

Conwy Deposit Local Development Plan 2007 – 2022 (Revised edition 2011)



REVISED BACKGROUND PAPER 37 – SUBMISSION

Growth Distribution Options Report

August 2012

This document is available to view and download on the Council's web-site at: www.conwy.gov.uk/ldp . Copies are also available to view at main libraries and Council offices and can be obtained from the Planning Policy Service, 26 Castle Street, Conwy LL32 8AY or by telephoning (01492) 575461. If you would like to talk to a planning officer working on the Local Development Plan about any aspect of this document please contact the Planning Policy Service on (01492) 575181 / 575124 / 575445 / 575447.

If you would like an extract or summary of this document on cassette, in large type, in Braille or any other format, please call the Planning Policy Service on (01492) 575461.

You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which Conwy County Borough Council makes it available; You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form; and Third party rights to enforce the terms of this licence shall be reserved to Ordnance Survey.

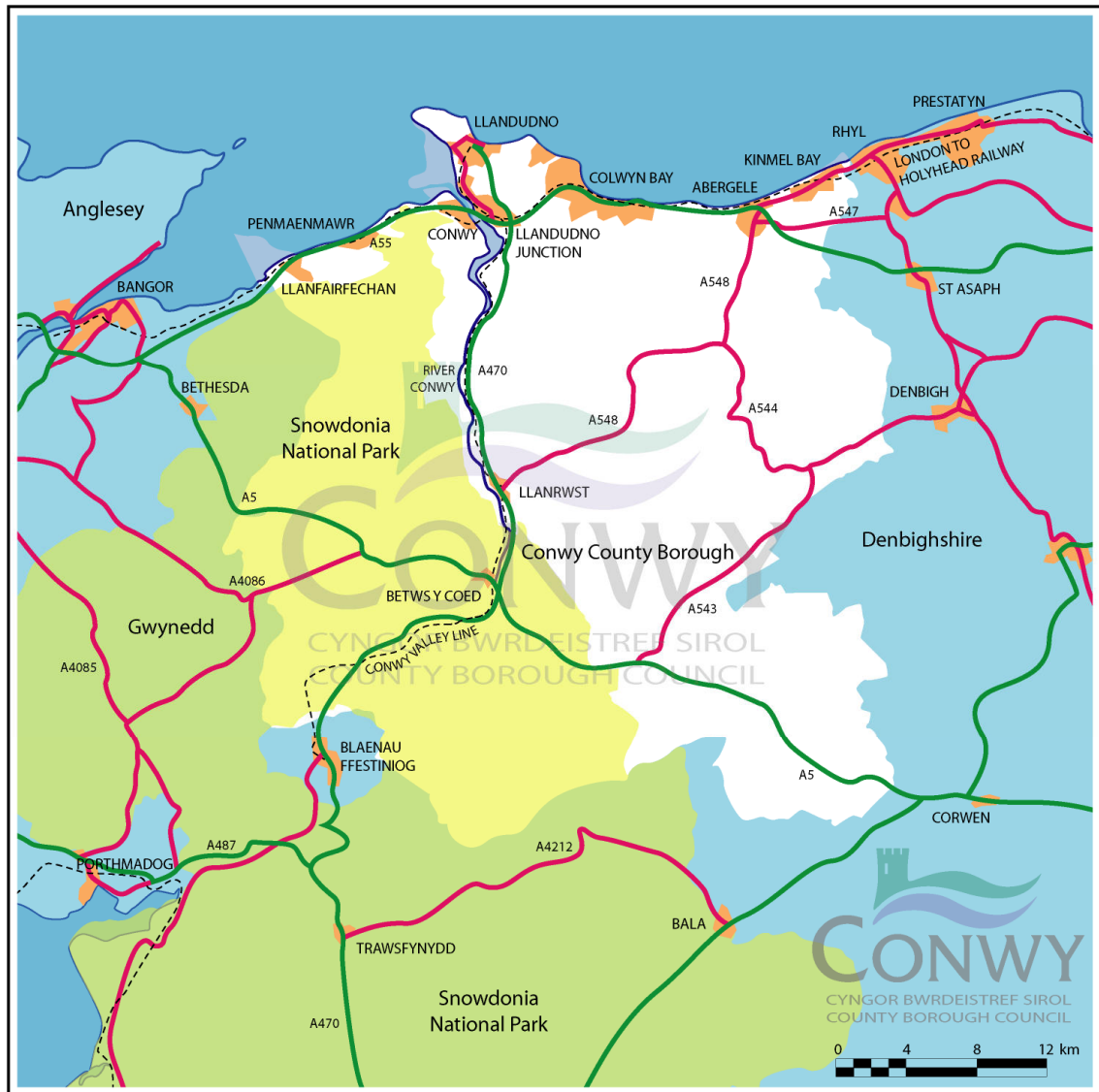
Contents

	Page
1. Introduction	5
2. Hierarchy of Settlements	7
Urban Development Strategy Area	7
Rural Development Strategy Area.....	8
Urban Relationships.....	8
3. Spatial Distribution Options	13
Option 1 'Concentrating Growth'	13
Option 2 'Dispersing Development'	15
Option 3 'Hybrid Strategy'	15
Option 4 'Rural growth'	17
Option 5 'Coastal new settlement'	17
Option 6 'Rural new settlement'	18
4. Evaluation of the Spatial Options	20
Affordable Housing.....	20
The Natural Environment	22
The Built Environment.....	22
The Welsh Language	22
Age Structure	23
Flood Risk	23
Transport	23
Infrastructure and Service Provision	24
5. Sustainability Appraisal of the Spatial Options	25
6. The Distribution of development sites based on the Preferred Spatial Option	27
7. Abergele, Pensarn, Towyn and Kinmel Bay	35
Introduction	35
Abergele Business Park.....	37
Abergele South East	39
8. Colwyn Bay, Old Colwyn, Rhos-on-Sea and Mochdre	40
Introduction	40
Colwyn Bay	41

Old Colwyn	42
Rhos on Sea	42
Mochdre	43
9. Conwy, Llandudno Junction, Deganwy, Llandudno, Penrhyn Bay	45
Introduction	45
Conwy	46
Llandudno Junction	47
Deganwy / Llanrhos	48
Llandudno	48
Penrhyn Bay / Penrhynside.....	49
10. Llanfairfechan and Penmaenmawr	50
Introduction	50
The LDP Strategy in Llanfairfechan and Penmaenmawr	50
11. Llanrwst	52
Introduction	52
The LDP Strategy in Llanrwst.....	53
12. Rural Development strategy Area	54
Introduction	54
Tier 1 Main Villages.....	55
Dwygyfylchi	55
Glan Conwy	56
Llanddulas	56
Llysfaen	56
Tier 2 Main Villages.....	57
13. Appendix 1 – Glossary	66

1. Introduction

- 1.1 This paper is one of a series of background papers accompanying the Revised Deposit Local Development Plan (LDP) document. It is essential that this background paper (BP) is read in conjunction with **BP/2 'Population and Household Projections'**, **BP/4 'Housing Land Supply'**, **BP/8 'Hierarchy of Settlements and Settlement Boundaries'**, **BP/42 'Employment Land Demand and Supply'** and **BP/21 'Site Deliverability Assessment'**. This paper sets out the options and preferred options for the general spatial distribution of development over the Plan period. Although the level of growth within the Plan has been reduced slightly from the Revised Deposit, the spatial distribution as set out in the previous Preferred Options and Revised Deposit remains the same. This paper details the spatial options considered, the preferred spatial distribution and how this is reflected in the location of allocations; particularly in relation to housing sites.
- 1.2 Many of the background statistics cited in this report refer to the whole of the County Borough and include that part that is within the Snowdonia National Park. Where it has been possible to obtain statistics that exclude the National Park, the statistics refer to the 'Plan Area' (see Map 1). It is envisaged that the Plan Area will provide almost all of the housing and employment development in the County Borough and this makes the task of interpreting the statistics easier.



Map 1 - The spatial relationship between some key settlements in Conwy and those in the adjoining areas of North Wales. The LDP Plan Area is shown in white, with Snowdonia National Park in yellow.

2. Hierarchy of Settlements

2.1 To assist the consideration of spatial options, a Hierarchy of Settlements has been produced (refer to BP/8 – Hierarchy of Settlements and Settlement Boundaries) in collaboration with Snowdonia National Park which assesses all settlements in terms of whether they are appropriate sustainable locations to support further development over the plan period. The assessment of how sustainable a settlement is involved the following:

1. Access to Employment
2. Level of Services and Facilities (Doctors/shops/etc)
3. Population
4. Access to sustainable modes of transport
5. Access to urban centres

2.2 As set out in policy DP/2 of the LDP, the proposed Hierarchy of Settlements is set out below. It is clearly evident that the most sustainable locations that are capable of taking additional development are the urban areas which fall almost in their entirety within the coastal belt, with the exception being Llanrwst. These locations have a high level of facilities and services, partly fall within Strategic Hub locations, have excellent transport routes and have available land to meet the identified need. For this reason, these settlements have been grouped and form the **Urban Development Strategy Area (UDSA)** with the remaining Main Villages, Minor Villages and Hamlets falling into the **Rural Development Strategy Area (RDSA)**.

2.3 Urban Development Strategy Area

Urban Areas

Abergele/Pensarn
Bay of Colwyn
Conwy
Deganwy/Llanrhos
Llandudno Junction
Llanfairfechan

Llanrwst
Mochdre
Penmaenmawr
Penrhyn Bay/Penrhynside
Towyn
Kinmel Bay

2.4 Rural Development Strategy Area

Main Villages

Tier 1:

**Dwygyfylchi
Glan Conwy**

**Llanddulas
Llysfaen**

Tier 2:

**Betws-yn-Rhos
Cerrigydrudion
Dolgarrog*
Eglwysbach
Llanfair Talhaearn**

**Llangernyw
Llansannan
Trefriw*
Tal-y-Bont/Castell***

Minor Villages

**Bryn Pydew
Glanwydden
Groes
Henryd
Llanbedr-y-Cennin
Llanddoged
Llanelian
Llangwm**

**Llanefydd
Pentrefelin
Pentrefoelas
Rhyd-y-Foel
Rowen*
St George
Tal-y-Cafn
Tyn-y-Groes**

Hamlets

**Bodtegwel
Bryn-y-Maen
Bryn Rhyd-y-Arian
Brymbo
Bylchau
Capelulo*
Cefn Berain
Cefn Brith
Dinmael
Glan Rhyd
Glasfryn
Groesffordd**

**Gwytherin
Hendre
Llanfihangel GM
Maerdy
Melin y Coed
Nebo*
Pandy Tudur
Pentre Isa
Pentre-llyn-cymmer
Pentre Tafarn-y-Fedw
Rhydlydan
Tan-y-Fron**

**Falls partly within the Snowdonia National Park*

2.5 Urban Relationships

From the above hierarchy of settlements it is apparent that some urban areas have strong relationships with other urban areas in terms of accessibility to facilities,

services and employment. This relationship between settlements in these sub-areas is reflected within the options as set out below:

2.6 Abergele, Towyn and Kinmel Bay

In the east of Conwy CB, the market town of Abergele forms one end of the urban development stretching to Kinmel Bay at the Foryd harbour. These related towns have closer links to Rhyl (in Denbighshire) than to other urban areas in Conwy (the closest being Old Colwyn). Together with Rhyl, the Town Centre of Abergele and District Centre of Kinmel Bay provide a wide range of services for local residents.

2.7 Colwyn Bay, Old Colwyn, Rhos-on-Sea and Mochdre

The Bay of Colwyn forms the most closely-related of the urban areas, with Rhos on Sea, Colwyn Bay and Old Colwyn having no physical separation between them; being classified as a single urban area. With a range of facilities serving these towns, centred on Colwyn Bay they form a natural grouping. Although smaller in scale and with a green wedge providing a small separation from Colwyn Bay, Mochdre is urban in nature, with a wide range of services and employment. The built up area is bounded to the east by several quarries and a break in the urban coastal belt, including the villages of Llysfaen and Llanddulas. To the west, the green wedges of Rhos on Sea golf club and the rural area around Dolwyd separate Rhos on Sea and Mochdre from Penrhyn Bay and Llandudno Junction.

2.8 Conwy, Llandudno Junction, Deganwy, Llandudno and Penrhyn Bay

These towns, focussed on the mouth of the River Conwy and the Creuddyn peninsula, form an area of contrast, yet provide services and attractions which complement and support each other. Access to these towns is excellent, by virtue of the location centred around the crossing of the A55/A470 and North Wales Coast/Conwy Valley railway lines – the main north-south and east-west transport links in Conwy. As the sub-regional shopping centre within Conwy (Also see BP/16), Llandudno provides a wide range of facilities and services not only for residents of the immediate area, but for those living in more distant settlements within Conwy and beyond, when their requirements exceed what is available locally.

2.9 **Llanfairfechan and Penmaenmawr**

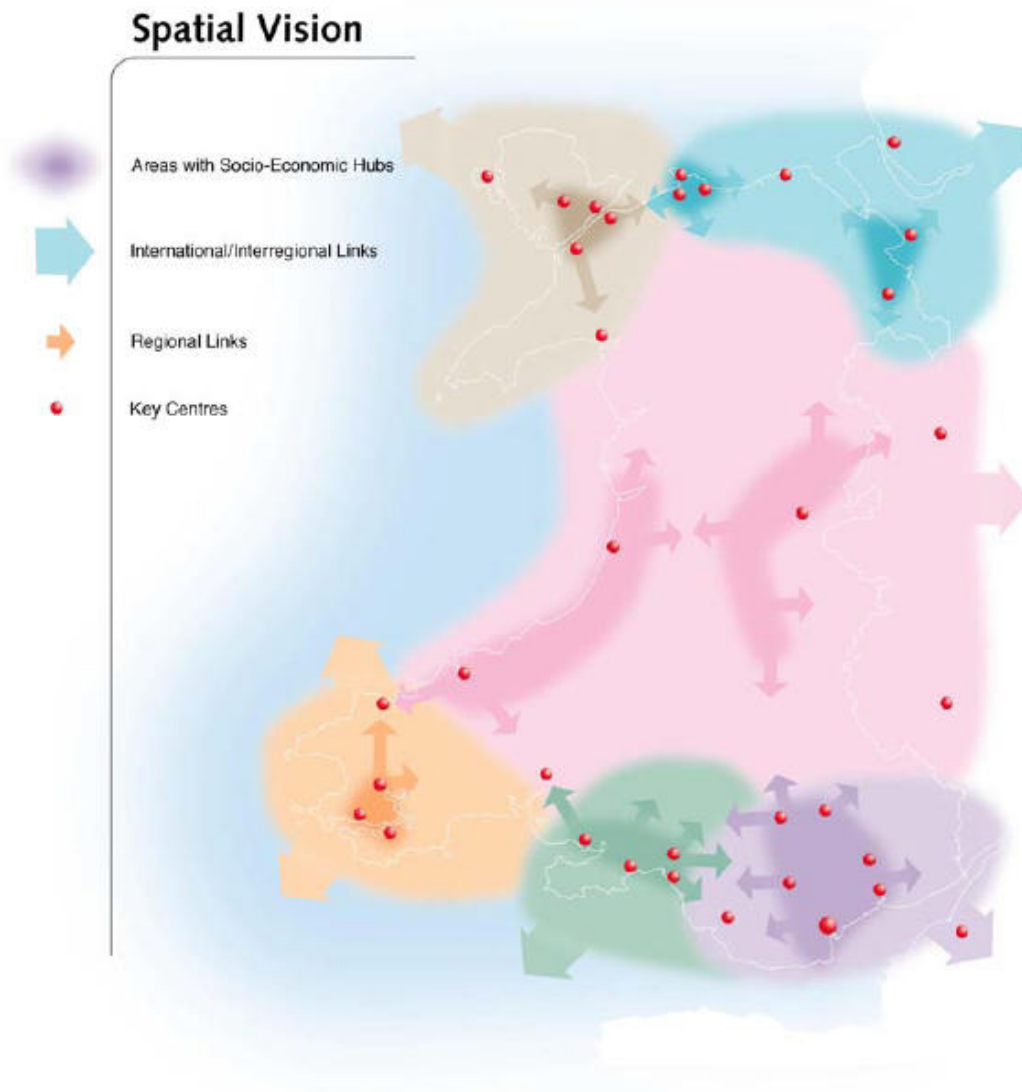
Though physically separated by the Penmaenmawr headland, these towns in the western area of the Plan Area have much in common, being sandwiched between the northern reaches of the Carneddau mountains and the coast of north Wales. More recently, the North Wales Coast railway and the A55 also separate the town centres from the sea, whilst connecting them to each other and to neighbouring urban areas. To the west of Llanfairfechan is Bangor, 10 miles away, whilst the Penmaenbach headland separates Penmaenmawr from Conwy, five miles to the east.

2.10 **Llanrwst**

Owing to its location surrounded by a rural landscape, Llanrwst is the only town without close spatial links to other urban settlements. It is an important service centre to many of the surrounding villages.

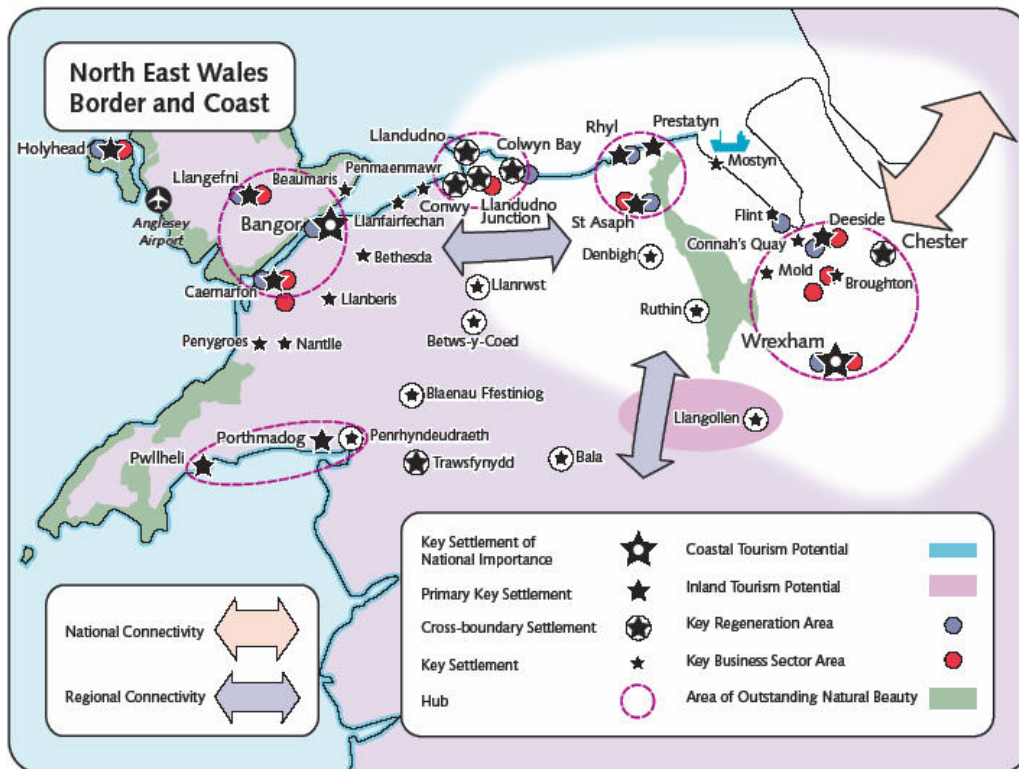
2.11 **Rural Development Strategy Area**

The remaining settlements are classed as Rural, falling within the Rural Development Strategy Area.

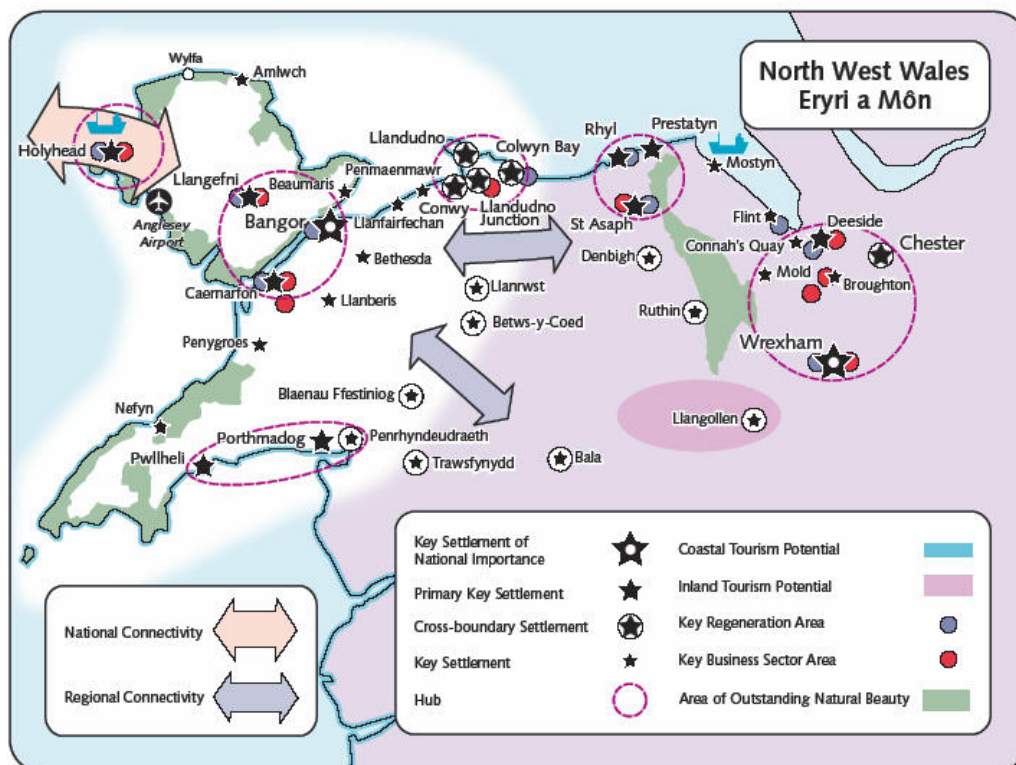


Map 2 - The Strategy Areas of the Wales Spatial Plan, showing key centres and regional/international links. This identifies the Llandudno/Llandudno Junction/Conwy area as being one of the three socio-economic hubs in North Wales. From Wales Spatial Plan (2004)

The majority of the LDP Plan Area falls within the North East Wales Strategy Area of the Wales Spatial Plan (Map 3, following page). In addition, several settlements are either fully within the North West area (Map 4, following page) such as Llanfairfechan and Penmaenmawr, or fall in the area shared between both regions (Llandudno, Conwy, Llandudno Junction, Colwyn Bay and Llanrwst). This means that these cross-boundary settlements are strategically placed for connecting the two areas of Wales and beyond; via links to England and Ireland. Llanrwst has the added distinction of linking to a third Strategy Area: Central Wales. These maps are from Wales Spatial Plan 2008 update.



Map 3

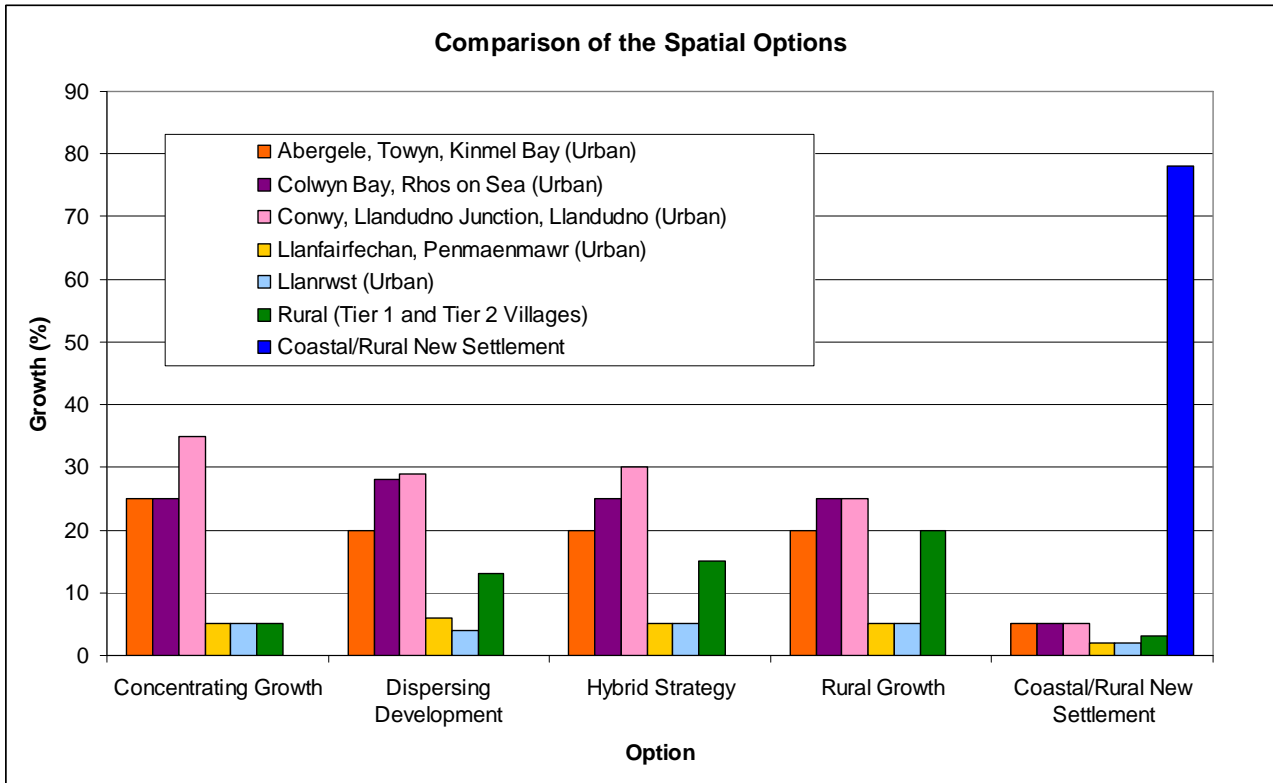


Map 4

3. Spatial Distribution Options

3.1 This section considers, in very broad terms, the spatial distribution of development.

A total of six spatial options have been considered, each providing different levels of growth across Conwy. The proportions in each of the following charts relate to the number of new dwellings.



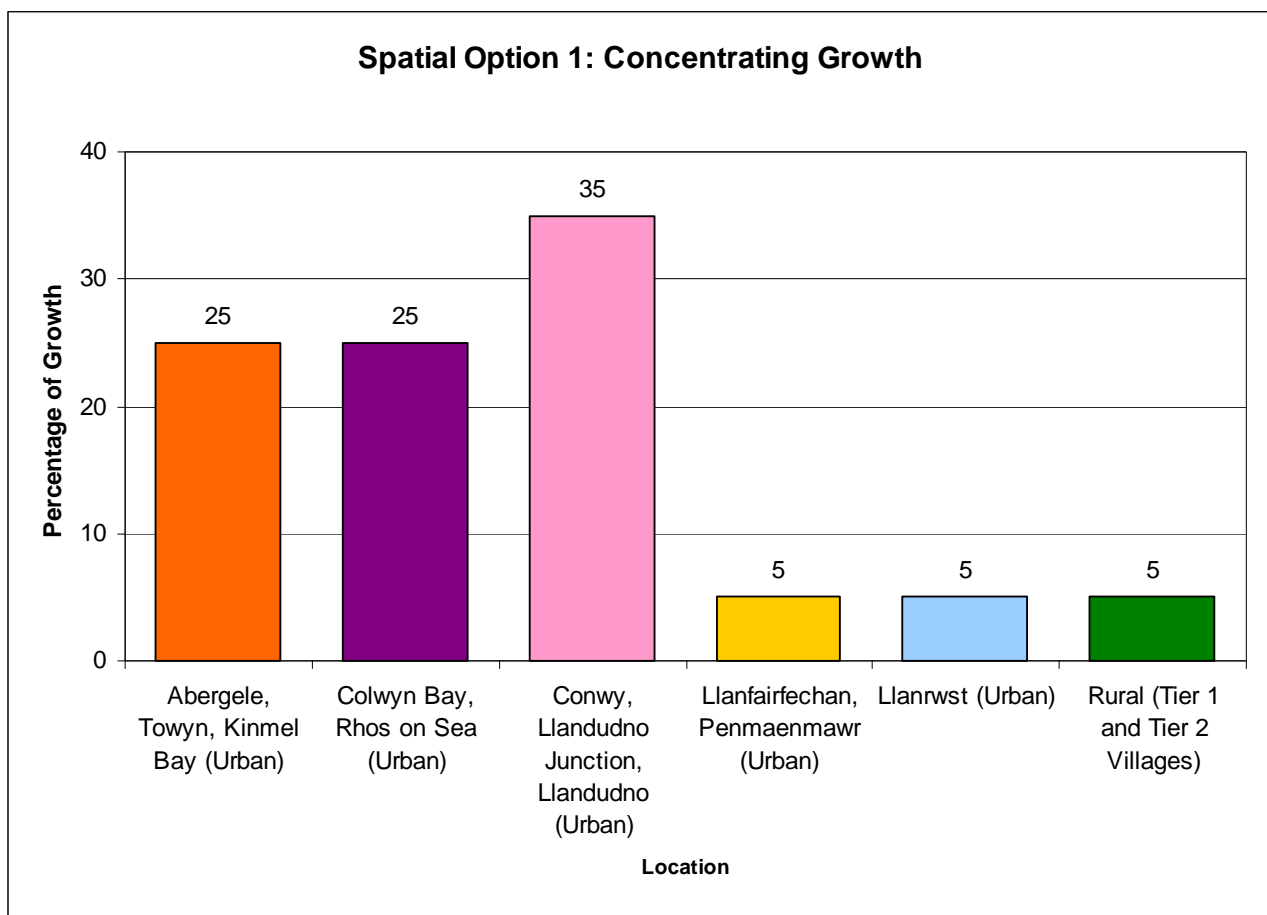
Graph 1 - An overview of the relative distribution of growth in each of the urban relationship areas and RDSA, according to the six different Spatial Options

3.2 Option 1 ‘Concentrating Growth’

This strategy would maximise the potential of the growth ‘hub’ along the coast, in accordance with the Wales Spatial Plan. Development would be concentrated in the accessible locations of Llandudno, Llandudno Junction and Conwy with significant additional contributions in the Colwyn Bay and Abergele Areas. These locations are well connected both to other parts of the Plan Area and to other major settlements by the network of trunk roads (A55 and A470) and the London-Holyhead railway line. This option would contribute significantly to affordable housing delivery in these areas, but would be to the detriment of affordable housing delivery in the RDSA.

Additionally, in appraising all the sites that were submitted to the Council for development consideration (refer to BP/21), it is apparent that there is not sufficient land available within the Conwy, Llandudno Junction and Llandudno area, whilst flood risk in many areas around Abergele, Towyn and Kinmel Bay mean that providing one-quarter of new development in these areas would place an unreasonable burden of new development on land outside of the flood risk zone. Additionally, this would represent an oversupply of housing within the Abergele area in terms of affordable housing delivery.

Growth within the rural areas is kept to a minimum in this scenario; unreasonably so. It is anticipated that the actual growth over the Plan Period in Conwy's large rural area will exceed the 5% given in this option, on the basis of completions, committed sites and windfall alone. It is unrealistically low and does not allow for any rural allocations.

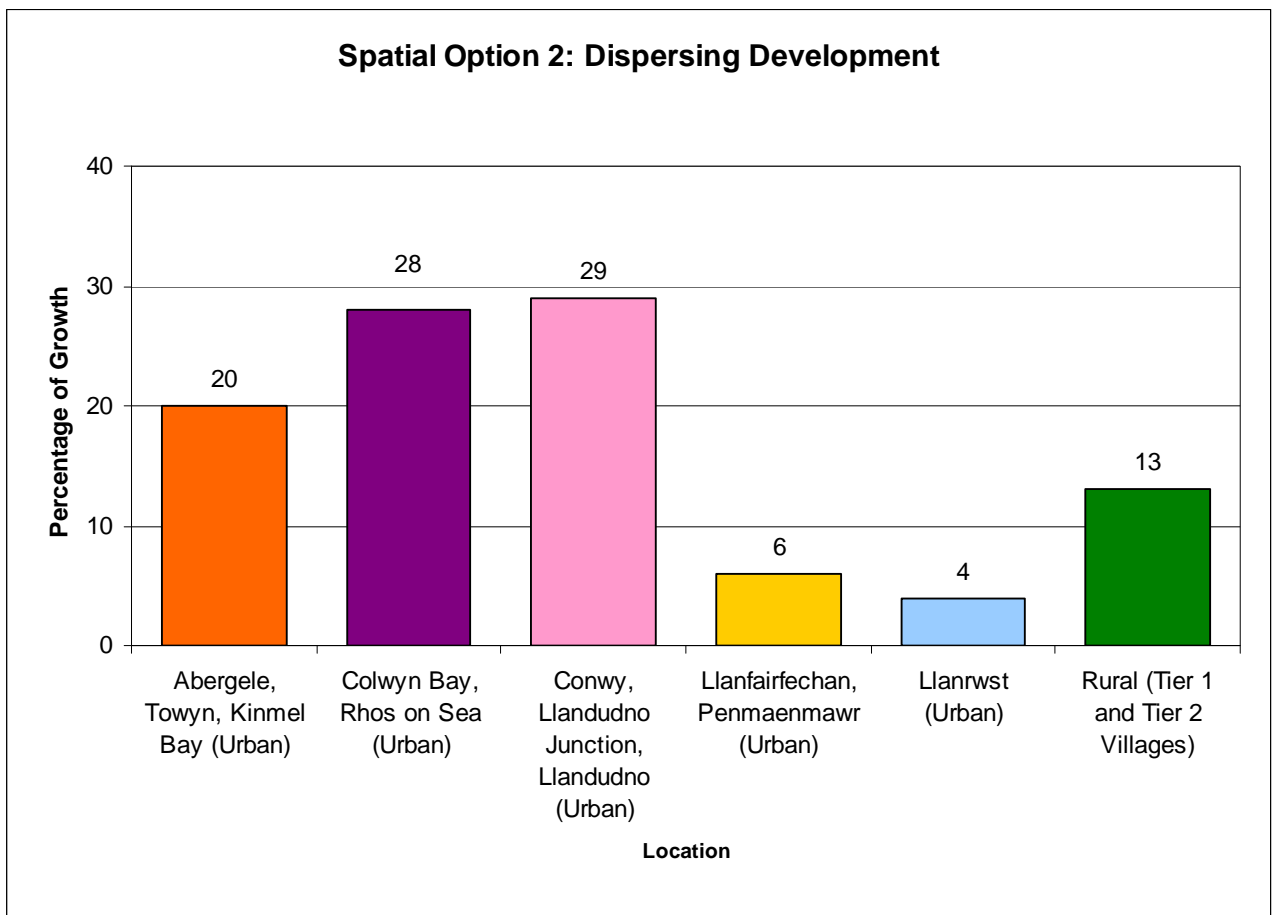


Graph 2 – The distribution of growth according to Option 1: Concentrating Growth

3.3 Option 2 ‘Dispersing Development’

This strategy would seek to distribute housing and employment opportunities at a rate that is broadly ‘pro rata’ to the existing population of each of the settlements (including settlement relationship areas).

In assessing this option, it is apparent that there would be a substantial oversupply in the Colwyn Bay and Llanfairfechan & Penmaenmawr area in terms of housing need at the detriment to the natural and built environment. Additionally, the level of growth in the Conwy, Llandudno Junction and Llandudno areas is not sufficient enough to meet the demand for housing and affordable housing. This would be to the detriment of the Council’s priority objective to contribute significantly to the delivery of affordable housing.



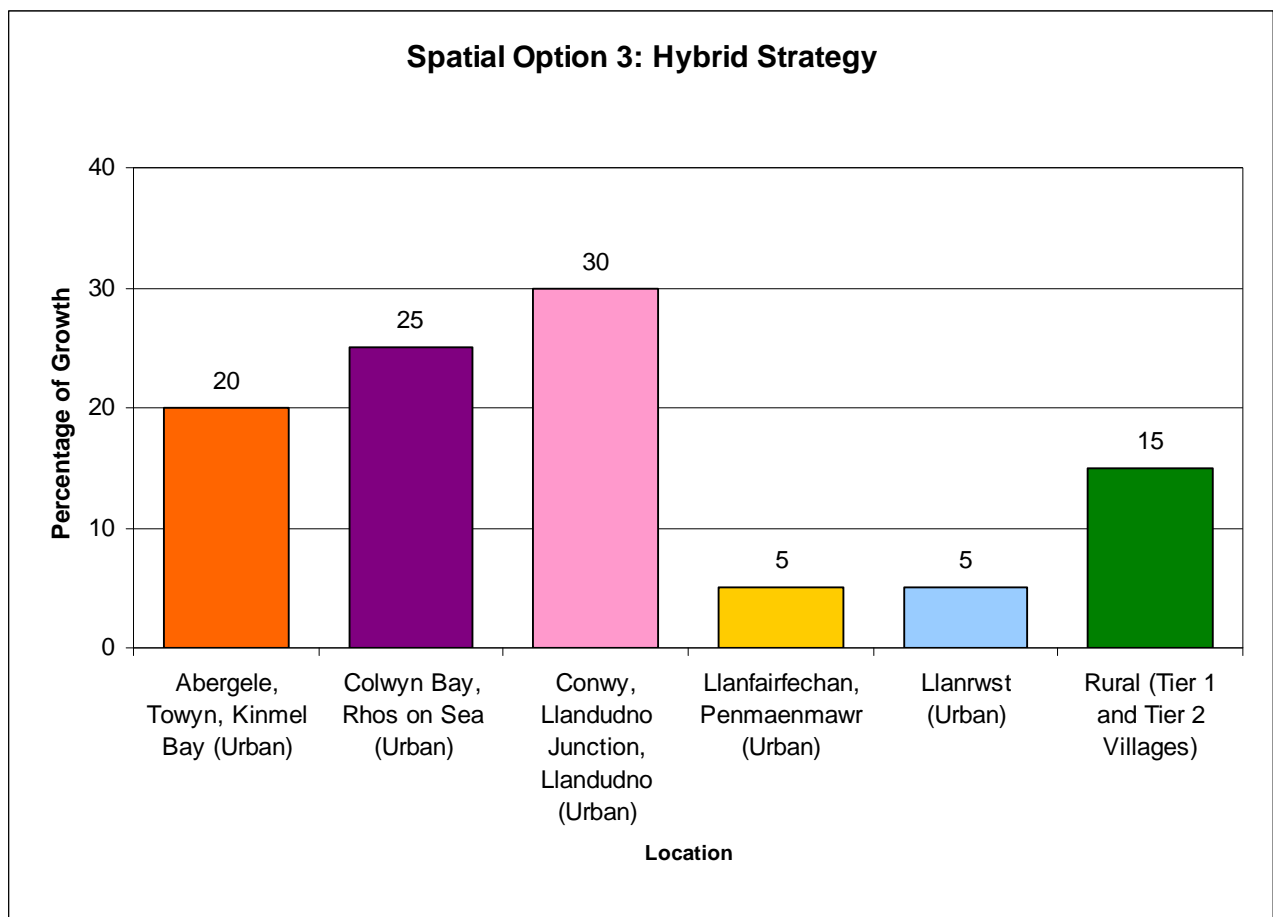
Graph 3 – The distribution of growth according to Option 2: Dispersing Development

3.4 Option 3 ‘Hybrid Strategy’

This follows a combination of Options 1 and 4. Growth would be concentrated predominantly along the coastal areas and in accessible locations which contribute significantly to affordable housing and lessen shortfall. Additionally, the strategy

takes account of the significant constraints within the east of the county (also see Table 5, section 7 of this document and BP/21) with regards to overall distribution. Therefore, development is distributed predominantly within the Llandudno, Llandudno Junction and Colwyn Bay areas, being classed sustainable within the hierarchy of settlements and locations where there is significant affordable housing need. Other urban areas would also be expected to contribute to the overall housing and employment land requirements being sustainable and accessible locations.

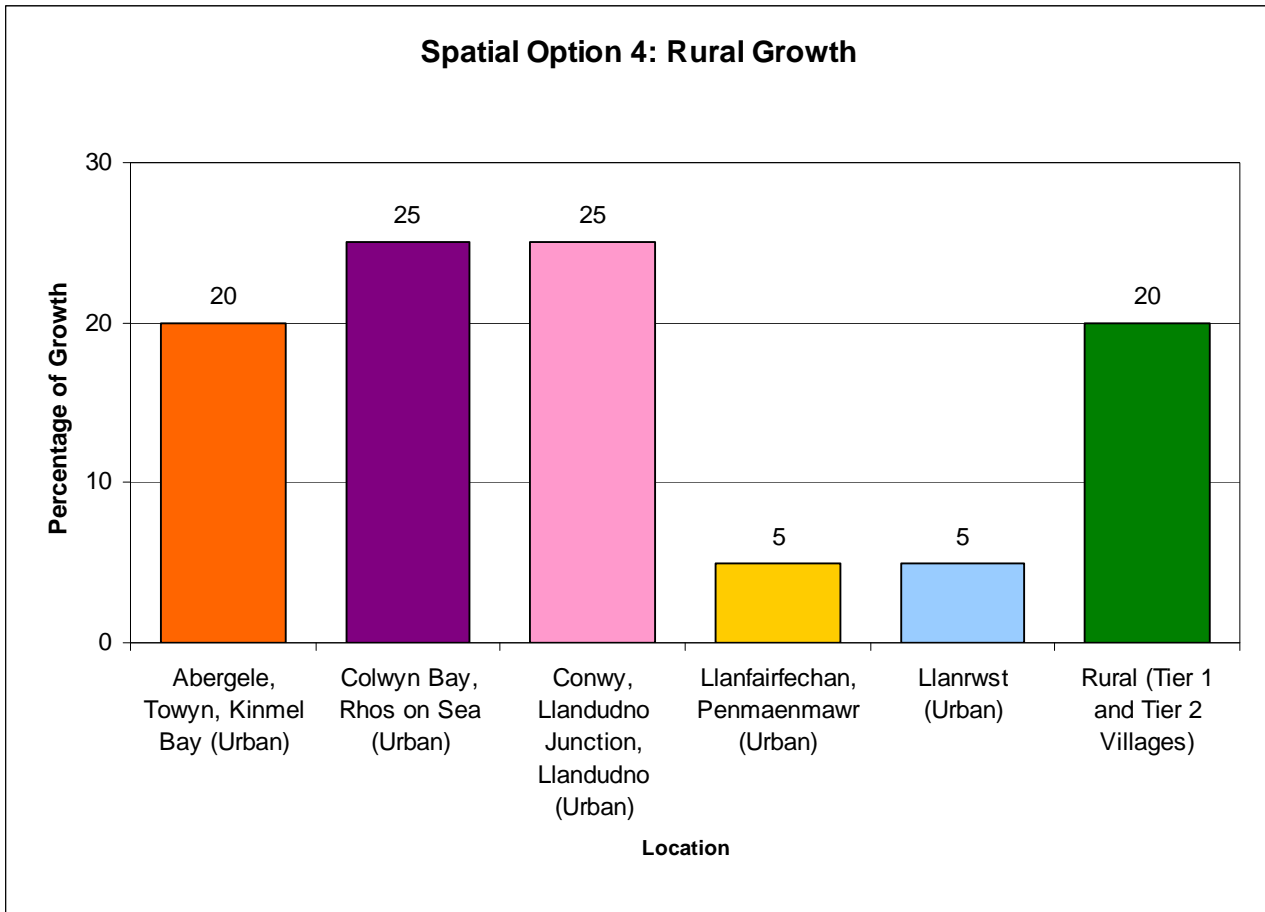
This option also allows for enough growth in the rural settlements (15%) which best meets the affordable housing need and encourages growth in the rural economy but at the same time protects the natural and built environment.



Graph 4 – The distribution of growth according to Option 3: Hybrid Strategy

3.5 Option 4 ‘Rural growth’

This option proposes a proportionately higher rate of growth in the rural areas and, in particular, in those rural communities with relatively better infrastructure. This option supports economic activity in the smaller communities of Conwy, however it would result in an oversupply of development to the detriment of the natural and built environment. The option would also encourage unsustainable transport use and increase the level of car use, especially to the existing urban locations.

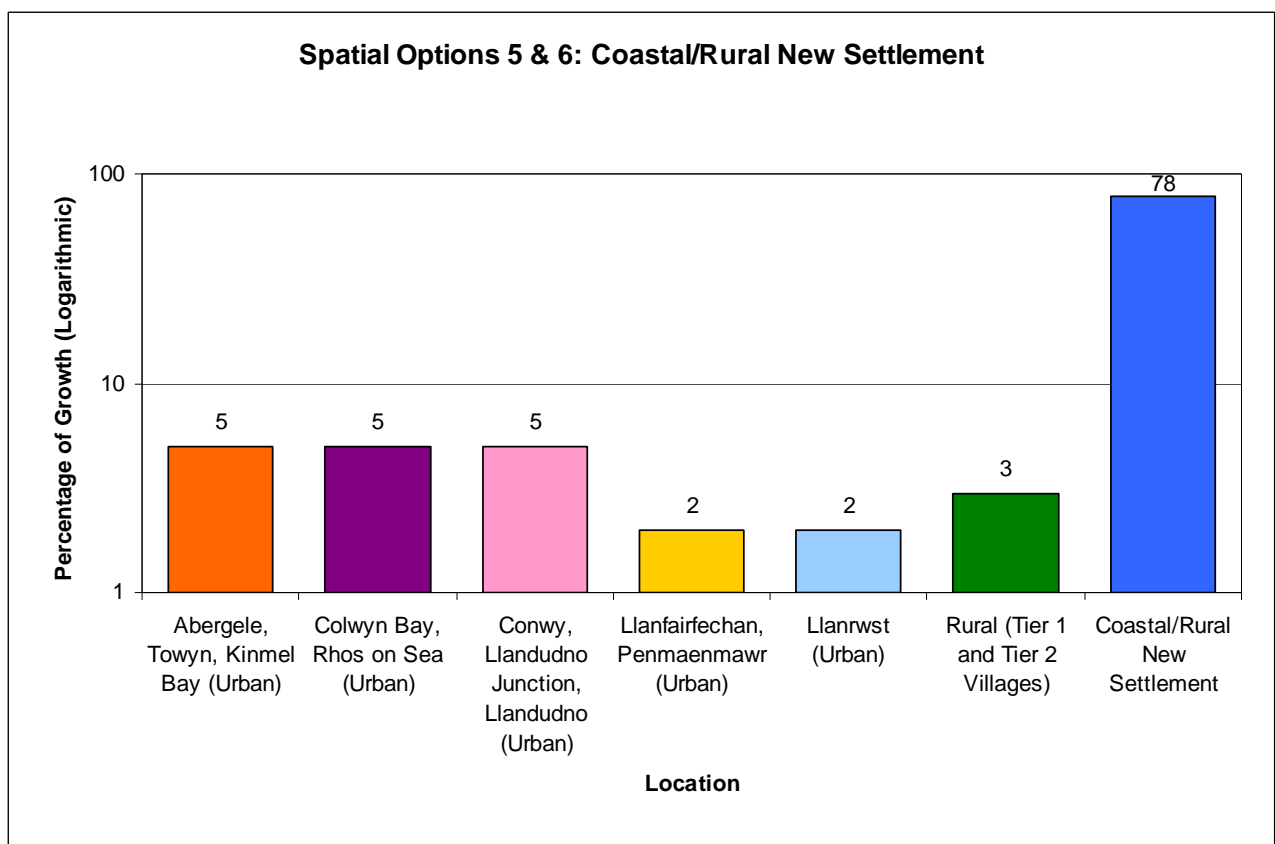


Graph 5 – The distribution of growth according to Option 4: Rural Growth

3.6 Option 5 ‘Coastal new settlement’

This option proposes a new settlement along the A55. The only stretch along the A55 which is generally free of physical constraints and where concerns of coalescing settlements could be avoided is in an area east of Abergele, in the general vicinity of Bodtegwel / Bodoryn / Gofer. It should be noted, however, that some of this area has been identified as Grade 2 agricultural land, which is protected under national planning policy from development, unless no other suitable sites are available. A sustainable new settlement could only be feasible if it were

large enough to be able to support essential services such as a primary school, a shop and post office and public transport. For such a proposal to be viable, the vast majority of new housing would be concentrated in this settlement, and consequently there would be very little new housing in existing towns and villages, reducing the potential for growth and regeneration elsewhere. In addition, a similar option has been identified as the preferred strategy of the Deposit LDP in Denbighshire. This proposes significant development on a new settlement centred on Bodelwyddan, close to the boundary with Conwy. A similar development close by in the Bodtegwel area would impede the delivery of development both sides of the border, owing to the demands on developers, services and infrastructure.



Graph 6 – The distribution of growth according to Options 5 and 6: Coastal/Rural New Settlement

3.7 Option 6 ‘Rural new settlement’

This option proposes a new settlement in a rural location which could, for example, be located along or near the A5 or the A548. As with Option 5, a new settlement would need to accommodate most of the housing growth in the plan area to be viable, thereby leaving little potential for existing towns and villages to grow. Any

such development would, by definition, be some distance from other urban areas. This would have the positive effect of providing additional services to the rural area surrounding it, however there would be implications for access as transport infrastructure is less well-developed inland than on the coast, giving potentially higher costs of any necessary road improvements. An additional consideration is whether developers would have sufficient interest in areas that are remote from the existing main centres. Significant further research would be necessary to test the feasibility of this option and this would have implications on the timetable for preparing the Plan.

4. Evaluation of the Spatial Options

4.1 Members of the Council, representations received from the public and the scoping of the evidence base rank affordable housing, protection of the natural and built environment, protection of the Welsh language and culture and a more balanced age structure within the population as the priority issues that the Plan needs to address. Table 1 and the paragraphs below assess the spatial options discussed above against these priority issues and the other identified issues detailed in the LDP and the SEA/SA.

4.2 Affordable Housing

With demand for affordable housing significantly higher in the Conwy/Llandudno/Llandudno Junction area than elsewhere in the Plan Area, none of the spatial options are a perfect match. However **Options 5 & 6** score the worst, providing low levels of growth in the urban areas. The concentration of development outside of existing centres gives little potential for providing affordable housing in the areas most at need. **Option 1** impacts positively on the delivery of affordable housing in areas of greatest need, having concentrated development along the coast; however this is to the detriment of provision in the rural areas, with only a very small level of growth to be distributed through Conwy's large rural area. **Option 4** favours rural development, which would lead to high levels of affordable housing in the RDSA, particularly with the proportionately higher levels of AHLN on sites in the rural area in comparison with urban developments. **Options 2 & 3** fall between the two, providing a good balance between housing provision in the urban and rural areas. Of these, with the level of growth higher in the Conwy, Llandudno Junction, Llandudno area and lower in the Bay of Colwyn, **Option 3** more closely matches the demand for AHLN.

Table 1: Evaluation of the Spatial Options

Site Option	is there suitable and deliverable land available to accommodate the housing growth?	will the option deliver the affordable housing needs of the community?	will the option improve accessibility to key community facilities (doctors, village halls, etc)?	will the option protect the landscape, countryside, biodiversity & views	will the option result in a static schools population?	does the option encourage urban areas and previously developed land development?	will the option contribute to the promotion of a younger generation and stable workforce?	will the option minimise the use of the car & reduce traffic congestion?	will the option encourage energy efficient modes of transport?	will the option have a minimal impact on services and infrastructure?	will the option have minimal impact on town character?	will the option have minimal impact on THE historic & archaeological environment?	will the option encourage development away from flood risk areas?	will the option improve the overall health of the county borough?	will the option improve the shortfalls of open/recreational space?	will the option improve crime and fear of crime?	will the option improve overall design of development?	will option improve links with snowdonia national park and diversity tourism?	will the option improve the vitality and viability of the retail environments?	will the option improve the amount of waste going to landfill?	will the option have a minimal impact on air, water and soil?	will the option result in an increased renewable energy production capacity?	is the house building industry capable of delivering the development needs?	overall score
✓ Positive																								
x Negative																								
? Further Assessment Required																								
Spatial Option 1:	X	X	✓	✓	X	✓	X	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	17
Spatial Option 2:	X	X	✓	✓	X	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	18
Spatial Option 3:	✓	✓	✓	✓	X	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	20
Spatial Option 4:	X	X	X	X	X	X	X	X	X	X	X	✓	✓	✓	X	X	✓	✓	✓	X	X	X	✓	7
Spatial Option 5:	X	X	X	X	X	X	X	X	X	X	✓	✓	✓	✓	X	X	✓	X	X	X	X	X	X	5
Spatial Option 6:	X	X	X	X	X	X	X	X	X	X	✓	✓	✓	✓	X	X	✓	X	X	X	X	✓		6

4.3 The Natural Environment

With significant new development away from existing urban areas, **Options 5 & 6** are would have a significant impact on the natural environment in their immediate surroundings, however there would be minimal development elsewhere in the Plan Area. Additionally, since **Option 5** would involve the loss of significant amounts of Grade 2 agricultural land, it fares the worst in terms of impact on agriculture. **Option 4** locates a large proportion of development in the rural area resulting in a greater impact on the countryside throughout the Plan Area than any other option, **Options 4 & 6** also score slightly worse in that they make less use of previously developed land. With its focus on development in existing towns, **Option 1** has the least impact on the natural environment in rural areas; however this would put additional pressure on greenfield land surrounding urban areas, where the growth could not be accommodated by brownfield sites within the settlements.

4.4 The Built Environment

By directing development to a new settlement, **Options 5 & 6** minimize potential for damaging developments in some of the more historically or architecturally significant towns in the Plan Area, however this also reduces the opportunity for regeneration of some of those areas in need of investment. With Masterplans in Colwyn Bay and Llandudno Junction and the Llanrwst Strategy to boost this smaller urban area, **Options 1 & 3** provide for most growth in these areas, although **Option 1** would put the greatest development pressure on the popular tourist destinations of Conwy and Llandudno.

4.5 The Welsh Language

The prominence of the Welsh Language in everyday life varies significantly across the Plan Area, having its highest usage in the rural areas (refer to BP/33). This background paper highlights the importance of striking a balance of development in order to allow the growth of Welsh-speaking populations within communities, without allowing disproportionate numbers of non-Welsh speaking people to move into the area. **Option 4** falls into the second category, whilst **Options 1, 5 & 6** score poorly by restricting growth in rural areas; reducing the availability of housing for local need, with potential impact on population numbers and the viability of local schools. **Options 2 & 3** fall in between, with the majority of development in coastal urban areas. **Option 3** encourages more growth in the Welsh language stronghold

of Llanrwst, scoring highly. To support Welsh language and culture in the future, LDP policies and an SPG on the Welsh Language require development proposals to take into account their impact on the Welsh language and local community.

4.6 **Age Structure**

An ageing population in Conwy (see BP/2) has an impact on demand for housing, employment and services in the future. The provision across Conwy CB of additional employment land and housing, in particular AHLN (see 4.2 above) will help to encourage younger people to remain within Conwy. It is considered that the implementation of LDP policies on affordable housing, housing mix and employment will play a more significant part in improving the population structure of Conwy than the choice of the spatial distribution option, however the location of these developments where they are needed most by the local population will also help to achieve this. **Option 3** is the best in terms of affordable housing provision, and **provides** for a good balance of growth between the urban areas - where the most jobs are to be found; and rural areas – where the local population can find it increasingly difficult to find suitable housing at affordable cost.

4.7 **Flood Risk**

The Welsh Government/Environment Agency's Development Advisory Maps show that there are some areas of flood risk in each of the areas considered. For this reason, most of the options score equally in terms of flood risk, with the exception of **Options 5 & 6**, since they give the potential to identify sites for new settlements in which flood risk is not an issue. **Option 1** scores worst, as it concentrates more growth in urban areas with higher levels of flood risk than the other options; much of Llandudno, Abergele, Towyn and Kinmel Bay are classified in C1 Flood Risk Zone, restricting the land available for development in these areas.

4.8 **Transport**

Options 1 & 3 are considered to be somewhat more sustainable in terms of reducing car use, given the concentration of employment and other services and the availability of both rail and road public transport along the coast. These Options also concentrate a high level of development (including completions, committed and windfall) in areas of regeneration and strategic hub locations. **Options 4 & 6** fare badly, since they would involve growth in areas where public transport is less well

developed, although through the development of a new town in **Option 6**, related improvements to public transport provision would benefit nearby rural settlements. **Option 5**, being closer to other urban areas and the A55 has better transport links than the new settlement in **Option 6**; however lack of rail transport means that growth of existing urban settlements, as in **Options 1, 2 & 3** score more highly.

4.9 **Infrastructure and Service Provision**

In terms of infrastructure capacity, **Options 5 & 6** score poorly, in that major additional investment would be required to support new settlements. This would be particularly apparent in **Option 6** as, although a specific location has not been identified, it would be a greater distance from the major infrastructure networks on the coast than **Option 5**. **Option 4** scores slightly lower than **Options 1, 2 or 3**, as there is a lack of sewerage capacity in some rural settlements.

4.10 In overall terms, **Option 3** scores best whereas **Options 4 and 6** score the least.

The Preferred Spatial Option

The preferred spatial option is **Option 3**, as it ranks the highest in value in overall sustainability, having contributed significantly to overall affordable housing in areas of need while protecting the natural and built environment. The option also concentrates development in areas of regeneration and strategic hub locations; with 85% of development in the UDSA; whilst 15% of growth will support the rural economy across the RDSA.

5. Sustainability Appraisal of the Spatial Options

- 5.1 Commissioned consultants have undertaken a Sustainability Appraisal (SA) of the LDP (BP/10 and addendum to accompany the LDP for submission), which includes an overview of the Spatial Options. Chapter 6 in the SA on the LDP Preferred Strategy provides additional detail on the sustainability of the different Spatial Options.
- 5.2 The objectives proposed for use in the SA were developed during the earlier work on the sustainability appraisal of the UDP. The objectives presented take the form of a 'headline' which expresses what matter the objectives are relevant to. This is followed by the objective itself which sets out what the Plan should be trying to achieve in terms of environmental protection.
- 5.3 **Options 1, 2 & 3**
Options 1, 2 and 3 each support the environmental objectives in terms of the use of Previously Developed Land, accessibility to facilities and services and location to sustainable modes of transport and strategic road networks. However, the level of development proposed in Options 1 and 2 would not meet the affordable housing requirement in certain areas due to the concentration of housing to one coastal belt area.
- 5.4 **Options 4, 5 & 6**
Options 4, 5 & 6 all promote un-sustainable travel and use of greenfield land in un-accessible locations. Concentration of development within these areas would provide a greater shortfall of affordable housing in other areas and promote the use of greenfield land, to the detriment of the Council's priority objectives.

Table 2: Sustainability Appraisal of the Spatial Options

SA Objectives ++ = Major Positive + = Minor Positive - = Minor Negative -- = Major Negative 0 = Neutral/No Effect ? = Uncertain effect	Spatial Options					
	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Ensure access for all to facilities, goods and services in order to combat social exclusion and deprivation	+	+	+	-	--	--
Provide a clean, healthy and safe environment for all	?	?	?	?	?	?
Ensure all have access to good quality housing to meet their needs, including affordable housing for local needs	-	++	-	--	--	--
Maintain and enhance community cohesion and identity	+	+	+	-	-	-
To maintain and enhance the diversity and abundance of indigenous species in the plan area	+	+	+	-	--	--
Ensure special and distinctive, natural and historic landscapes and their specific features are conserved and enhanced	++	++	++	-	--	--
Conserve and enhance the existing built form and design, and ensure new developments are built to high design standards	?	?	?	?	?	?
Conserve and enhance the built and archaeological cultural heritage features of the area	+	+	+	?	?	?
Ensure new development takes into account the need for more efficient energy use, and that the LDP promotes energy generation from renewable resources	+	+	+	-	-	-
Make the most efficient use of land through appropriate allocations and determination of need, and through ensuring the appropriate remediation of contaminated land where relevant	+	+	+	?	?	?
Prevent pollution of all water bodies, including surface and ground-waters, and ensure development takes into account the need for efficient water use. Development must also be located so as not to increase the risk of flooding or the risk from flooding	+	+	+	?	?	?
Reduce all forms of air pollution locally and globally to reduce air pollution and improve the atmosphere	+	+	+	?	?	?
Safeguard non-renewable resources and promote reuse of primary resources	+	+	+	?	?	?
Encourage diversification of the economic base in rural and urban areas	+	+	+	-	-	-
Ensure that there is good access for all to employment	+	++	+	-	--	-
Emphasise and increase factors conducive to wealth creation and attractiveness to investors	+	+	+	-	--	-

6. The Distribution of development sites based on the Preferred Spatial Option

- 6.1 The requirement for new allocations in each settlement is based on a combination of the following factors:
- 1 The distribution of development according to the preferred Spatial Option
 - 2 Completed development so far during the Plan Period
 - 3 The availability of suitable development sites
- 6.2 The distribution of development in Conwy, based on the Preferred Spatial Option as described earlier in this document, is outlined in Table 3.

Table 3. The preferred Spatial Option, indicating the distribution of growth across the Plan Area.

Area	Proportion of Growth
Abergele, Towyn & Kinmel Bay	20%
Colwyn Bay, Rhos on Sea & Mochdre	25%
Conwy, Llandudno Junction, Llandudno, Deganwy & Penrhyn Bay	30%
Llanfairfechan/Penmaenmawr	5%
Llanrwst	5%
Rural (Tier 1 and Tier 2 Villages)	15%

- 6.3 Employment land in the Conwy LDP to provide for the predicted household and population changes is broadly distributed in line with the preferred Spatial Option and providing 17.5 ha (85%) in the UDSA and 3 ha (15%) in the RDSA. On top of this, additional land (15.5 ha) is being provided in order to reduce the levels of out-commuting, with emphasis on development in the key centres and regeneration areas; all UDSA. These are also the most accessible areas for locating employment land and in line with the Wales Spatial Plan (BP/42). This results in the 92% of all employment land allocations being within the UDSA, but provides sufficient land within the RDSA to allow for growth over the Plan Period, in accordance with BP/2 and the preferred Spatial Option.

- 6.4 In order to meet the required distribution of growth in the LDP, various sources of supply have been assessed (also see BP4 which explains these and shows how double-counting has been avoided). The land required for 36 ha of employment land and 6350 homes will come from these sources:
- 1 **Completed sites** (Also refer to BP/5, BP/42). As the Plan Period commenced in 2007, any development that has been completed on sites since then forms part of the supply for this period. Housing site completion data are based on the agreed Joint Housing Land Availability Studies (JHLAS) with base dates of 2008, 2009 and 2010. The amount and location of housing completions is known, so can be accurately factored into the requirement for growth over the Plan Period. On employment sites, units that have been completed but are not presently in use form part of the supply.
 - 2 **Committed sites** (Also refer to BP/30, BP/42). Sites that have valid planning permission for development. In terms of committed housing sites, these are sites for more than 10 dwellings, forming part of the 5-year Housing Land Supply in the 2010 JHLAS. This has been agreed by the Study Group, including the House Builders Federation and Welsh Government. The figures therefore give a sound estimate of the development of sites likely to come forward from existing permissions during the LDP Period.
 - 3 **Windfall** (Only included as a source of supply for housing – also refer to BP/4). These are small, non-allocated sites for that come forward during the Plan Period. Residential sites are not allocated in the LDP for less than 10 houses, so housing development on smaller sites fall into this category. Windfall is projected for the remainder of the Plan Period, based on the last five years of small site development, so it is therefore a best estimate from the available data. This has been calculated by settlement; the results of which have been added for each sub-area and the LDP Plan Area as a whole.¹ In addition to small developments, subdivisions, conversions, etc, the School Modernisation programme and Empty Homes Strategy (see below) will provide additional homes on unallocated sites through the Plan Period.

¹ It is accepted that the low number of windfall developments in smaller rural settlements (particularly Minor Villages and Hamlets) are unlikely to give an accurate picture of likely growth in these individual settlements, however together they demonstrate the overall demand in the rural areas; important in these settlements without allocations. The Rural Exception sites policy in the LDP will also support the small-scale development of suitable sites.

4 **Allocations** (Also refer to BP/21, Tables 6 and 10). Sites identified in the LDP that are suitable for development during the Plan Period and are chosen, according to the availability of suitable land, to meet the requirements for growth in each area of the Plan. Residential allocations include a minimum of 10 dwellings.

Sites are also identified in addition to the allocations to provide for flexibility within the Plan:

5 **Contingency sites** (Also refer to BP/41, Tables 7 and 10). These are sites which, have been assessed as being suitable for development, however priority for development has been given to the allocated sites, for reasons given in BP/21. They will only come forward for development if other sources of supply are unable to meet demand. The approach taken allows for contingency sites at 10% of the total growth in the LDP; 3.6 ha of employment and 635 homes. In practice, to ensure adequate flexibility in the Plan, the sites allocated for both housing and employment contingency provide for slightly more than these requirements; 4.2 ha and 665 homes.

6.5 Part of the housing requirement will be met through two sources; school modernisation and the Empty Homes strategy. Over the Plan Period it is estimated that 199 and 509 dwellings respectively will be delivered in this way (see BP4) however the exact location of these cannot be given, so the remaining need (5642 dwellings) is distributed across the Plan Area according to the above proportions (Table 4).

Table 4. The growth required in each part of the Plan Area, based on the distribution of growth according to the preferred Spatial Option.

Area	Number of dwellings
Abergele, Towyn & Kinmel Bay	1128
Colwyn Bay, Rhos on Sea & Mochdre	1411
Conwy, Llandudno Junction, Llandudno, Deganwy & Penrhyn Bay	1693
Llanfairfechan/Penmaenmawr	282
Llanrwst	282
Rural (Tier 1 and Tier 2 Villages)	846

	Total	5642
Empty Homes		509
School Modernisation		199
	Total	6350

- 6.6 Information from CCBC Education Services has allowed us to estimate that the area of land to be made available through the Schools Modernisation Programme would allow for 199 new dwellings. These are likely to be within the Urban Strategy Area, however as exact sites have not yet been confirmed and due to the sensitive nature of school changes, we are unable to confirm where the potential new development sites would be. Although land made available through the School Modernisation programme will provide for more than 10 dwellings, these are classified as windfall because the individual sites cannot presently be identified (however the figures are shown separately at times).
- 6.7 The Empty Homes Strategy has been successfully helping to bring empty homes back into use for several years. Over the Plan Period it is anticipated that (including those already completed) 509 dwellings will return to use through the scheme. It is estimated that 25 houses will be brought back into use annually. BP4 provides additional detail on the various sources of housing supply. The distribution of empty homes has historically been approximately in line with the distribution of growth in Table 2.
- 6.8 Once the existing sources of supply have been taken into account (1, 2 and 3 from 6.3 above), potential land for allocation is identified, in order to meet the need for growth within each strategy area (15% in the RDSA, 85% in the UDSA); each urban relationship area as identified above and each settlement within these areas. In some settlements, particular constraints restrict development (Table 5). Where such constraints prevent the allocation of suitable sites, the aim has been to identify land within the same area in neighbouring settlements, where appropriate, in order to maintain the balance of development throughout Conwy. The land that has been submitted for inclusion within the Conwy LDP is shown in BP/21, along with additional information for constraints on individual sites.
- 6.9 Some of these constraints will also have an impact on the timing of delivery of sites, for example where additional works are required to sewerage networks, or when

development of one site will require access through another. Such considerations, and the resulting phasing of development, are detailed in BP/30 Phasing Plan.

Table 5. Land Use Constraints in Conwy.

Constraint/Issue	Description	Areas Affected
TAN 15 flood risk zones	Technical Advice Note 15: Development and Flood Risk states that	The coastal areas of Towyn, Kinmel Bay and Llandudno are almost entirely in a C2 flood risk zone. Other C2 zones tend to follow the main rivers, affecting areas of Conwy, Llandudno Junction, the west end of Llanfairfechan, south Mochdre, Tal y Bont, parts of Trefriw, most of Llanrwst and other rural villages with rivers. Please see TAN15 and BP/17 – ‘Strategic Flood Risk Assessment’ for further information.
Sites of Special Scientific Interest	Sites of national importance afforded protection to safeguard the range, quality and variety of habitats, species and geological features. There is a presumption against development likely to damage a SSSI.	Approximately 49 SSSIs in Conwy. Further information available on the Countryside Council for Wales website www.ccw.gov.uk
Special Areas of Conservation	Sites afforded the highest level of protection by the EU Habitats Directive, designated to conserve habitats and species that are rare or threatened within the EU and	Five SACs in the Conwy LPA: Great Orme’s Head, Creuddyn Peninsula Woods, Gwydyr Forest Mines, Migneint-Arening-Dduallt and Elwy Valley Woods.

Constraint/Issue	Description	Areas Affected
	<p>form part of the network of internationally sites known as 'Natura 2000'. Policies and site allocations should not adversely affect the integrity of a SAC.</p>	
<p>Special Protection Area</p>	<p>Sites afforded the highest level of protection by the EU Birds Directive, designated to ensure the survival and reproduction of rare breeding and migratory species and form part of the network of internationally sites known as 'Natura 2000'. Policies and site allocations should not adversely affect the integrity of a SPA.</p>	<p>One SPA in the Conwy LPA at Migneint-Arening-Dduallt.</p>
<p>Agricultural land quality</p>	<p>Para 4.9.1 of PPW states that land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations.</p>	<p>See individual maps. There is no grade 1 agricultural land within the LPA area, although there are areas of grade 2 and 3a land in coastal areas, including south east of Abergele and south of Towyn and Kinmel Bay.</p>
<p>Snowdonia</p>	<p>Sites adjoining or near the</p>	<p>This issue has been raised by</p>

Constraint/Issue	Description	Areas Affected
National Park	boundary of the National Park may impact on the setting and views to and from the National Park	CCW for certain large sites which would represent settlement extensions and encroachment towards the Park boundary. As stated in table 4 of BP/21, some sites have been discounted at stage 1 for these reasons. Generally, this has been raised as an issue in the Conwy, Penmaenmawr and Llanfairfechan areas where the boundary runs closer to these settlements.
Heritage Assets (Historic Parks and Gardens, Conservation Areas and Conwy World Heritage Site)	Development proposals that affect a heritage asset or its setting shall preserve or, where appropriate, enhance that asset.	There are 25 historic parks and gardens throughout the Plan area, as shown on the proposals maps. There are 24 Conservation Areas in the Plan area. Please see Constraints Map and Proposals Maps for the designated boundaries for Conservation Areas, Historic Parks and Gardens and the Conwy World Heritage Site.
Safeguarding Minerals	In the areas outlined on the map, planning permission will not be granted for any development which could directly or indirectly harm the long term viability of working those resources.	The coastal area contains the three remaining active hard rock quarries – Penmaenmawr, Raynes in Llanddulas and St George. There is also a large inactive quarry at Llanddulas, near Raynes Quarry.
Safeguarding Sand and Gravel	Planning permission will not be granted for any development	The sand and gravel resources south of Tal y Cafn are

Constraint/Issue	Description	Areas Affected
	within the Sand and Gravel Safeguarding Area which could directly or indirectly harm the long term viability of working those resources.	safeguarded from other forms of development.
Quarry Buffer Zones	The Proposals Map designates Buffer Zones to ensure that non-minerals development is not permitted where it could inhibit quarrying operations. A 200m buffer zone around each quarry has been identified.	Penmaenmawr, Raynes and St George Quarries
Landfill Buffer Zones	250m buffer zones around landfill sites. Consultation with EAW and the Council's Environment and Technical Service should be undertaken for any proposed development in these zones.	Llanddulas
Contours 100m and above	Sites that may be located on higher and/or sloping ground which may impact on views and the setting of areas of landscape importance, including Conservation Area and Outstanding LANDMAP designated areas	Areas immediately outside the coastal urban areas, particularly south west of Abergele, south of Colwyn Bay and Old Colwyn, east of Mochdre, south and west of Conwy and south of both Penmaenmawr and Llanfairfechan. This issue does not result in an immediate rejection of sites; however, it should be considered along with other landscape issues and could be used as a deciding factor for an area where there are a number of candidate sites to choose from.

7. Abergele, Pensarn, Towyn and Kinmel Bay

Population	18,800
Dwellings required during Plan Period (from Table 4)	20% (1128)
Expected growth due to:	
completions	126
permissions	97
windfall	110
allocations	800
Total housing growth forecast over Plan Period	1133
Contingency sites total	100

7.1 Introduction

Abergele and Pensarn, Towyn and Kinmel Bay are on the low-lying coastal plain to the west of the river Clwyd. The A55 separates Abergele from Pensarn, before sweeping inland towards St Asaph. The main railway line continues along the coast through Towyn and Kinmel Bay, although there are no stations serving these settlements between Pensarn and Rhyl. The former line to Denbigh and Ruthin, closed during the Beeching Cuts in 1965, is protected for future transport use for a short stretch before it passes in to Denbighshire. The Afon Gele passes to the south of Towyn and Kinmel Bay to join the Clwyd; as with many of the watercourses in this area running through man-made channels for part of its distance across the low-lying ground which barely rises 5m above sea level until as far inland as the A547.

This part of the Plan Area falls partly within the Strategic Hub of Rhyl, St Asaph and Prestatyn, as defined in the Wales Spatial Plan (Map 3). This is reflected in the LDP's strategy as one fifth of total growth is to be found in this area. Unfortunately this area is amongst those in the Plan Area most physically constrained, due to the level of flood risk throughout Pensarn, Towyn and Kinmel Bay, so sites have not been allocated for development in these areas. Several sites previously allocated in the Colwyn Borough Local Plan remain undeveloped in this area for this reason. Therefore all of the sites allocated for development within this area of the Plan are to be found in Abergele. Some development (totalling 135 dwellings/12% of the total growth within this urban relationship area) will be delivered from the Towyn and Kinmel Bay over the Plan Period however; from completions, windfall and

existing permissions. Of this 12%, completions form the largest part (64 since 2007).

Abergele has the second highest demand (after Llandudno) for affordable housing of all towns in Conwy CB, with 10.6% of people on the affordable housing register looking for accommodation in Abergele. Taking into account the need in the other towns within the sub-area, where significant new AHLN development is unlikely to be forthcoming in the future, this rises to 16.7%. The affordable housing that will come forward with the LDP proposals will go a long way to help provide homes for those people in need.

Abergele falls partly within C1 and C2 flood risk zones; however the majority of the town and its surroundings are at lower risk. Suitable sites at Abergele will therefore form the basis of supply in this area over the Plan Period. Within the town, few sites present themselves for inclusion as allocations; some brownfield sites have been submitted, however have not been included in the Plan owing to their size (they may come forward as windfall sites over the course of the Plan Period), contamination of former industrial sites, or location within the flood risk zones. BP/21 Site Deliverability Assessment should be consulted for a complete list of sites considered and reasons for their exclusion from the Plan.

Best and Most Versatile (BMV) agricultural land was a consideration when assessing sites in the Abergele area. Comments were received from the relevant WG department on several occasions during the evolution of development proposals for Abergele SE; comments which were considered and incorporated into the site assessments. It is acknowledged that there are significant areas of grade 2 and grade 3a quality land within the allocations in this location, however owing to the flood risk constraints on nearby land and the level of growth required in the eastern part of Conwy, it is considered that this loss is justified.

Loss of BMV land has been kept to the minimum possible levels, as sites containing BMV land previously considered for allocation (including sites MS20 (immediately south of 78) and the southern portion of site 79/80 as originally submitted) have not been included in the Plan. This has been made possible in part due to the availability of land at Abergele Business Park for housing and revised population

projections reducing the population growth anticipated (see BP/2). The preferred option has been to extend the allocation to the east of sites 81/82 to incorporate sites E3 (with site E28 only being released as a contingency to meet employment need that cannot be met on allocated/ existing sites). This option still requires development on BMV land but is preferred as it has less impact on development in the open countryside (the sites are adjacent to the A55) and when developed will have better access to the town centre and its amenities.

Abergele has suffered a longstanding problem of congestion in the town centre. To avoid exacerbating the problem, sites will be situated to be accessible from the A55 Expressway, minimizing additional traffic movement through the town (BP/38). A scheme to reduce congestion in the town is also proposed in connection with the development of the allocated sites.

The following sites have been identified in Abergele for inclusion in the LDP:

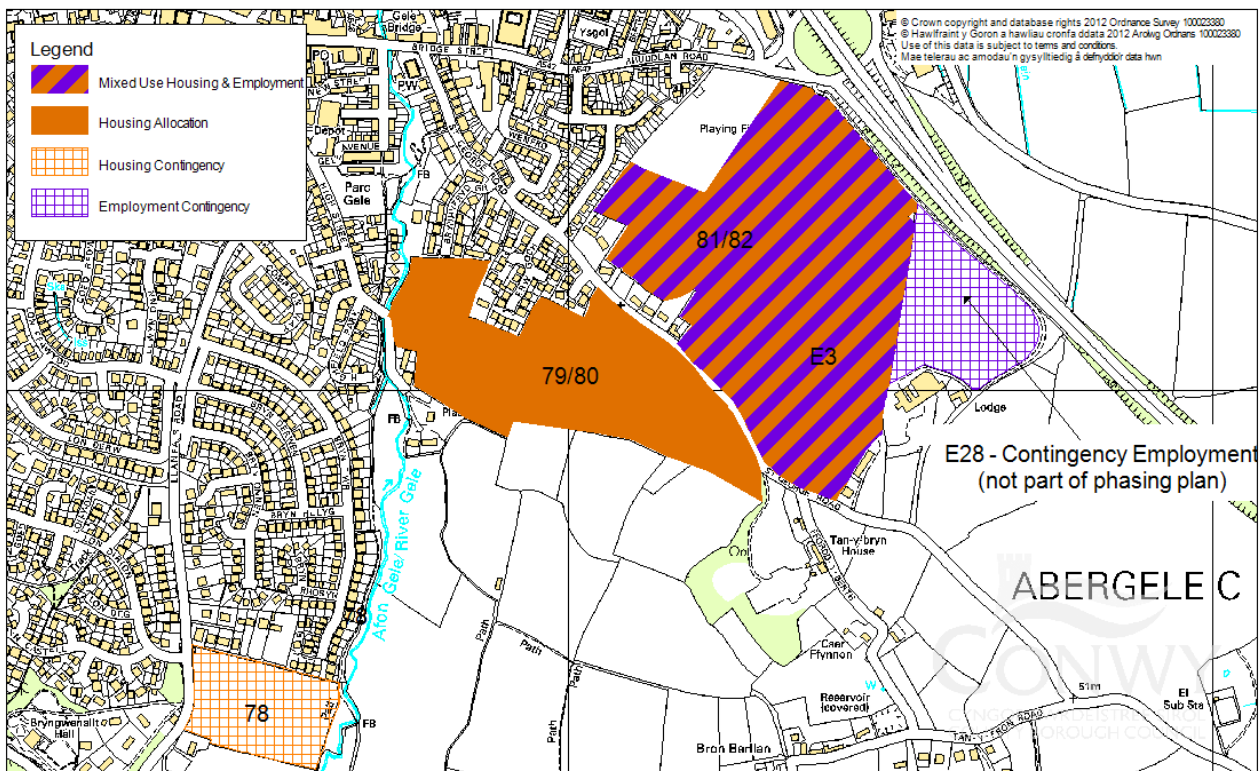
Site name	No. of houses
Abergele Business Park (E2)	Allocation for 200 dwellings
Rhuddlan Road (81/82/E3)	Allocation for 300 dwellings
Tandderwen Farm (79/80)	Allocation for 300 dwellings
Llanfair Road (78)	Contingency for 100 dwellings

7.2 **Abergele Business Park**

North Wales Business Park was granted permission in 2001 for development as a science and technology park. The site is immediately adjacent to the A55, however sits some distance from a junction in either direction; requiring visitors arriving on the Expressway to travel through either Abergele or Llanddulas.

When the Business Park was originally conceived, the developer had hoped a new junction on the A55 serving the west of Abergele would be constructed, improving access to this location. No such scheme has been built, and it is not proposed to do so in the future. The lack of easy access to the park from the A55 has been one of the factors inhibiting commercial development of the park, despite competitive rental costs. Other more accessible parks, including those at St Asaph and Bangor, have proved more popular.

A significant new development on the Business Park was recently proposed in for research and accommodation relating to brain injury, which would have provided 150 jobs. Planning permission was granted, which also effectively lost a significant proportion of the site from its original B1 use. Unfortunately, despite considerable effort being put into the proposal, it has recently been confirmed that this project will not be coming to fruition, owing to funding and the financial viability of the development. The future use of this site has therefore been re-assessed and allocated in the LDP for mixed use employment and residential development for 200 dwellings. Consultants looking at the impact on traffic flows of development at the Business Park found that residential use would generate less traffic than the employment land as originally proposed. In addition, the mixed-use site would result in traffic movement in two directions, rather than a single 'tide' of traffic morning and evening. The proposal also has the added benefit of juxtaposing employment and residential land, minimizing travel demand for those residents who find work on the Park.



Map 5 – The location of the different development sites south east of Abergele

7.3 **Abergele South East**

Also see BP/21 and BP/30 for additional information on the sites making up development in this area; a number of capacity constraints and other considerations involving conservation, landscape and access have been taken into account.

Sites 81/82/E3 form the northern, mixed-use part of the allocation to the south-east of Abergele, with most of the housing element to the west, closer to existing residential developments. This will include new open space land, to replace some that will be used as part of the development. Employment land, replacing some of that lost from the Business Park, is to the east, an accessible location next to the A55 junction. Land for a contingency employment site is adjacent to this.

Site 79/80 as originally submitted was significantly larger than that allocated; stretching southwards alongside the Afon Gele beyond Site 78. Only the northern part of the site was selected for inclusion, as this forms less intrusion into the open countryside, has a better spatial relationship to the allocation of 81/82/E3 and avoids most of the C2 flood risk zone adjoining the Afon Gele.

Site 78, previously allocated, is now included as a contingency site to provide for more flexibility in the Plan in the Abergele area. It is no longer required owing to the additional housing provided on the Business Park and is a less-preferred choice in sites owing to its location on the A548 and the potential for additional traffic through the town centre, as well as flood risk and landscape considerations for development in this location; the complete removal of adjoining site MS20, however, has allayed the bulk of these concerns, however.

8. Colwyn Bay, Old Colwyn, Rhos-on-Sea and Mochdre

Population	27,050
Dwellings required during Plan Period (from Table 4)	25% (1411)
Expected growth due to:	
completions	319
permissions	248
windfall	410
allocations	535
Total housing growth forecast over Plan Period	1512
Contingency sites total	190

8.1 Introduction

Colwyn Bay and its surroundings form the second most populated area in Conwy County Borough, including the adjoining settlements of Old Colwyn and Rhos on Sea and neighbouring Mochdre. The majority of the urban area is relatively recent, having been developed specifically as a holiday destination, with the advent of rail travel to the North Wales Coast, reaching Colwyn Bay in the 1840s. As the name suggests, Old Colwyn existed previously, with much of present-day Colwyn Bay being on the site of the former Pwlycrochan estate. Following the sale of the estate in 1865, carefully controlled development of the coastal resort commenced.

This highly populated part of the Plan Area has been designated to receive one quarter of the total growth. Since the start of the Plan Period, Colwyn Bay and surroundings have seen more housing completions than any other area. This has included a high level of windfall development – second only to the windfall levels in the Conwy/Llandudno Junction/Llandudno area. Most of this has been within Colwyn Bay itself, with lower, but significant windfall occurring in Rhos on Sea and Old Colwyn. (See table 8).

As with most strategy areas, a combination of green and brownfield sites are allocated (Table 6); some of which are to be delivered through the Colwyn Bay Masterplan (see BP/23) although some sites previously included in the Masterplan have since been removed (BP/35).

The following sites have been included in the LDP from this urban relationship area:

Site name	No. of houses
BT Exchange, Colwyn Bay (217)	Allocation for 70 dwellings
Lawson Road, Colwyn Bay (488)	Allocation for 35 dwellings
Ysgol y Graig, Old Colwyn (494)	Allocation for 30 dwellings
Ty Mawr, Old Colwyn (496)	Allocation for 255 dwellings
Dinerth Road, Rhos on Sea (247)	Allocation for 65 dwellings
Dinerth Hall Farm, Rhos on Sea (71/348)	Allocation for 80 dwellings
Glyn Farm, Colwyn Bay (67)	Contingency for 130 dwellings
Dolwen Rd, Old Colwyn (335)	Contingency for 40 dwellings
Llysfaen Road, Old Colwyn (502)	Contingency for 20 dwellings

8.2 Colwyn Bay

In Colwyn Bay, 516 dwellings are anticipated to come forward through existing permissions and windfall over the Plan Period (Table 8). This is the highest of any settlement in Conwy, with the exception of Llandudno.

Windfall makes up the largest proportion of this (283 dwellings), as high levels of windfall development have occurred in Colwyn Bay and are anticipated to continue. Almost half of windfall in the past has consisted of subdivision of existing dwellings. A high number of large properties exist in Colwyn Bay; some of which were previously used as hotels/B&Bs. With tourism now forming a smaller part of Colwyn Bay's economy than it did in the past, many of these properties are available for subdivision as they are generally too large to use as single dwellings.

Completions have provided 98 dwellings in Colwyn Bay so far and an additional 135 dwellings will be delivered during the Plan Period on large sites presently with planning consent. This includes one development by Pennaf, helping to meet the needs of the large numbers of people on the affordable housing register in Colwyn Bay.

Owing to the large contribution that windfall plays in Colwyn Bay's growth, land has been allocated for fewer dwellings in Colwyn Bay than in Rhos on Sea or Old Colwyn. In total, three sites in Colwyn Bay have been included in the LDP.

The present telephone exchange in Colwyn Bay is presently leased to BT. It is due to be decommissioned within the Plan Period. Once this becomes available, it can be redeveloped for residential use. The other allocated site in Colwyn Bay is at Lawson Road. Another brownfield site, this has been identified as part of the Colwyn Bay Masterplan for residential use.

Glyn Farm, a Greenfield site, has been included in the Plan as a contingency site. Owing to this site's more visible location, further from the centre of Colwyn Bay and the need to prioritise the use of previously developed land, Glyn Farm has been included only as a contingency site although it has been assessed as suitable for development (BP/21).

8.3 Old Colwyn

With the exception of Mochdre, Old Colwyn is the settlement with the lowest level of completions and commitments in this area; allocations therefore form a greater part of Old Colwyn's growth over the Plan Period than within Colwyn Bay or Rhos on Sea. The major allocation in this area is Ty Mawr. This is a large Greenfield site, on which the principle of residential development on this site has been established, having previously been allocated for development and having outline permission granted in the past, though a full application was never submitted. Additionally, this site has the potential to contribute significantly to the affordable housing need within this area. The site is Council-owned and leased out for agricultural use. CCBC Estates have confirmed that this site can be delivered for residential use; the agricultural tenancy can be terminated once the site has full planning permission; re-allocation will assist in moving the site forward. The other allocated site in Old Colwyn, Ysgol y Graig, comprises a brownfield site, sustainably located within the settlement.

The contingency site on Dolwen Road has been reduced in size from the site previously included, owing to the recent submission of an additional site within the town on Llysfaen Road.

8.4 Rhos on Sea

Most of the development in Rhos on Sea has taken place in the first half of the twentieth century, however this relatively new town has been built on a landscape

that has many ancient features and that has been inhabited for centuries. The built-up area surrounds the former hill fort of Dinerth on Bryn Euryn; this area is designated an ancient monument, SSSI, Local Nature Reserve and forms part of Conwy's open space provision.

To the north-east and east of Rhos on Sea, the coastline forms the boundary of the town. To the south, the urban area is connected to that of Colwyn Bay, although the A55 provides an approximate dividing line. Beyond the western edge of Rhos on Sea's developed area, the agricultural land generally sits within the C1 flood risk zone, as does the golf course to the north west. This low-lying area of land at one time formed part of the estuary of the river Conwy, in a landscape very different in appearance to that which we see today.

Only two Greenfield sites in Rhos on Sea are outside of the C1 zone; part of the Llandrillo College site which at one time was considered for inclusion in the LDP as residential development has subsequently been granted permission for leisure use, in association with the college. The other site, at Dinerth Hall Farm, is one of the allocations in Rhos on Sea. With development on three sides, this site forms a logical rounding-off of the settlement. A number of brownfield sites have also been submitted for inclusion. Several were too small for inclusion and any development on them during the Plan Period will contribute to the windfall in Rhos. One, however, was of a sufficient size to allocate, off Dinerth Road. Owned by WG and presently used as offices by CCBC, this site is due to become vacant as part of the re-organising of the Council's office accommodation.

8.5 **Mochdre**

The smallest settlement within this urban relationship area, this is also the only one without any allocations.

In this small settlement, edge-of-settlement developments are constrained by the A55 and flood risk to the southern and western side of the town and steep topography to the north and east. Additionally, green wedges presently separate Mochdre from Llandudno Junction and Colwyn Bay to prevent coalescence of the settlements; it is intended to retain these wedges in the LDP. Some brownfield sites have been submitted within the town, however owing to their employment

designations, they were deemed unsuitable (BP/21). All Greenfield sites submitted were constrained by access, flood risk or landscape issues. Whilst some may have potential for development with appropriate mitigation, it was considered that other sites within the urban relationship area are more suitable and deliverable over the Plan Period. This also allows the development in this area to be located where demand for affordable housing is highest. Of the 560 people on the affordable housing register in the Colwyn area, only 17 (3%) are within Mochdre.

9. Conwy, Llandudno Junction, Deganwy, Llandudno, Penrhyn Bay

Population	34,400
Dwellings required during Plan Period (from Table 4)	30% (1693)
Expected growth due to:	
completions	295
permissions	570
windfall	497
allocations	335
Total housing growth forecast over Plan Period	1697
Contingency sites total	245

9.1 Introduction

The towns surrounding the Creuddyn peninsular and mouth of the River Conwy form a key part of Conwy County Borough. The area includes the important resort town of Llandudno; commercial and industrial zones surrounding Llandudno Junction and the popular medieval walled town of Conwy. This strategic location, high population and excellent road and rail access also contribute to its identification as a socio-economic hub in the Wales Spatial Plan (Map 2). Owing to this important location, high levels of contingency have been provided here. Llandudno and Llandudno Junction together provide the bulk of the growth in this area. In terms of allocations, Llandudno Junction will see the greatest number of new development sites, owing to its highly accessible location, with fewer physical constraints restricting development opportunities than Llandudno. The Greenfield development at Esgyryn will provide additional employment land and much-needed AHLN.

This area has by some distance the highest level of affordable housing need in the whole of Conwy CB. Over 40% of people on both the Tai Clwyd housing list and the First Steps register are in need of housing here. In stark contrast, some of the highest value homes in Conwy, and the whole of Wales, are located in this urban relationship area. A similar variation can be seen in the Welsh Index of Multiple Deprivation (2011), where the second most deprived Lower Super Output Area (LSOA) in Conwy (part of Tudno ward) and the least deprived LSOA in Conwy (part of Penrhyn ward) are both within the Llandudno/Conwy/Llandudno Junction urban area. These are 116th and 1879th most deprived out of all 1896 LSOAs in Wales.

With the majority of growth coming from Llandudno and Llandudno Junction, a smaller contribution from the other settlements in this area will permit smaller-scale growth in the more constrained and less sustainable centres.

The following sites have been included in the LDP from this urban relationship area:

Site name	No. of houses
Penmaen Road, Conwy (452)	Allocation for 30 dwellings
Woodland, Llandudno Junction (14)	Allocation for 75 dwellings
Esgyryn, Llandudno Junction (176)	Allocation for 120 dwellings
Social Club/Youth Club, Llandudno Junction (439)	Allocation for 40 dwellings
Plas yn Dre, Llandudno (434)	Allocation for 40 dwellings
Plas Penrhyn, Penrhyn Bay (449)	Allocation for 30 dwellings
Henryd Rd, Gyffin (SR43)	Contingency for 10 dwellings
Nant y Gamar Road, Llandudno (SR85)	Contingency for 60 dwellings
Off Derwen Lane, Penrhyn Bay (37/38)	Contingency for 175 dwellings

9.2 Conwy

The ancient walled town of Conwy has seen less development than nearby settlements within this urban area, owing to its historic importance and physical constraints including topography, flood risk, access and the Conwy estuary to the east of the town.

The growth in Conwy over the Plan Period is split relatively evenly between completions, commitments, windfall and allocations. Over the LDP period, the residential growth of 108 dwellings provides the town with the third highest growth within the sub-area. This is substantially below the figures for the far larger towns of Llandudno and Llandudno Junction.

Despite the constraints associated, two sites have been identified for inclusion in the Plan; one as a mixed-use allocation on a brownfield site and the other a small contingency site. Several other sites were also considered suitable for development (BP/21) however the two most sustainably located sites, with the least visual impact on Conwy and surroundings are the former landfill site at Penmaen

Road and a Greenfield site off Henryd Road. Penmaen Road, as a brownfield site has been included as Conwy's allocation. This is outside of the C1 flood risk zone which covers much of the surrounding area. The small Greenfield site at Henryd Road, Gyffin is included as a contingency.

9.3 **Llandudno Junction**

As the name suggests, Llandudno Junction has developed around a busy railway junction; helping to explain the town's tradition of being home to a range of industries. Though the wagons of slate and, more recently, nuclear flasks, no longer pass through the Junction, the station does nevertheless still provide an important crossing point, allowing passengers travelling along the North Wales Coast to reach Llandudno, or travel inland to stations along the Conwy Valley and within Snowdonia National Park including Betws y Coed. A railfreight terminal in Llandudno Junction, replacing the facility lost in Colwyn Bay during the construction of the A55, also forms part of the local transport infrastructure. Though not in regular use, the terminal is safeguarded in the LDP.

Several large developments have recently been completed or are underway in Llandudno Junction, forming the largest part of the town's growth. Such sites, including Marineland, Albini House, Victoria Park and Parc Marl have also contributed high numbers of AHLN to the area. Relatively few windfall sites are expected, based on historic windfall levels. With a generally higher density of housing compared to some other towns, there are fewer opportunities for small sites to come forward. The remaining growth in Llandudno Junction comes from three sites that have been allocated for housing.

The most significant development in Llandudno Junction is that at Esgyryn. This site provides one of the largest residential developments in the LDP, for 120 dwellings. A mixed-use site, incorporating allotments and employment land, this forms an important strategic development. BP/30 provides additional detail on the different elements involved in this location. The development continues northwards from the recently completed Welsh Government offices, and eastwards from Llandudno Junction to where the A470 forms a physical barrier, limiting further expansion. This site is in a highly accessible location and allows for improvements to access in other parts of the town; reducing traffic pressure on Narrow Lane and

providing additional employment opportunities. This large development will take the majority of housing development in Llandudno Junction, however two further sites provide the remaining land to meet the required growth in this area.

The social club/youth club is the only site within the town centre of Llandudno Junction to be included in the Plan. Although partially suffering from flood risk, most of the site is suitable for development. The Woodland site lies between a housing estate of that name and the A470 is a Greenfield location,

9.4 **Deganwy / Llanrhos**

Deganwy, situated alongside the Conwy estuary beyond Llandudno Junction and its satellite settlement of Llanrhos form a popular, accessible settlement. In a similar way to Rhos on Sea, Deganwy has developed between the sea and a hill, which is topped with Deganwy Castle, which has been partially surrounded. The proximity of the castle and a nearby SSSI restrict development, whilst a green wedge separating Deganwy from Llanrhos prevents development here (see BP/21). Even so, high levels of windfall have contributed to growth in Deganwy so far during the Plan Period and a total of 84 additional dwellings are expected by 2022.

9.5 **Llandudno**

The location of Llandudno on low-lying ground, between the two beaches south of the Great Orme, is part of its appeal. Planned development starting in the 19th century allowed Llandudno to develop into the 'Queen of North Wales resorts', where the location, climate, shops and local attractions are still a major draw for tourists and holidaymakers every year. The arcaded shop fronts, broad streets and range of period buildings allow the bustling town centre to retain a Victorian charm. This is enhanced by the traditional pier, promenade and Great Orme tramway which are still popular with modern-day visitors.

This location sandwiched between Ormes Bay and Conwy Bay is also a factor restricting its development. Extensive C1 flood risk in the town limits new residential development to sites outside this zone, or to suitable brownfield sites. A high level of windfall development (the highest of any town in Conwy) has consistently been recorded in Llandudno; reducing the requirement for new

allocations. As with Colwyn Bay, much of this has been in the form of subdivisions and conversions.

The two sites in Llandudno included in the LDP are the brownfield site at Plas yn Dre; a Council-owned site, to be redeveloped into extra-care apartments and land adjacent to Ysgol Gogarth on Nant y Gamar Road which is included as a contingency.

There is a high need for affordable housing in Llandudno, as approximately 30% of people on the affordable housing register have the town as their first choice location. The one allocation will not provide AHLN (a commuted sum was paid by the Council). However, three developments presently underway or soon to be commenced in association with RSLs will contribute to the available AHLN in Llandudno (Canolfan yr Orsedd; Former Tennis Courts, Abbey Road and adjacent to West Shore Social Club).

9.6 Penrhyn Bay / Penrhynside

Much of Penrhyn Bay has been developed in the latter part of the twentieth century. Many properties in this area are retirement type dwellings; this area has a higher proportion of the population above retirement age than the County Borough average, whilst Conwy as a whole has a higher number of pensioner households than anywhere else in Wales. Penrhyn Bay is in a less sustainable location than some of the other settlements in the sub-area, having no railway station and with fewer shops and local services than Llandudno or Llandudno Junction, for example. As such, a relatively small site has been allocated, on brownfield land at Plas Penrhyn. A larger, greenfield site at Derwen Lane has also been identified with potential for residential development, however this is included in the LDP as a contingency site.

10. Llanfairfechan and Penmaenmawr

Population	6,150
Dwellings required during Plan Period (from Table 4)	5% (282)
Expected growth due to:	
completions	106
permissions	83
windfall	94
allocations	52
Total housing growth forecast over Plan Period	335
Contingency sites total	60

10.1 Introduction

Llanfairfechan and Penmaenmawr lie at the western frontier of the Conwy LDP Plan Area. To the west of Llanfairfechan is Gwynedd; to the south and east of Llanfairfechan and Penmaenmawr is Snowdonia National Park. The London-Holyhead Railway Line and A55 follow the coast to the north of the towns. In addition to these man-made boundaries, the local geography has played an important part in the development of the two towns, with the sea front in Llanfairfechan having played a part in the town's development as a seaside resort, whilst the local hard rock quarries surrounding Penmaenmawr have historically been an important source of employment in the town. Both the tourism business in Llanfairfechan and quarrying industry in Penmaenmawr have since declined.

The following sites have been included in the LDP from this urban relationship area:

Site name	No. of houses
Adjacent to Glanafon, Llanfairfechan (31)	Allocation for 15 dwellings
Dexter Products, Llanfairfechan (429)	Allocation for 15 dwellings
West Coast Building, Llanfairfechan (521)	Allocation for 10 dwellings
Old Weighbridge site, Penmaenmawr (515)	Allocation for 12 dwellings
W of Penmaen Park, Llanfairfechan (384)	Contingency for 45 dwellings
Conway Road, Penmaenmawr (135)	Contingency for 15 dwellings

10.2 The LDP Strategy in Llanfairfechan and Penmaenmawr

Large numbers of completions and committed sites in Llanfairfechan and Penmaenmawr contribute to the growth in these towns. The completions,

permissions and windfall alone are expected to provide dwellings totalling the growth target of 282 over the Plan Period. Llanfairfechan and Penmaenmawr have a lower proportion of people in need of affordable (3.8% (76) of all on affordable housing register; 4.8% (7) of First Steps register) compared to the Conwy's growth required in the two towns (5%), however a higher level of growth than 5% will need to be achieved to help meet this need. Owing to the high number of completions, small sites have been allocated to provide for additional growth, which permits higher numbers of affordable housing provision than would otherwise be achieved. Priority has been given to the use of more sustainable previously developed land (three of the four allocated sites consist of PDL).

The largest of the two towns in the west, Llanfairfechan more sites have been allocated here than in Penmaenmawr; to better balance the distribution of growth as Penmaenmawr has seen more completions so far during the Plan Period. In both towns, sites were previously allocated for higher numbers of dwellings (BP/35) however in order to bring the growth in this area more in line with the preferred growth option and owing to the reduction in the overall population projection figure, large greenfield sites were removed in favour of smaller brownfield sites. A small infill site completes the allocations in Llanfairfechan. Sites 384 and 135 remain as contingency sites because they are less sustainable Greenfield sites, with a greater visual impact on the approach to the towns than the sites allocated. In addition, development of such large sites is not required to meet the needs of the towns.

11. Llanrwst

Population	2,950
Dwellings required during Plan Period (from Table 4)	5% (282)
Expected growth due to:	
completions	28
permissions	0
windfall	67
allocations	200
Total housing growth forecast over Plan Period	295
Contingency sites total	70

11.1 Introduction

As the only inland urban area in the County Borough, Llanrwst is in a unique position. The town has a small built-up area in comparison with other settlements in the Urban Strategy Area, but provides services for a large part of the surrounding rural area. It is also identified in the Wales Spatial Plan as being a cross-boundary settlement; strategically placed on the boundary between three regions; the North East, North West and Central Wales Strategy Areas (Maps 3 and 4). The town is connected to these areas by road on the key north-south A470 running through the centre of the town and from this to the east-west routes of the A5 to the south and A55 to the north.

Llanrwst is connected by the Conwy Valley Railway Line to Blaenau Ffestiniog and Llandudno Junction. From here, the North Wales coast line runs between Holyhead and Chester, with direct services beyond including the destinations of Shrewsbury, Cardiff, Birmingham and London Euston.

On the major routes from Llanrwst, the closest main service centres are Corwen (Denbighshire) on the A5 to the South East; Blaenau Ffestiniog (15 miles, Gwynedd) on the A470 SW; Bethesda (20 miles) and Bangor (25 miles) (both Gwynedd) to the NW on the A5 and Llandudno Junction (12 miles, Conwy) north on the A470 (Map 1).

The closest neighbouring settlements to Llanrwst include the Tier 2 Main Villages of Trefriw, Dolgarrog, Tal y Bont and the minor village Llanddoged. Several hamlets

are also served by Llanrwst as their closest urban area. For some of these settlements without allocations, sites in Llanrwst can therefore assist in meeting the need for both market and affordable dwellings. In a similar way, the over-provision of contingency, with the site for 70 dwellings allowing for additional need both within Llanrwst and neighbouring rural settlements.

The following sites have been identified in Llanrwst for inclusion in the LDP:

Site name	No. of houses
Bryn Hyfryd/Ffordd Tan yr Ysgol, Llanrwst (287)	Allocation for 40 dwellings
Site A North of Llanrwst (455)	Allocation for 50 dwellings
Site D East of Llanrwst (458)	Allocation for 60 dwellings
Site E adjacent to Bryn Hyfryd (459)	Allocation for 50 dwellings
Site C north east of Llanrwst (457)	Contingency for 70 dwellings

11.2 The LDP Strategy in Llanrwst

Llanrwst is the only urban area to have no committed development sites for 10 or more dwellings. In fact there are only two other settlements (Penrhyn Bay/Penrhynside and Mochdre) within the UDSA in the same situation. High levels of residential sites in Llanrwst have been identified, relative to the size of the town.

Flood risk has had severe implications on the location of development sites in Llanrwst; ruling out a number of possible allocations (BP/21). The remaining sites are located in the few areas away from the flood zones surrounding the River Conwy and other smaller watercourses. This is to the north and east of the town, where the land rises away from the flood plain. Most sites (287/458/459) are within one area, with access from both the A470 and A458, with the remaining small allocation and contingency site to the north and east of the town. The allocations therefore make up the bulk of Llanrwst's growth over the LDP Period

12. Rural Development strategy Area

Population	17,950
Dwellings required during Plan Period (from Table 4)	15% (846)
Expected growth due to:	
completions	94
permissions	65
windfall	285
allocations	405
Total housing growth forecast over Plan Period	849
Contingency sites total	0

12.1 Introduction

In the preferred Spatial Option (Table 3) 15% of growth will come from the RDSA. The LDP supports appropriate development on rural exception sites so this is expected to make up a large part of the growth. After taking into account completions and future windfall, the 15% growth allows for additional development, focussed in the more sustainable rural locations to support local economies and provide AHLN. Most growth (83%) in the rural area over the Plan Period will be from the 13 Main Villages. These are the settlements that have been identified as having the highest populations and greater range of services in the rural area (BP/8). The growth in the Main Villages is split approximately in half between Tier 1 and Tier 2. This means that the four Tier 1 villages of Dwygyfylchi, Glan Conwy, Llanddulas and Llysfaen have a greater individual share of growth than the nine Tier 2 villages, owing to them being more sustainably located with better access to urban areas than the Tier 2 Main Villages.

Of the 53 settlements in the RDSA, sites will be allocated for housing only in the Main Villages (see section 2.4 of this document). The majority of this will be in the four Tier 1 villages, where development will be a combination of marked dwellings and AHLN, as in the urban areas. More limited development, only for local need, is permitted in all other rural settlements by HOU/1. Small development sites for affordable housing will be allocated in Tier 2 villages, whilst the remainder of growth within the rural strategy area will take place on unallocated rural exception sites in minor villages and hamlets.

Due to the limited distribution of potential sites in the RDSA, the allocated sites do not provide adequate land for all growth according to the Preferred Spatial Option. Similarly, no contingency sites have been identified, as the need for such sites in individual settlements would be so small relative to the sizes of allocations. Therefore additional growth in some of the urban areas will make up the shortfall in allocations. Additional contingency sites will be provided, particularly in urban areas with the greatest spatial relationship to the RDSA - Colwyn Bay and Llanrwst (see also section on Llanrwst, above).

The following sites have been identified in the Tier 1 Main Villages for inclusion in the LDP:

Site name	No. of houses
North of Groesffordd, Dwygyfylchi (53)	Allocation for 30 dwellings
Off Ysguborwen Road, Dwygyfylchi (56)	Allocation for 15 dwellings
Top Llan Road, Glan Conwy (270)	Allocation for 80 dwellings
South of the Mill, Llanddulas (403)	Allocation for 20 dwellings
Pencoed Road, Llanddulas (406)	Allocation for 20 dwellings
Adjacent to former rectory, Llysfaen (87)	Allocation for 30 dwellings
Adjoining Ysgol Cynfran, Llysfaen (160)	Allocation for 40 dwellings

12.2 Tier 1 Main Villages

Approximately 40% of all rural growth is to be located in the four Tier 1 Main Villages; this is 6.3% of all residential growth in the Plan Area. Development in parts of Llanddulas and Llysfaen is restricted by quarry and landfill site buffer zones.

12.3 Dwygyfylchi

Of all of the Tier 1 main villages, Dwygyfylchi has the lowest rate of windfall growth in the five year period on which the windfall is calculated. There are presently no committed sites for more than 10 dwellings and there have been no completions in the Plan Period so far, therefore the majority of growth will be from LDP allocations. Dwygyfylchi has the lowest population and the least demand for affordable housing of the four Tier 1 villages, which is reflected in Dwygyfylchi's growth over the LDP period, being approximately half that in Llanddulas or Llysfaen. This is separated between two sites in the village which both have an excellent relationship to the

existing built-up area and one of which has been allocated to provide allotments in addition to housing.

12.4 **Glan Conwy**

Glan Conwy is the rural settlement with the highest growth levels over the Plan Period. This is due to its sustainable location in close proximity to Llandudno Junction, with a range of facilities and employment opportunities. Glan Conwy is also close to the A55 and is the only Tier 1 village with a railway station. The relatively high levels of past completions and existing permissions (higher than in any other rural settlement) have been complemented with an allocation at Top Llan Road, to include open space provision.

12.5 **Llanddulas**

Despite its convenient location between Colwyn Bay and Abergele, Llanddulas has seen little growth during the Plan Period so far, though its expansion is limited in part by neighbouring quarries, the A55 and flood risk related to the Afon Dulas. The LDP follows EAW and PPW guidance on buffer zones surrounding quarries and buffer zones, preventing new development in some parts of both Llanddulas and Llysfaen. Despite these constraints, two adjoining sites in Llanddulas will provide for growth in the village. These, in conjunction with one committed site for AHLN in the Llanddulas, also support the provision of affordable housing in the village, which has the highest number of people on the affordable housing register than any other rural settlement.

12.6 **Llysfaen**

The most populous of the four Tier 1 villages, Llysfaen is also more dispersed than any other settlement in Conwy, having its settlement boundary separated into four parts. Both allocations are within the most built-up section of the village, with one situated on an infill plot with the school on one side and housing adjoining two other boundaries. Locating the sites within the most densely populated part of the village help to minimize the visual impact of development on the landscape and on nearby important protected sites, including the Local Nature Reserve and SSSI at Mynydd Marian. The buffer zones surrounding Llanddulas and Llysfaen quarries, plus the green wedge preventing the coalescence of Old Colwyn and Llysfaen also limit development in these areas. Several other sites were submitted for consideration

(BP/21); however most were either too small or unsuitable due to nature conservation or landscape issues.

The following sites have been identified in the Tier 2 Main Villages for inclusion in the LDP:

Site name	No. of houses
Ffordd Llanelwy, Betws yn Rhos (91/284)	Allocation for 10 dwellings
Minafon, Betws yn Rhos (92/274)	Allocation for 10 dwellings
Land fronting B5105, Cerrigydrudion (453)	Allocation for 20 dwellings
Tan y Ffordd, Dolgarrog (470)	Allocation for 15 dwellings
Aluminium works, Dolgarrog (MS25)	Allocation for 30 dwellings
Off Heol Martin, Eglwysbach (60)	Allocation for 10 dwellings
The Smithy, Llanfair TH (454)	Allocation for 25 dwellings
Coed Digain, Llangernyw (277)	Allocation for 25 dwellings
North of Llansannan (289)	Allocation for 25 dwellings

12.7 Tier 2 Main Villages

A further 40% of rural growth will come from the Tier 2 Main Villages; half of which is from allocations. The LDP supports support growth in all Tier 2 Main Villages, however physical constraints in some villages have limited the allocation of sites. Growth through windfall sites is also expected in all Tier 2 Main Villages.

In Trefriw the majority of the village is within the Snowdonia National Park. Of the part in the Conwy Plan Area, much of the developed area and all of the surroundings are within the C1 or C2 flood risk zones, associated with the Rivers Conwy and Crafnant. In Tal y Bont, flood risk also limits potential land available immediately surrounding the main village. This ruled out two of the three sites submitted in Tal y Bont/Castell, with the third also being unsuitable due to landscape considerations. Also see BP/21 for full detail of sites submitted and reasons for removal.

The remaining seven Tier 2 Main Villages are all taking some degree of housing allocation, though flood risk has some impact on a number of these sites. Sites in Dolgarrog, Eglwysbach and Llanfair TH are also partly affected by flood risk; however development of appropriate land outside of the flood zone is achievable.

In the Tier 2 villages, other considerations including landscape issues have also been important; some sites have capacity for more dwellings than have been allocated. This gives the opportunity for a higher level of landscaping in such locations, to reduce the visual impact of development.

Urban Development Strategy Area				
Site Ref	Site	Settlement	No of dwellings	PDL Status
481 79/80/81/82/E3	Abergele Business Park Rhuddlan Rd/Tandderwen Farm, Abergele	Abergele	200	BROWN
		Abergele	600	GREEN
Abergele, Towyn, Kinmel Bay total			800	
217	BT Exchange, Colwyn Bay	Colwyn Bay	70	BROWN
488	Lawson Road, Colwyn Bay	Colwyn Bay	35	BROWN
494	Ysgol y Graig, Old Colwyn	Old Colwyn	30	BROWN
496	Ty Mawr, Old Colwyn	Old Colwyn	255	GREEN
247	Dinerth Road, Rhos on Sea	Rhos on Sea	65	BROWN
71/348	Dinerth Hall Farm, Rhos on Sea	Rhos on Sea	80	GREEN
Colwyn Bay, Rhos on Sea total			535	
452	Penmaen Road, Conwy	Conwy	30	BROWN
14	Woodland, Llandudno Junction	Llandudno Junction	75	GREEN
176	Esgyryn, Llandudno Junction Social Club/Youth Club, Llandudno Junction	Llandudno Junction	120	GREEN
439	Plas yn Dre, Llandudno	Llandudno Junction	40	BROWN
434	Plas Penrhyn, Penrhyn Bay	Llandudno	40	BROWN
449		Penrhyn Bay	30	BROWN
Conwy, Llandudno Junction, Llandudno total			335	
31	Adjacent to Glanafon, Llanfairfechan	Llanfairfechan	15	GREEN
429	Dexter Products, Llanfairfechan	Llanfairfechan	15	BROWN
521	West Coast Building, Llanfairfechan	Llanfairfechan	10	BROWN
515	Old Weighbridge site, Penmaenmawr	Penmaenmawr	12	BROWN
Llanfairfechan, Penmaenmawr total			52	
287	Bryn Hyfryd/Ffordd Tan yr Ysgol, Llanrwst	Llanrwst	40	GREEN
455	Site A N of Llanrwst	Llanrwst	50	GREEN
458	Site D East of Llanrwst	Llanrwst	60	GREEN
459	Site E adj to Bryn Hyfryd	Llanrwst	50	GREEN
Llanrwst total			200	
Rural Development Strategy Area				
Site Ref	Site	Settlement	No of dwellings	PDL Status
53	N of Groesffordd, Dwygyfylchi	Dwygyfylchi	30	GREEN
56	Off Ysguborwen Road, Dwygyfylchi	Dwygyfylchi	15	GREEN
270	Top Llan Road, Glan Conwy	Glan Conwy	80	GREEN
403	South of the Mill, Llanddulas	Llanddulas	20	GREEN
406	Pencoed Road, Llanddulas	Llanddulas	20	GREEN
87	Adjacent to former rectory, Llysfaen	Llysfaen	30	GREEN
160	Adjoining Ysgol Cynfran, Llysfaen	Llysfaen	40	GREEN
91/284	Ffordd Llanelwy, Betws yn Rhos	Betws yn Rhos	10	GREEN
92/274	Minafon, Betws yn Rhos	Betws yn Rhos	10	GREEN
453	Land fronting B5105, Cerrigydrudion	Cerrigydrudion	20	GREEN
470	Tan y Ffordd, Dolgarrog	Dolgarrog	15	BROWN
MS25	Aluminium works, Dolgarrog	Dolgarrog	30	BROWN
60	Off Heol Martin, Eglwysbach	Eglwysbach	10	GREEN
454	The Smithy, Llanfair TH	Llanfair TH	25	GREEN
277	Coed Digain, Llangernyw	Llangernyw	25	GREEN
289	North of Llansannan	Llansannan	25	GREEN
Rural total			405	
Allocations total			2327	

Table 6 (previous page) – All housing allocations

Table 7 (below) – LDP contingency sites

Site Ref	Site	Settlement	No of dwellings	PDL Status
78	Llanfair Rd, Abergele	Abergele	100	GREEN
67	Glyn Farm, Colwyn Bay	Colwyn Bay	130	GREEN
335	Dolwen Rd, Old Colwyn	Old Colwyn	40	GREEN
502	Llysfaen Road, Old Colwyn	Old Colwyn	20	GREEN
SR43	Henryd Rd, Gyffin	Conwy	10	GREEN
SR85	Nant y Gamar Road, Llandudno	Llandudno	60	GREEN
37/38	Off Derwen Lane, Penrhyn Bay	Penrhyn Bay	175	GREEN
384	W of Penmaen Park, Llanfairfechan	Llanfairfechan	45	GREEN
135	Conway Road, Penmaenmawr	Penmaenmawr	15	GREEN
457	Site C NE of Llanrwst	Llanrwst	70	GREEN
Contingency total			665	

Table 8 – A breakdown of the total distribution of growth by settlement included in the LDP.

		Completions	Permissions	Windfall	Allocations	TOTALS	%
U R B A N	Abergele/Pensarn	62	72	65	800	999	17.2
	Towyn/Kinmel Bay	64	25	46	0	135	2.3
	Colwyn Bay	98	135	283	105	621	10.7
	Old Colwyn	31	37	77	285	430	7.4
	Rhos on Sea	185	76	38	145	444	7.6
	Mochdre	5	0	12	0	17	0.3
	Conwy	17	25	36	30	108	1.9
	Llandudno	168	142	365	40	715	12.3
	Llandudno Junction	77	401	29	235	742	12.7
	Deganwy/Llanrhos	29	2	53	0	84	1.4
	Penrhyn Bay/Penrhynside	4	0	14	30	48	0.8
	Llanfairfechan	41	31	34	40	146	2.5
	Penmaenmawr	65	52	60	12	189	3.2
	Llanrwst	28	0	67	200	295	5.1
		Urban Total	874	998	1178	1922	4972
T I E R 1	Dwygyfylchi	0	0	2	45	47	0.8
	Glan Conwy	8	18	29	80	135	2.3
	Llanddulas	2	47	5	40	94	1.6
	Llysfaen	6	0	14	70	90	1.5
		Tier 1 Main Villages Total	16	65	50	235	366

		Completions	Permissions	Windfall	Allocations	TOTALS	%
TIER 2 VILLAGES	Betws yn Rhos	9	0	26	20	55	0.9
	Cerrigydrudion	11	0	14	20	45	0.8
	Dolgarrog	1	0	10	45	56	1.0
	Eglwysbach	3	0	7	10	20	0.3
	Llanfair TH	5	0	14	25	44	0.8
	Llangernyw	3	0	7	25	35	0.6
	Llansannan	3	0	22	25	50	0.9
	Trefriw	9	0	17	0	26	0.4
	Tal y Bont/Castell	1	0	2	0	3	0.1
	Tier 2 Main Villages Total	45	0	120	170	335	5.8
MINOR VILLAGES	Bryn Pydew	1	0	2	0	3	0.1
	Glanwydden	1	0	2	0	3	0.1
	Groes	0	0	0	0	0	0.0
	Henryd	0	0	5	0	5	0.1
	Llanbedr-y-Cennin	0	0	0	0	0	0.0
	Llanddoged	3	0	7	0	10	0.2
	Llanelian	0	0	0	0	0	0.0
	Llangwm	0	0	0	0	0	0.0
	Llanefydd	1	0	2	0	3	0.1
	Pentrefelin	0	0	0	0	0	0.0
	Pentrefoelas	4	0	12	0	16	0.3
	Rhyd y Foel	1	0	5	0	6	0.1
	Rowen	0	0	0	0	0	0.0
	St George	0	0	0	0	0	0.0
	Tal-y-Cafn	1	0	2	0	3	0.1
Tyn-y-Groes	0	0	0	0	0	0.0	
Minor Villages Total	12	0	38	0	50	0.9	

		Completions	Permissions	Windfall	Allocations	TOTALS	%
H A M L E T S	Bodtegwel	0	0	0	0	0	0.0
	Bryn-y-Maen	2	0	5	0	7	0.1
	Bryn Rhyd-yr-Arian	0	0	0	0	0	0.0
	Brymbo	0	0	2	0	2	0.0
	Bylchau	1	0	2	0	3	0.1
	Capelulo	0	0	0	0	0	0.0
	Cefn Berain	0	0	0	0	0	0.0
	Cefn Brith	0	0	0	0	0	0.0
	Dinmael	1	0	2	0	3	0.1
	Glan Rhyd	0	0	0	0	0	0.0
	Glasfryn	0	0	0	0	0	0.0
	Groesffordd	0	0	0	0	0	0.0
	Gwytherin	2	0	5	0	7	0.1
	Hendre	0	0	0	0	0	0.0
	Llanfihangel GM	2	0	7	0	9	0.2
	Maerdy	1	0	7	0	8	0.1
	Melin y Coed	0	0	0	0	0	0.0
	Nebo	0	0	0	0	0	0.0
	Pandy Tudur	2	0	5	0	7	0.1
	Pentre Isa	0	0	0	0	0	0.0
	Pentre Llyn-Cymmer	0	0	0	0	0	0.0
Pentre Tafarn y Fedw	0	0	0	0	0	0.0	
Rhydlydan	0	0	0	0	0	0.0	
Tan-y-Fron	0	0	0	0	0	0.0	
	Hamlets Total	11	0	36	0	47	0.8
	Open Countryside	10	0	41	0	51	0.9
	Rural Total	94	65	285	405	849	14.6

Table 9 – A summary of Table 4, providing totals for each urban relationship area and each hierarchy level within the RDSA. A similar table is also presented in support of policy HOU/1 in the LDP Written Statement

		Completions	Permissions	Windfall	Allocations	TOTALS	%
U R B A N	Abergele, Towyn & Kinmel Bay	126	97	110	800	1133	19.5
	Conwy, Llandudno Junction & Llandudno	295	570	497	335	1697	29.2
	Colwyn Bay, Rhos on Sea & Mochdre	319	248	410	535	1512	26.0
	Llanfairfechan & Penmaenmawr	106	83	94	52	335	5.8
	Llanrwst	28	0	67	200	295	5.1
	Urban Total	874	998	1178	1922	4972	85.4
R U R A L	Tier 1 Main Villages	16	65	50	235	366	6.3
	Tier 2 Main Villages	45	0	120	170	335	5.8
	Minor Villages	12	0	38	0	50	0.9
	Hamlets	11	0	36	0	47	0.8
	Open Countryside	10	0	41	0	51	0.9
	Rural Total	94	65	285	405	849	14.6
TOTALS		968	1063	1463	2327	5821	100
Empty Homes Strategy						509	
School Modernisation						199	
TOTAL						6529	
Contingency						665	
OVERALL HOUSING TOTAL						7194	

Table 10 – The location of employment land allocation and contingency sites

Site	Settlement	Classification	Area (ha)	Use type
Urban Development Strategy Area				
Abergele Business Park (Phase 1)	Abergele	Comp 2010	2	B1
Abergele Business Park (Phase 2)	Abergele	New Allocation	2	B1
Abergele SE (Mixed use)	Abergele	New Allocation	2	B1
Abergele, Towyn, Kinnel Bay total			6	
Mochdre Commerce Park	Mochdre	Comp 2010	5.5	B1, B2, B8
		Committed	5	B1, B2, B8
Former Dairy, Station Road, Mochdre	Mochdre	Committed	0.7	B1 & B8
Lynx Express, Rhos on Sea	Rhos on Sea	Committed	0.13	B1
Colwyn Bay, Rhos on Sea & Mochdre total			11.33	
Penmaen Road (Mixed use)	Conwy	New Allocation	0.5	B1
Unit 1, Morfa Business Park	Conwy	Comp 2010	0.2	B1 & B8
Esgyryn (Mixed use)	Llandudno Junction	New Allocation	5.2	B1
Land at Ffordd Maelgwyn	Llandudno Junction	Comp 2010	0.3	B2
Hotpoint, Narrow Lane	Llandudno Junction	Comp 2010	3.7	B1
Llandudno 'on-line', Conway Road	Llandudno Junction	Committed	3.2	B1 & B2
NE of former goods yard	Llandudno Junction	New Allocation	0.4	B1
Former goods yard	Llandudno	New Allocation	1.4	B1
Conwy, Llandudno Junction, Llandudno total			14.9	
Ty Gwyn	Llanrwst	Committed	1.54	B1, B2, B8
Llanrwst total			1.54	
URBAN TOTAL			33.77	
Rural Development Strategy Area				
Orme View Filling Station	Dwygyfylchi	New Allocation	0.5	B1, B2, B8
Land at Memorial Hall	Dolgarrog	New Allocation	0.3	B1, B2, B8
Site R30	Llansannan	New Allocation	1	B1, B2, B8
Site R44	Llangernyw	New Allocation	0.3	B1, B2, B8
Site R5 off B5105 (Mixed use)	Cerrigydrudion	New Allocation	1	B1, B2, B8
Rural total			3.1	
Allocations total			36.87	
Contingency Sites				
Site E28, Abergele SE (Urban)	Abergele	New Allocation	3.7	B1, B2, B8
Orme View Filling Station (Rural)	Dwygyfylchi	New Allocation	0.5	B1, B2, B8
Contingency total			4.2	

13. **Appendix 1 – Glossary**

Advisory Panel – An independent panel of members who advise the Council on specific aspects of the Plan.

Community Strategy – Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas. In Conwy, the responsibility for preparing the Community Strategy rests with the Conwy Local Strategy Partnership.

Commuting – In the context of this paper, commuting refers to journeys to work that cross local authority boundaries. Outward commuting refers to journeys by residents of Conwy County Borough to work in other areas, whilst inward commuting refers to journeys by residents of other areas to work in Conwy County Borough.

County Borough – This refers to the whole area for which Conwy County Borough Council is the unitary authority, including that part of the Council's area that lies within the Snowdonia National Park.

Deposit Plan – A formal stage during which organisations and individuals can make representations on the detailed policies and proposals.

Development land – Land available for development through new build, demolition and rebuild, or changes of building or land use

Dwelling – Comprises all permanent, self-contained accommodation, including houses and flats, and which can be provided either on greenfield sites or by conversions or redevelopment on previously used land (see definition below).

Housing Option – The number of dwellings that will be needed to meet a defined increase in the number of households over the plan period.

Employment Land / Site – Land that typically forms part of an industrial estate or business park, exceeding 1 hectare in area, which is occupied by one or more of the following: offices, manufacturing, research and development, storage or distribution.

Employment Option – The area of employment land that will be needed to increase employment opportunities and reduce outward commuting.

In-migration – Residents who move from outside the Plan Area to within the Plan Area.

Local Development Plan (the Plan) – The required statutory development plan for each local planning authority in Wales under the Planning and Compensation Act 2006.

Local Plan – An ‘old style’ development plan, which provides local detail to a **structure plan**

Local Planning Authority – The body that is responsible for planning decisions in its area. Conwy County Borough Council is the local planning authority for the **plan area**.

Plan Area – The County Borough of Conwy, excluding that part that is within the Snowdonia National Park.

Plan Sub-Area – Areas that form part of the Plan Area, that share similar geographical characteristics.

Planning Policy Wales – Document produced by the Welsh Assembly Government setting out national planning policies

Preferred Option – An option that has been selected to form the basis of the Preferred Strategy.

Preferred Strategy – The Preferred Strategy provides the context for the policies and proposals that will form part of the Deposit Plan (see definition above).

Pressurised land – Undeveloped land subject to external pressures for other forms of development

Previously developed land – Land which is or was occupied by a permanent structure and associated fixed surface infrastructure. It includes areas around buildings such as gardens, but not parks, agricultural or forestry buildings or land on which the remains of buildings have blended into the landscape over time. There is a fuller definition of previously

developed land in Figure 2.1 of the Welsh Assembly Government's document '**Planning Policy Wales**'.

Settlements – A town or village that has one or more community facility.

Settlement boundary – A line drawn on the Proposals Map to mark the boundary of the main settlements, within which development proposals would be acceptable in principle, subject to compliance with other development plan policies.

Sustainability Appraisal – Tool for appraising policies to ensure that they reflect sustainable development objectives (that is, economic, environmental and social factors).

Spatial Option – An option that indicates, in very broad terms, the distribution of development (in particular, housing development) between the Plan Sub-Areas (see definition above).

Structure Plan – An old-style development plan, which sets out the strategic planning policies and forms the basis for detailed policies in **local plans**. These plans will continue to operate until the **Local Development Plan** is adopted.

Wales Spatial Plan – A plan prepared and approved by the National Assembly for Wales, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal planning control. Under the Planning and Compulsory Purchase Act 2004, a local planning authority must have regard to this plan in preparing an LDP.