairfechan's shopping zone and destinations such as the community centre and primary school.

Existing Condition:

- *Vehicle dominated area.*
- *On street parking provision on Village Road.*
- *No pedestrian crossings.*
- *Poor pedestrian priority.*
- *Limited GI in area.*

Opportunities:

- *Create pedestrian friendly environment and increase priority at key locations/destinations.*
- *Rationalise on street parking to create more space for pedestrians and planting.*
- *Create a more pedestrian focussed environment.*
- *Add pedestrian crossing provision.*
- *Enhance GI provision.*

11.5 Concept Design

Llanfairfechan Concept Design

Concept designs have been produced to RIBA Stage 2 for priority areas in Llanfairfechan. These priority areas were agreed with the CCBC project team and focus on GI interventions that would have the greatest impact along Penmaenmawr Road, Station Road, Village Road and at the junction with Aber Road.

The concept designs identify key strategic and thematic opportunities to enhance or increase GI provision including opportunities to enhance Active Travel and public realm to ensure a co-ordinated approach to the regeneration of Llanfairfechan's streets.

A key aim of the design is to green the road corridor and create a pedestrian friendly environment through the introduction of significant tree and shrub planting, traffic calming measures to slow vehicle speeds and improve crossing facilities, with enhanced opportunities for walking and cycling.

Designs are conceptual and have been produced without topographical information, transport advice or technical surveys such as services and utilities.



Llanfairfechan Concept Design Overview

11.5 Concept Design



Penmaenmawr Road (North)

Penmaenmawr Road is the main route through Llanfairfechan, and was formally a trunk road.

The proposals focus on reducing vehicle dominance, increasing pedestrian connectivity, and enhancing GI provision.

The proposals design the detrunked road to become a DE206 cycle street at the entrance to the town and near the school with cyclists in the priority position. The carriageway is narrowed, footways widened and a new DE613 toucan crossing introduced to improve pedestrian connectivity at the school. Parking bays are formalised and rationalised around the school and health centre.

A DE401 shared pedestrian and cycle track, alongside road and 3m wide is introduced on the east side of the road, with min 0.5m wide margin strip to the roadside. A DE304 advisory cycle lane minimum 1.5m wide is introduced to the west side of the road to provide dedicated cycling in both directions on National Cycle Network Route 5.

Tree and rain garden planting as SuDS is added to green the street and take storm water.

Penmaenmawr Road (North)

11.5 Concept Design

Penmaenmawr Road (South)

The proposals continue to the southern part of Penmaenmawr Road, with a DE401 shared pedestrian and cycle track 3m wide, alongside the east side of road; and a DE304 advisory cycle lane minimum 1.5m wide to the west side of the road to provide dedicated cycling in both directions on National Cycle Network Route 5. The carriageway is narrowed to 4.8m wide and centre lines removed (DE307) for speed reducing effect.

Outside Plas Menai Health Centre the existing crossings are enhanced to DE606 simple uncontrolled crossing on flat topped road hump to highlight crossings to vehicles and calm traffic. The existing layby is removed to widen the existing 1.2m wide footway. To ease fly parking 7 new inset parking bays 2m wide are proposed on the east side of the road with existing parking bays enhanced to provide more parking for visitors.

Tree and rain garden planting is introduced along the street as SuDS to take stormwater at existing gulleys. This is integrated in build outs to new and enhanced parking bays. Wildflower display meadow is introduced to existing grass verges to enhance biodiversity. Bus stops are enhanced.



Penmaenmawr Road (South)

11.5 Concept Design



Penmaenmawr Road Junction and Station Road

Penmaenmawr Road Junction

The proposals aim to create a sense of arrival to the town centre through greening the street and creating a greater sense of pedestrian and cycle priority.

The southern part of Penmaenmawr Road at the start of the town centre shopping zone is proposed as a DE206 Cycle Street with cyclists on road in the primary riding position along National Cycle Network Route 5. The carriageway is reduced to 6m wide with 2.5m wide traffic lanes and a 1m wide central median strip to visually narrow the road.

A 3m wide DE401 shared pedestrian and cycle track is introduced alongside the road on the eastern side in the existing verge.

Trees, rain garden planting as SuDS and wildflower display meadow are proposed within the existing grass verge on the east side of the road with new areas of planting created on the west side. This will green the street at the town entrance, take storm water and diversify existing grass verges.

The existing signalised junction is replaced with a DE201 raised table junction and single DE610 zebra crossing to replace existing toucan crossings and create a more pedestrian and cycle focused environment. This includes removing the right hand turn lanes and reducing corner radii.

Along Station Road, new DE606 simple uncontrolled crossing points and build outs are used to improve pedestrian connectivity and define the village entrance.

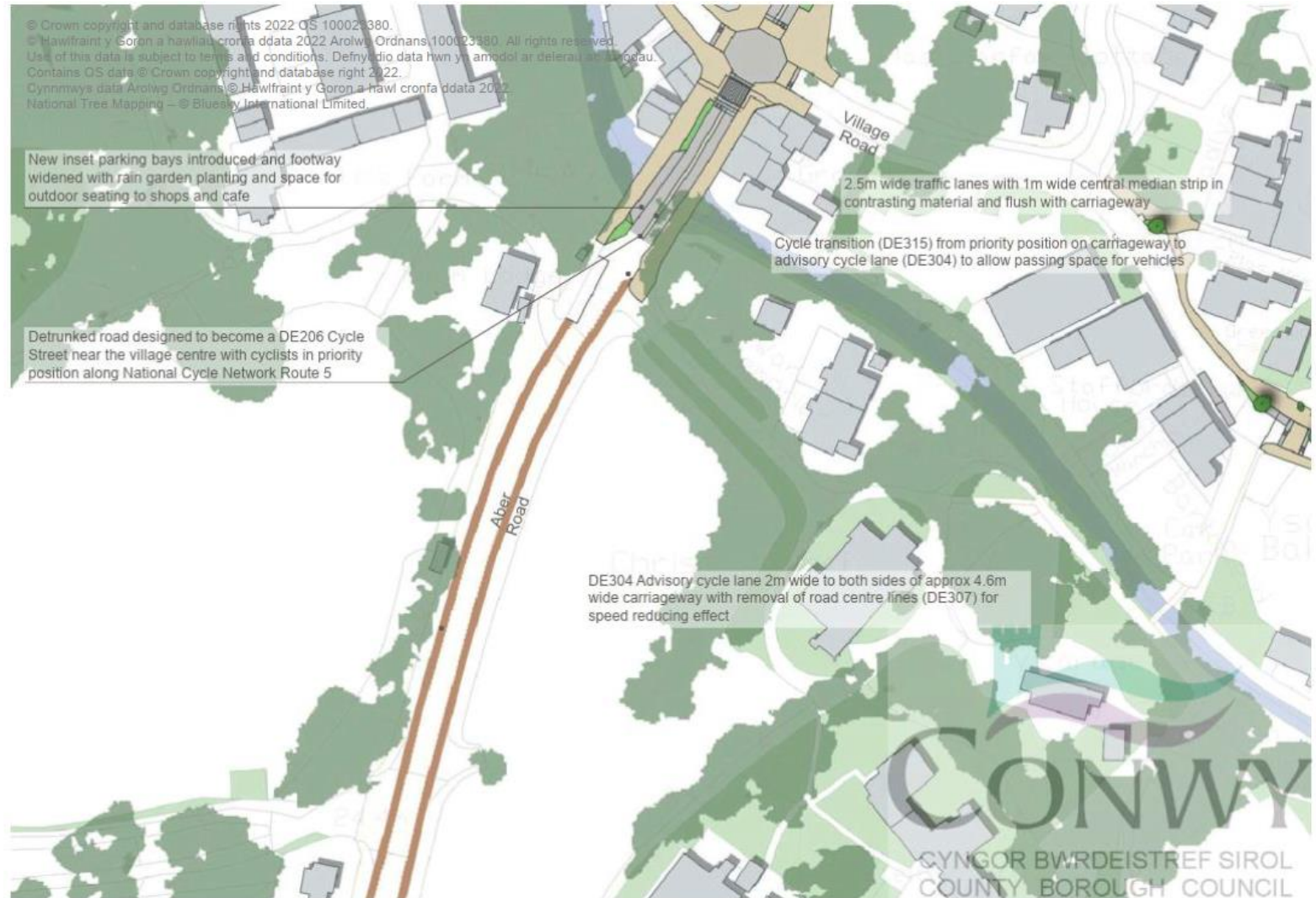
11.5 Concept Design

Aber Road

The Aber Road proposals create a DE206 Cycle Street at the northern end approaching the town centre junction with Station Road and Village Road. Cyclists are in the primary position on the road which is part of National Cycle Network Route 5. The right hand turn lane is removed and the carriageway reduced to 6m wide with traffic lanes 2.5m wide and a 1m wide flush central median strip to visually narrow the carriageway and slow vehicle speeds.

This reconfiguration at the entrance to the town allows the creation of wider footways outside existing shops/cafes, with space for outdoor seating dining and defined parking bays.

To the south 2m wide DE304 advisory cycle lanes are provided to both sides of the road, south of the war memorial, to enhance cycle provision along National Cycle Network Route 5 and towards the new school site. To achieve this the carriageway is narrowed to around 4.6m wide and road centre lines are removed (DE307) to reduce vehicle speeds.



Aber Road

11.5 Concept Design



Village Road

Village Road

The proposals along Village Road aim to increase GI provision and create a more pedestrian focused environment around the shops and school.

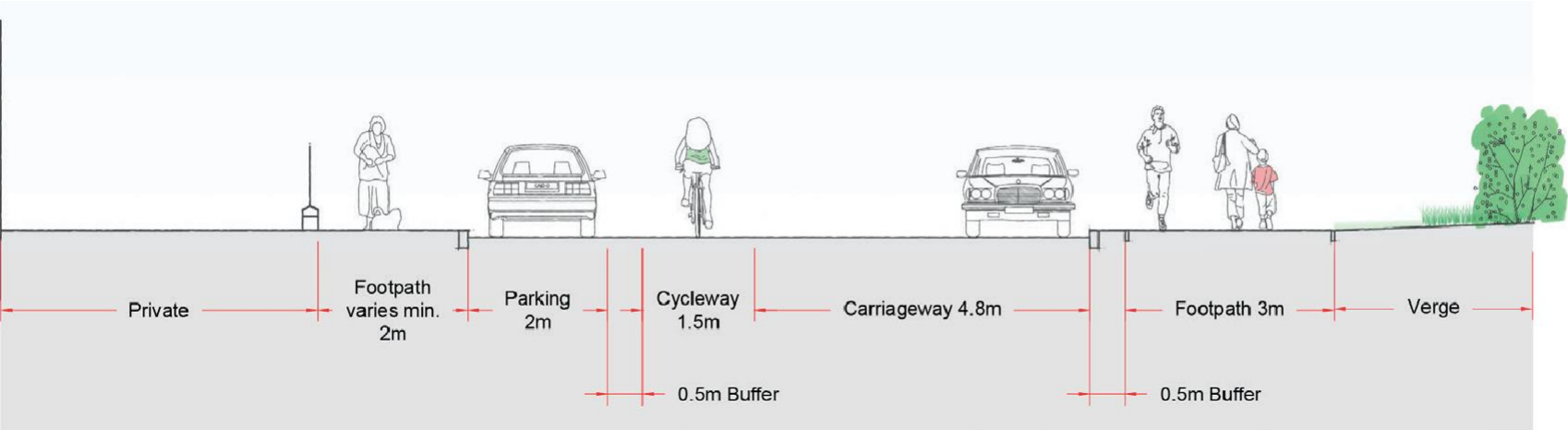
This is achieved through the removal of a small number of parking spaces to introduce tree and rain garden planting as SuDS to take stormwater, defining parking provision and greening the street.

Planters including those with integrated seating are proposed outside shops and the Town Hall to green the street. There is an opportunity to explore the introduction of a living green wall to the blank facade of the dwelling opposite the Town Hall, which would require further consultation with the landowner.

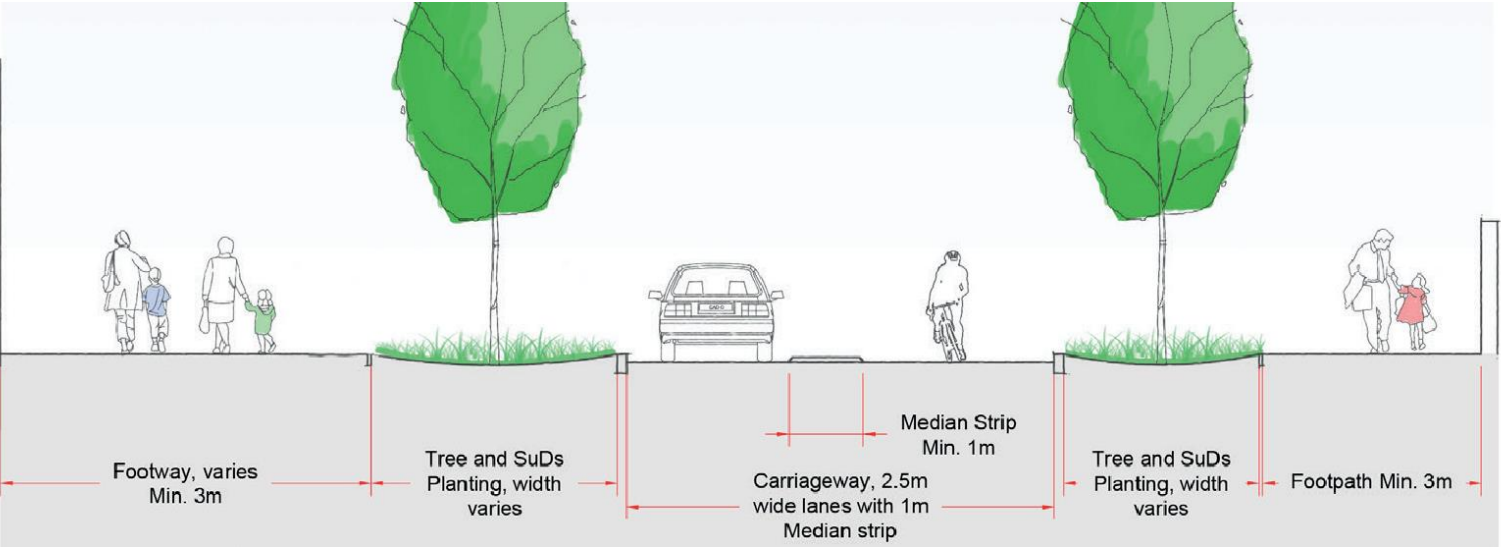
The introduction of DE606 simple uncontrolled crossings on road humps at key locations and desire lines, outside the Spar and Town Hall, improve pedestrian connectivity and enhance the pedestrian environment.

11.5 Concept Design

Penmaenmawr Road Section North



Penmaenmawr Road Section South



12.0 Delivery Plan



12.1 Delivery Plan

Planning Policy

Planning policy at a national, regional and local level can encourage and guide development which delivers high standards of GI and secures Biodiversity Net Gain (BNG).

It is important that biodiversity and ecosystem resilience considerations are taken into account at an early stage in development plan preparation and when proposing or considering development proposals. The planning authority should be proactive and embed appropriate policies into the local development plan to protect against biodiversity loss and secure enhancement.

It is important to establish in planning policy that the GI interventions proposed in the vision for each town centre is the long-term objective, and therefore at least this will dissuade development that is not compatible with this vision. Associated policies will require flexibility to guide and control delivery across a broad range of developments and ensure the proposals are not compromised.

GI can be delivered as a co-product of investment in new or refurbished infrastructure and can help improve active travel. Development creates opportunities in the form of new or improved assets, as well as threats related to the loss, damage or other alteration of environmental features. This justifies seeking contributions from developers to assist in both the continuing management of existing GI assets and in the creation of new assets, particularly where deficiencies have been identified. Planning obligations traditionally take the form of Section

106 (s106) agreements. These are private agreements negotiated between the local planning authorities and persons with an interest in a piece of land (usually in the context of planning applications), and are intended to make acceptable development which would otherwise be unacceptable in planning terms.

As a means of supporting GI, s106 agreements can generate the finance for implementation of GI interventions and active travel improvements in town centres, and improvements to existing GI assets, but also can be used to fund endowments for long term management.

Active Travel

Walking and cycling are good for physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment.

There are many ways the built and natural environment impacts on the choices people can make to become more physically active. Developing active travel routes that include thoughtful GI interventions and urban design can help create transportation systems that promote walking and cycling, helping to create active, healthier, and more liveable communities.

Conwy CBC have produced proposed ATNMs and consulted with the public on existing and future routes in each of the eight study towns. GI interventions should be considered as part of Conwy CBC developing and delivering active travel schemes along these routes, providing an opportunity to create an attractive environment and secure joint investment through funding streams.



Active travel improvements on Sauciehall Street, Glasgow with cycle track, urban tree planting and public realm improvements.
Image Source: GreenBlue Urban

12.1 Delivery Plan

Biodiversity Net Gain

Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than before a development commenced. BNG uses a standardized method or metric to quantify biodiversity losses and gains as a result of a development project, which is expressed in terms of 'biodiversity units'.

BNG is already required through national planning policy in Wales, and can be achieved on site, off site, or through a combination of on-site and off-site measures.

BNG links to a range of agendas including:

- *addressing the climate emergency*
- *place-making*
- *green infrastructure*
- *access to greenspace and nature*
- *mental and physical health and wellbeing*
- *flood resilience*
- *improving air quality*

The GI Interventions proposed within each town could form designated receptor locations for other developers seeking to buy BNG units for off-site provision. This could be used as a means of generating funds to deliver landscape works in each town centre.



Sheffield Grey to Green rain garden planting providing SuDS to take stormwater runoff and enhancing biodiversity in the city centre
Image Source: Nigel Dunnett

Landscape Management

Establishing a consistent and proactive approach to landscape management will ensure the long-term landscape and biodiversity objectives are delivered. Landscape maintenance carried out to the proposed landscaping, habitats and open spaces will ensure that they are maintained to achieve a highly aesthetic and biodiverse quality of place. In order to achieve this, it is recommended that an overarching landscape management plan is prepared for any GI delivered.

The process of preparing and implementing a long-term landscape management plan lends itself well to partnership working by enabling discussions between community stakeholders and facilitates buy-in to achieve a shared vision for a high quality place. The success of the project can be regularly monitored and reviewed by setting targets on whether the landscaping and habitats are meeting the needs of the site and aspirations. Appropriate management and maintenance will also be crucial in achieving any required BNG targets.

12.1 Delivery Plan

Next Steps

In order for the vision and proposals outlined in this document to be delivered, there are a number of next steps that need to be followed for each town centre priority area.

Consultancy Team

Engage a consultancy team to support Conwy CBC in taking proposals forward to the next stage for delivery. The lead consultant will require specialist skills in Landscape Architecture with support from consultants in Transport Planning, Drainage Engineering, Arboriculture, Landscape Management and Quantity Surveying.

Cost Estimate

Produce a cost estimate of the outline proposals for each priority area to help with future cost planning and funding bids. Conduct any value management exercises and options appraisals required to reach the target cost and programme.

Priority Areas

Agree the final areas to be taken forward, order of priority and sign off the designs to proceed to the next stage.

Technical Studies

Undertake the necessary technical studies to inform the next stage of detailed design to RIBA Stage 3. This should include studies such as utility report/survey, topographical survey and road safety audit (if required).

Highways and Active Travel

Agree with Conwy CBC Highways and Active Travel teams further surveys and documentation required to inform design development within the adopted highway, including how proposals can help deliver priority active travel routes identified in the Active Travel Network Map (ATNM) Development report. This should include any work required to assess the strategic case for proposed changes, such as the proposed one-way system on Mostyn Street, Llandudno or where on-street parking is reduced. Agree any Orders and Licences required to undertake works in the highway.

Engagement

Undertake further stakeholder consultation on the proposals. Maintaining stakeholder consultation will be important to keep momentum going and take opportunities as they arise. A number of stakeholder workshops have been held during the course of this study and it has revealed support for the proposals. It will be important to harness this and keep the momentum going.

Landowner Discussions

Initiate landowner and tenant discussions in areas outside the adopted highway.

RIBA Stage 3 Developed Design

Each of the 10 town centre areas to be worked up to RIBA Stage 3 design scheme comprising detailed layout plans and stage 3 report. This would ensure schemes are ready for any funding opportunities that arise.

Planning

Consult with local planning authority and agree works that require planning approval. Following agreement of detailed layouts, produce a suite of drawings to support any planning applications required for the works. Submit individual planning applications for each town centre priority area where required.

Cost Estimate and Procurement Options

Prepare a cost estimate (working with a Quantity Surveyor) for the detailed proposals and discuss procurement options with the Project Team.

RIBA Stage 4 Technical Design

Prepare working drawings based on the RIBA Stage 3 proposals. These will comprise of layouts, sections and full construction details for hard and soft landscaping. Identify the need for any specialist firms to design and implement any aspects of the works such as SuDS rain garden planting or specialist tree pits. Produce an NBS Specification for the works, bills of quantities, tender cost estimate and landscape management plan.

Tender Action and Evaluation

Liaise with the client to determine the procurement strategy for engaging a contractor to implement the works. Production of the contract documents for tender (including contract conditions, preliminaries, drawings, specification and the bills of quantities). Undertake tender evaluation process and make recommendation for approval.

Planning Conditions

Review, address and manage the approval of any planning conditions and liaise with the planning case officer.

RIBA Stage 5 Construction

Undertake contract preparation, administer and oversee the contract through to practical completion including regular inspections on site.



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