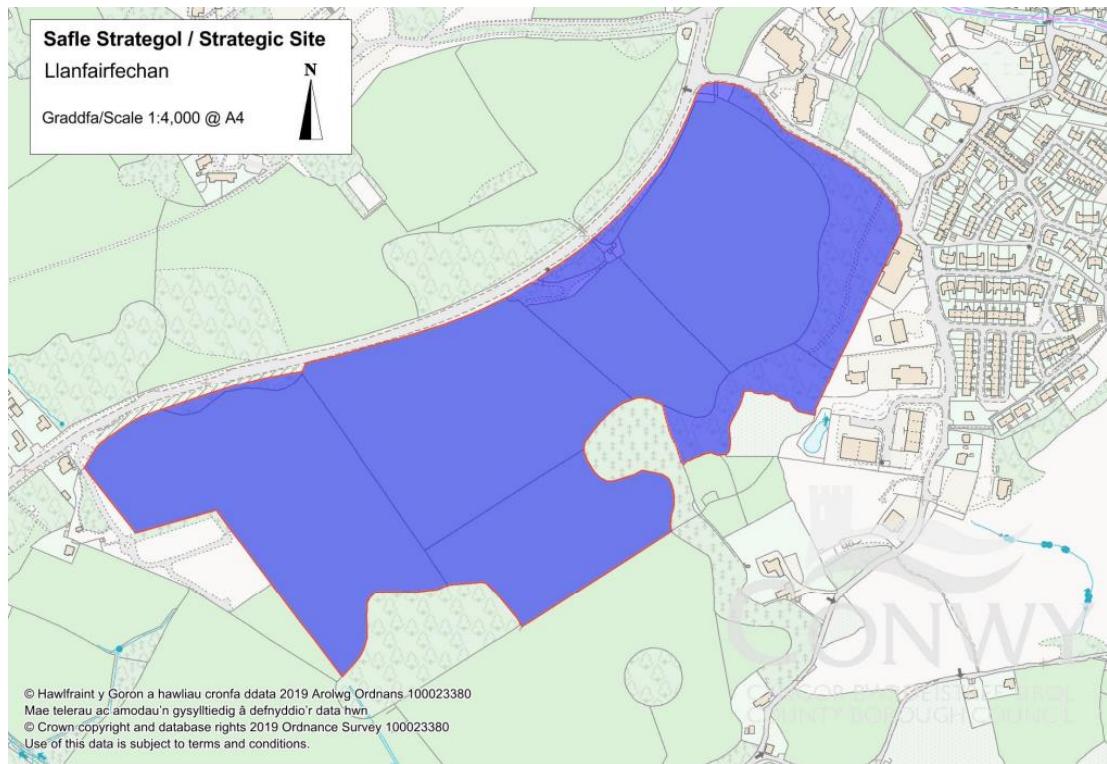

1.1 Introduction

- 1.1.1 Conwy County Borough Council (CCBC) are currently preparing a new Local Plan, namely the Replacement Local Development Plan (RLDP), to replace the current Plan, which was adopted in October 2013. The RLDP will cover the period between 2018 and 2033.
- 1.1.2 The RLDP is now at Stage 6 (Deposit Plan), whereby CCBC are preparing the final Plan and will undertake a public consultation, prior to sending it to the Welsh Government.
- 1.1.3 Axis have been appointed on behalf of Beech Developments (NW) Limited to provide traffic and transport advice in relation to the potential allocation of a site which is located to the south of Aber Road, in Llanfairfechan, for a mixed-use development comprising predominantly residential and education land uses.
- 1.1.4 The site is identified as 'Strategic Site 1' in CCBC's "*BP 06: Strategic Sites Deliverability and Infrastructure Assessment*" document, dated July 2019, which forms a key evidence base document for the RLDP.
- 1.1.5 **Image 1.1** illustrates a map of the strategic site which is contained in the "*Preferred Strategy*" document for the RLDP, dated July 2019.



Image 1.1 – Strategic Site – Llanfairfechan



1.1.6 Within the “*Preferred Strategy*” document for the RLDP, CCBC identify that the site can accommodate the following:

- i) 400 residential units (of which 80 will be for affordable housing);
- ii) Primary school (2 hectares);
- iii) Allotments (40 plots / 1,440m²);
- iv) Recreational space (3.1 hectares);
- v) Green infrastructure; and
- vi) Active Travel Linkages.

1.1.7 However, following recent consultation between Beech Developments (NW) Ltd and CCBC, it is understood that the site would be brought forward in a phased approach, initially providing approximately 200 dwellings and a primary school. However, the site could easily be expanded to deliver in the order of 300-400 dwellings. Therefore, the site’s allocation has the ability to make a more sizable contribution to CCBC’s housing target of 4,300 (+20% contingency) dwellings.



1.2 Purpose of this Report

1.2.1 Within the “Preferred Strategy” document, it is stated that

“Highways are acceptable to the development in principle, subject to further assessment of the wider active travel/safe routes to schools links that can be provided as a part of the development (a study is underway to further inform the site’s requirements).”

1.2.2 This report has therefore been prepared to consider the access and transport-related implications of the potential development of the site in order to provide assurance that the allocation of the site should continue through future stages of the emerging Local Plan up to its final adoption.

1.3 Existing Conditions

Site Location

1.3.1 As shown on **Image 1.2**, the site is located on land off Aber Road, to the west of Llanfairfechan Town Centre.

Image 2.1 – Site Location



Local Highway Network

Aber Road

- 1.3.2 Aber Road abuts the site to the north and provides one of the two current means of vehicular access into the site.
- 1.3.3 Aber Road routes in a south-westerly direction from its signalised crossroads junction with Station Road, Village Road and Menaennmawr Road in Llanfairfechan Town Centre, and provides a direct connection to the A55 North Wales Expressway approximately 650m to the west of the application site.
- 1.3.4 In the vicinity of the site frontage, Aber Road is a single lane, two-way carriageway with a typical width of circa 9.1m and a circa 3.3m wide footway on its northern side. On the southern side there is a grass verge which is owned and maintained by CCBC.
- 1.3.5 Between the Aber Road / Station Road / Village Road / Penmaenmawr Road signalised crossroads junction and a point approximately 30m to the south-west of Caeffynnon Road, Aber Road is subject to a 20mph speed limit, after which the speed limit changes to the national speed limit (60mph).

Caeffynnon Road

- 1.3.6 Caeffynnon Road borders the site to the north-east and provides one of the two current means of vehicular access into the site. It extends in a north-west / south-east alignment between its priority-controlled junction with Aber Road to the north-west and its priority-controlled junction with Llanmerch Road / Pentre Uchaf to the south-east.
- 1.3.7 Within the vicinity of the site, Caeffynnon Road has a carriageway width of approximately 5.5m and circa 1.5m – 2m wide footways on both sides. It is subject to a 20mph speed limit.

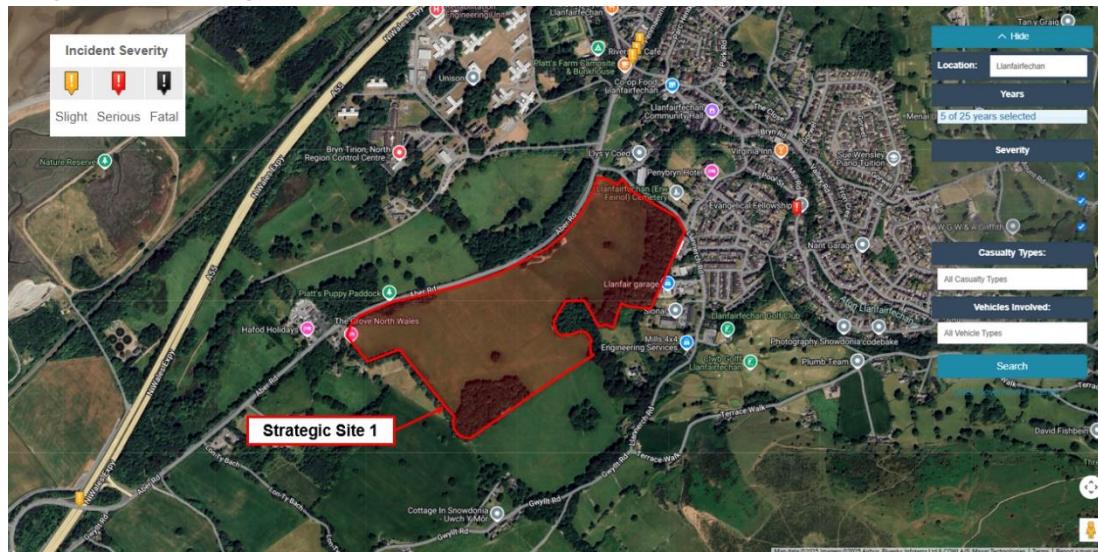
Highway Safety

- 1.3.8 The online Crashmap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application



site for the most recently available complete 5-year period (2029-2023 inclusive). This is shown on **Image 1.3**.

Image 1.3 – CrashMap Extract (2019-2023 Inclusive)



1.3.9 **Image 1.3** demonstrates that the following accidents have been recorded within the vicinity of the site in the most-recently available complete 5-year period (2019-2023 inclusive).

- i) 3 'slight' severity accidents on the Penmaemawr Road approach to the Aber Road / Village Road / Station Road / Penmaemawr Road signalised crossroads junction; and
- ii) 1 'slight' severity accident to the north-west of the Aber Road / Gwyllt Road priority-controlled junction.

1.3.10 A total of 4 accidents have therefore been recorded within the general vicinity of the application site between 2019 and 2023 (inclusive), which equates to less than 1 accident per year, on average. This level of accidents is not considered to represent a cause for concern in the context of the site's potential allocation.

Highway Operation

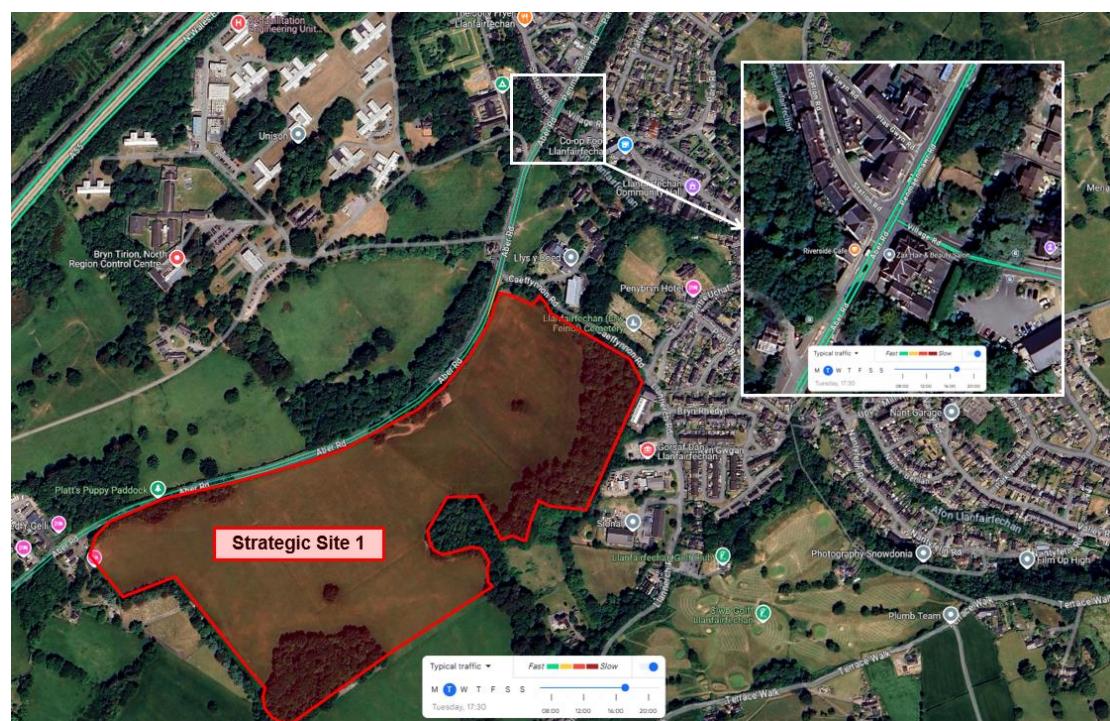
1.3.11 The online Google Maps Traffic resource has been analysed to check typical operation of the primary road network adjacent to the site. **Images 1.4** and **1.5** illustrate the speed at which traffic typically moves through the network during the weekday (in this case a Tuesday) AM and PM peak hours.



Image 1.4 – Google Traffic Extract – AM Peak Hour (Tuesday, 08:30am)



Image 1.5 – Google Traffic Extract – PM Peak Hour (Tuesday, 17:30am)



1.3.12 The analysis demonstrates that traffic is able to move through the local network more or less uninterrupted (i.e. green-coloured) at or around the prevailing speed limits. This review therefore points strongly towards the fact that there is sufficient capacity within the wider highway network to accommodate the additional traffic demand that



would be generated by the site's potential allocation for residential / education development.

Accessibility of the Site by Sustainable Modes of Travel

1.3.13 The “*BP 06: Strategic Sites Deliverability and Infrastructure Assessment*” document states:

“The proposed greenfield Strategic Site sits adjacent to the western edge of the settlement and is well located in terms of linkages via active travel modes to the wider community. The site is served by excellent public transport services and capable of introducing further sustainable travel infrastructure to support the housing and new Primary School.”

1.3.14 To assist in summarising the accessibility of the site on foot and by cycle, indicative pedestrian and cycle catchment plans have been produced.

1.3.15 **Image 1.6** illustrates the areas and land uses contained within a 2km walking catchment of the site, as it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

1.3.16 **Image 1.7** illustrates the areas and land uses contained within a 5km cycling catchment of the site, as it is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.



Image 1.6 – 2km Walking Catchment

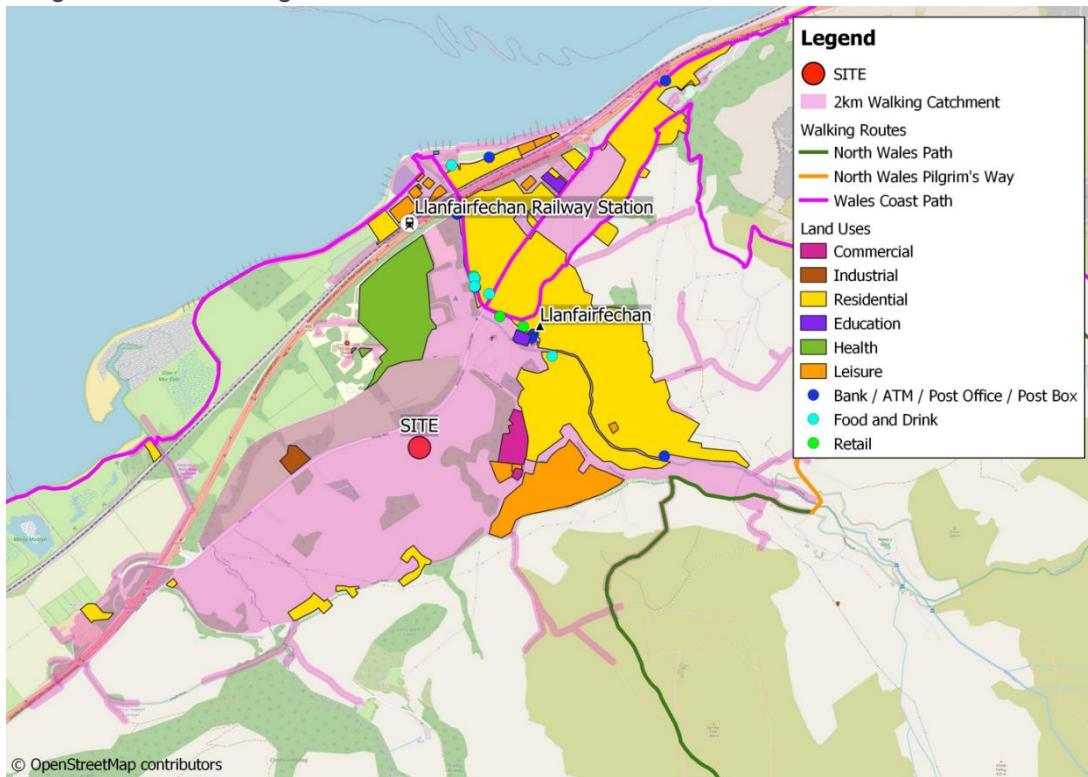


Image 1.7 – 5km Cycling Catchment



1.3.17 Review of **Images 1.6** and **1.7** demonstrate that the site is well located in the context of surrounding land uses and infrastructure. **Image 1.7** demonstrates that Aber Road forms part of National Cycle Network (NCN) Route 5.

1.3.18 As identified in the “*Preferred Strategy*” document, the site is also accessible by public transport, being within walking and cycling distance of bus stops and Llanfairfechan Railway Station, all of which provide frequent services to local and national destinations.

1.4 Access Strategy

1.4.1 The potential access strategy has been prepared in accordance with relevant design standards. It comprises two potential (although not exclusive) options, as follows:

- i) Option 1 – The residential development to be served by a priority-controlled T-junction to the east of the site, off Caeffynnon Road, and a shared priority-controlled T-junction off Aber Road, to the north-east of the site. The shared access off Aber Road would also serve the education development. See **Drawing Number 3127-01-D01 Rev A in Appendix A**.
- ii) Option 2 – The school development to be served by its own priority-controlled T-junction off Aber Road, to the north-east of the site. The residential development to be served by two separate priority-controlled T-junctions, including one off Caeffynnon Road, and one off Aber Road, to the west of the school access. See **Drawing Number 3127-01-D02 Rev A in Appendix A**.

1.4.2 All of the potential access junctions shown indicatively on **Drawing Number 3127-01-D01 Rev A** and **Drawing Number 3127-01-D02 Rev A (Appendix A)** have been designed in accordance with Diagram DE603 of the Active Travel Act Guidance (July 2021).

1.4.3 Having regard to the alignment of Aber Road and Caeffynnon Road and the fact that there is ample site frontage along these roads, it will be possible to achieve appropriate visibility splays from all of the potential access points, which are commensurate with the prevailing TAN18 design standards.



1.4.4 As noted earlier in this report in **Chapter 2**, the speed limit along Aber Road changes from 20mph to the south-west of Caeffynnon Road. On the basis that any future development of the site would essentially extend the village urbanisation to the west, it is considered that this could include a speed limit reduction along the site's northern frontage. This could either involve extending the 20mph speed limit, or providing a 'stepped' approach (i.e. from 20mph to 40mph to 60mph, west to east). Any changes to the speed limit along Aber Road would be implemented through a Traffic Regulation Order (TRO), and there are not considered to be any reasons why this would not be acceptable in principle given the safety benefits that it would bring.

1.4.5 Such a speed limit change would also reduce the associated visibility requirements from the potential access junctions along Aber Road.

1.4.6 Safe and suitable access arrangements are therefore easily achievable into the site. Indeed, it is considered that there is ample land frontage / scope to vary the site access arrangements, if need be.

Pedestrian and Cycle Access

1.4.7 Pedestrians and cyclists would also be able to access the site via the three potential site access locations identified above.

1.4.8 The indicative access strategy shows how a 3m wide foot / cycleway could be provided from the potential access junctions along Aber Road, which would provide a connection from within the site to existing infrastructure on the local highway network, towards Llanfairfechan.

1.4.9 It is in this respect that Active Travel can be addressed and incorporated within the masterplan through the provision of new or widened footways and / or shared foot / cycleways. This will therefore contribute to the promotion of pedestrian routes and connectivity within the borough, details of which can be developed and provided at any future planning application stage in conjunction with CCBC.

Parking Provision

1.4.10 Similarly, the potential scheme will feature appropriate levels of off-street / communal car and cycle parking in accordance with CCBC's parking standards. Again, the detail of this would be developed further at any future planning application stage.



1.5 Conclusion

1.5.1 It is therefore concluded that there is an ideal opportunity within the site to help deliver development in a sustainable and suitable location and there are no pre-existing or proposed highway-related constraints that would preclude safe and suitable access being achieved to the site. From a highway and transport perspective, the site is therefore commended to CCBC for allocation for future mixed-use development.



Appendix A – Drawing Number 3127-01-D01 Rev A and Drawing Number 3127-01-D02 Rev A



