

# **Conwy Local Development Plan 2007 – 2022**



## **SUPPLEMENTARY PLANNING GUIDANCE**

### **LDP28: Abergele South East Development Brief**

**Adopted September 2016**

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#### Statement of Consultation

This Supplementary Planning Guidance document was issued for a period of six weeks public consultation between 11 May 2015 and 24 June 2015.

It was adopted by Cabinet on 13 September 2016.

Copies of the representations received, together with the Council's response are available to view on-line at <http://conwy.jdi-consult.net/ldp/>

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## **1. INTRODUCTION**

- 1.1 This development brief has been prepared by the Strategic Planning and Communities Service (SPC) at Conwy County Borough Council, with input from planning professionals at Nathaniel Lichfield and Partners (NLP) and independent highways consultants at Aktins. It will be subject to public consultation and agreed as Supplementary Planning Guidance to support the policies within the Conwy LDP. This brief will be a key document that will inform the submission of planning applications on land within the allocation at Abergele South East.
- 1.2 The purpose of this development brief is to enable the Council as the local planning authority to set out its objectives for the development of the sites allocated in the Conwy Local Development Plan (LDP) at Abergele South East, and demonstrate how these objectives can be delivered. Specifically the brief will achieve this by:
  - Identifying opportunities and constraints associated with the land in question,
  - Clarifying relevant local and national planning policy,
  - Guiding land use, design, layout, density and phasing in line with the LDP and national planning policy,
  - Proposing access solutions for motorised and non-motorised modes of travel,
  - Explaining the key planning obligations for the site, and how these might be apportioned between the different land ownerships.

## **2. STATUS AND POLICY BASIS OF THIS DOCUMENT**

- 2.1. The Council adopted the LDP on 24<sup>th</sup> October 2013. A summary of evidence base assessments and studies that are of particular relevance to this brief are listed at Appendix 1.
- 2.2. The term “Abergele South East” in the context of this document should be taken to mean sites 79/80, 81/82, E3 and E28 collectively. A map showing the whereabouts of these sites is included in section 4 of this brief.
- 2.3. The land has been allocated in the LDP for a mixture of uses, namely; housing, Class B1 employment, open space and a retail unit.

## **3. LDP VISION AND OBJECTIVES**

- 3.1. The LDP sets out a vision for the area in 2022. A number of Spatial Objectives have also been formulated as a means of realising the vision and tackling priority issues in the area. The most relevant to the proposed development of land at Abergele South East are listed below:
- 3.2. Spatial Objective four states that the LDP will identify and safeguard land to meet the community's needs for more jobs and greater economic prosperity

and reduced out-commuting levels focussing, in particular, on higher value employment opportunities and skills development.

- 3.3. Spatial Objective nine states that the LDP will encourage efficient patterns of movement and to recognise the strategic role that the A55 and rail corridors will play in meeting the development needs of the Plan Area, and to give particular attention to development locations that are convenient for pedestrians, walking and cycling in Conwy to aid the reduction of transport CO2 emissions.
- 3.4. Spatial Objective ten states the LDP will ensure that good, sustainable, inclusive design is delivered which includes the opportunity to design out crime, to develop strong, safe and locally distinctive communities and encourage the younger population to remain and return to the area.
- 3.5. Finally, Spatial Objective twelve states that the LDP will safeguard and enhance the character and appearance of the undeveloped coast and countryside, sites of landscape/conservation importance, features of historic or architectural interest and ensure the conservation of biodiversity and protected species.
- 3.6. While high-level objectives are worth noting in relation to this Brief, a site specific vision and number of site specific objectives have been formulated as follows:

Site Specific Vision:

***A development that delivers an attractive and functional place to live, work and play which enhances Abergele, creates a “sense of place” and is capable of setting a design standard for future development in the town.***

**Site Specific Objectives:**

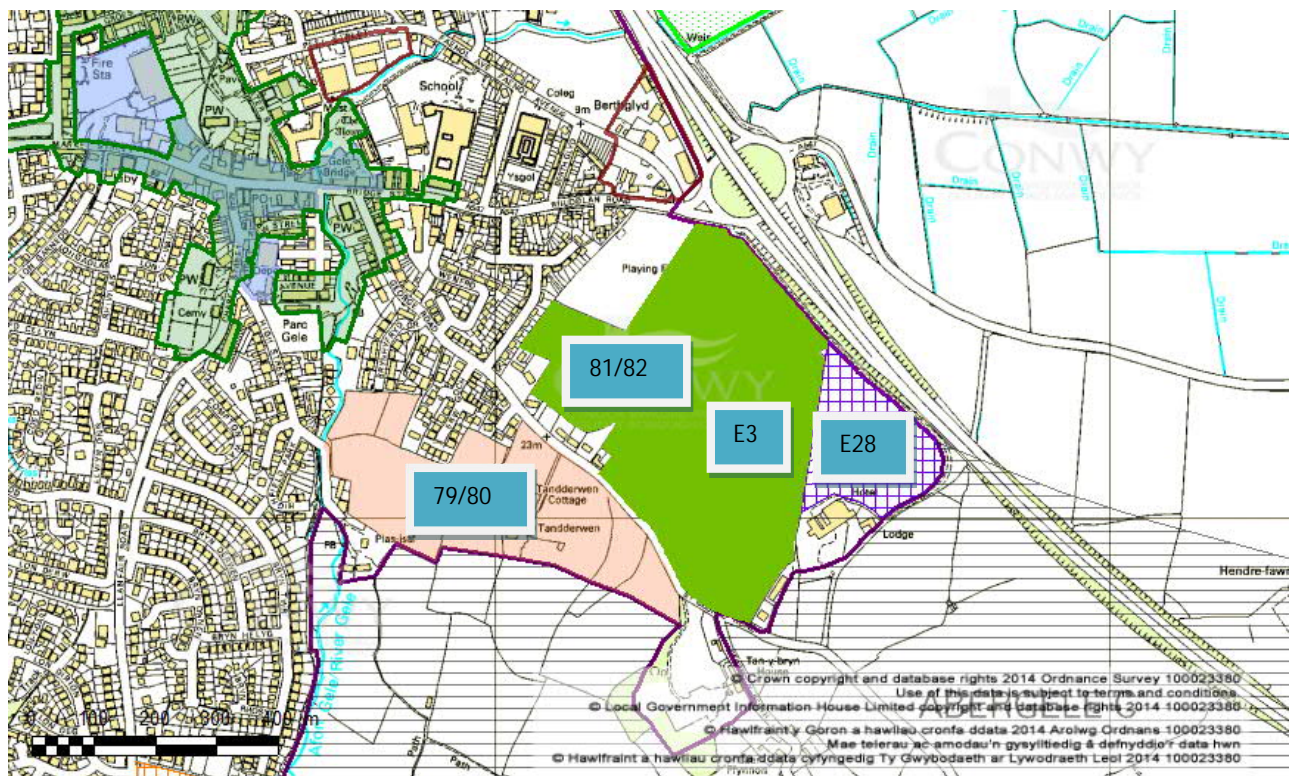
- To provide an attractive, well designed mixed use development which takes into account the existing character of the landscape and built environment.
- To ensure the provision of good quality and accessible open space which contributes to the wider landscape and townscape and forms part of a strategic network of open spaces.
- To ensure that the development does not compromise traffic flows in and around the town, and complements future improvements to the highway network.
- To build at a density that is appropriate for the site, that makes effective use of greenfield land but does not compromise the amenity of its future residents.
- To encourage pedestrian, cycle and public transport linkages within the development to the town centre and beyond.
- To take into account the natural features on the site, for example trees/hedgerows/watercourses and enhance these features for biodiversity and as assets for future residents to respect and enjoy.



## 4. SITE DESCRIPTION, KEY ISSUES AND PROPOSED FUTURE USES

- 4.1. Abergele South East (see Map below) comprises of land in several ownerships. The total amount of land including the contingency employment site is 29.3 hectares. The northern section (sites 81/82 & E3) form a key gateway site to the town, and land to the south of this (sites 79/80) is sensitive due to its location adjoining open countryside. Sites 81/82 include playing fields and land used for grazing/agriculture, sites E3 and 79/80 are also currently used for agriculture and grazing.

**Map 1: Map of Abergele South East Strategic Mixed Use Allocation**



- 4.2 Sites 81/82 and E3 are bounded to the north by the A55 and Rhuddlan Road and to the south by St George Road. Sites 79/80 to the north by St George Road, and to the south by open countryside. The photographs below give an impression of the character of the area.

Photo 1: View west across sites 81/82



Photo 2: Agricultural access off St. George Road looking eastwards towards site E3



Photo 3: View from Tandderwen (sites 79/80) sloping towards sites 81/82



- 4.3 The allocation is approximately 800m from local shops and facilities at Abergele and is approximately 1.7km from the train station. There is no bus route along



St George Road at present, although the nearest bus stop is within 400m of the site.

- 4.4 The allocation is split in half to the north and south by St George Road. Given the scale of development planned at this location, highways studies previously undertaken have suggested that it is undesirable for St George road to be used in isolation as an access/egress road. This is due to limited road and footway widths and restricted visibility.
- 4.5 Highways capacity and access is of critical importance in terms of how the allocations are delivered in Abergele. A separate study undertaken by Atkins entitled 'Appraisal of Traffic Associated with Development Sites at Abergele – April 2013' explains the assumptions made for gaining access to the allocations (i.e. a link road that would connect to the roundabout at Junction 24 of the A55), and also how additional highways demand generated by the new development should be handled. This report was used as evidence when judging the LDP to be 'sound' and can be found on the Council's website under the LDP Examination documents for Hearing Session 8 – Abergele, Pensarn, Towyn and Kinmel Bay. Section 6 of this brief provides further detail on the alignment of the link road which will serve to 'unlock' the allocated land. The uses proposed in the LDP for the allocation are as follows:
- 81/82 – Housing (up to c. 100 dwellings) and open space
  - E3 – Housing (up to c.150 dwellings), 2 hectares of employment land, open space and allotments
  - 79/80 – Housing (up to c.300 dwellings) and open space.
  - E28 –Employment (to be released in line with LDP policy EMP/2)
- 4.6 The level of housing proposed within the individual sites is an approximate figure that may be subject to change depending on constraints that may be identified within this brief/and or current unknown constraints encountered at the planning application stage.
- 4.7 Table 1 shows the estimated amount of open space generated by the development, all of which should ideally be delivered at Abergele South East. This calculation also includes provision for replacing any element of the playing fields which will be lost as a result of the development.

**Table 1: Estimated Open Space to be provided on site**

Based on 600 dwellings with an average of 2.4 persons per household	=	1440 Residents
Playing pitches	=	1.73ha
Outdoor sports	=	0.58ha
Children's play areas	=	1.15ha
Amenity Open Space	=	0.86ha
<b>Total open space generated by development</b>	=	<b>4.32ha</b>
Plus replacement of existing playing fields (if lost due to development)	=	1.8ha
<b>Estimated total open space requirement</b>	=	<b>6.12ha</b>

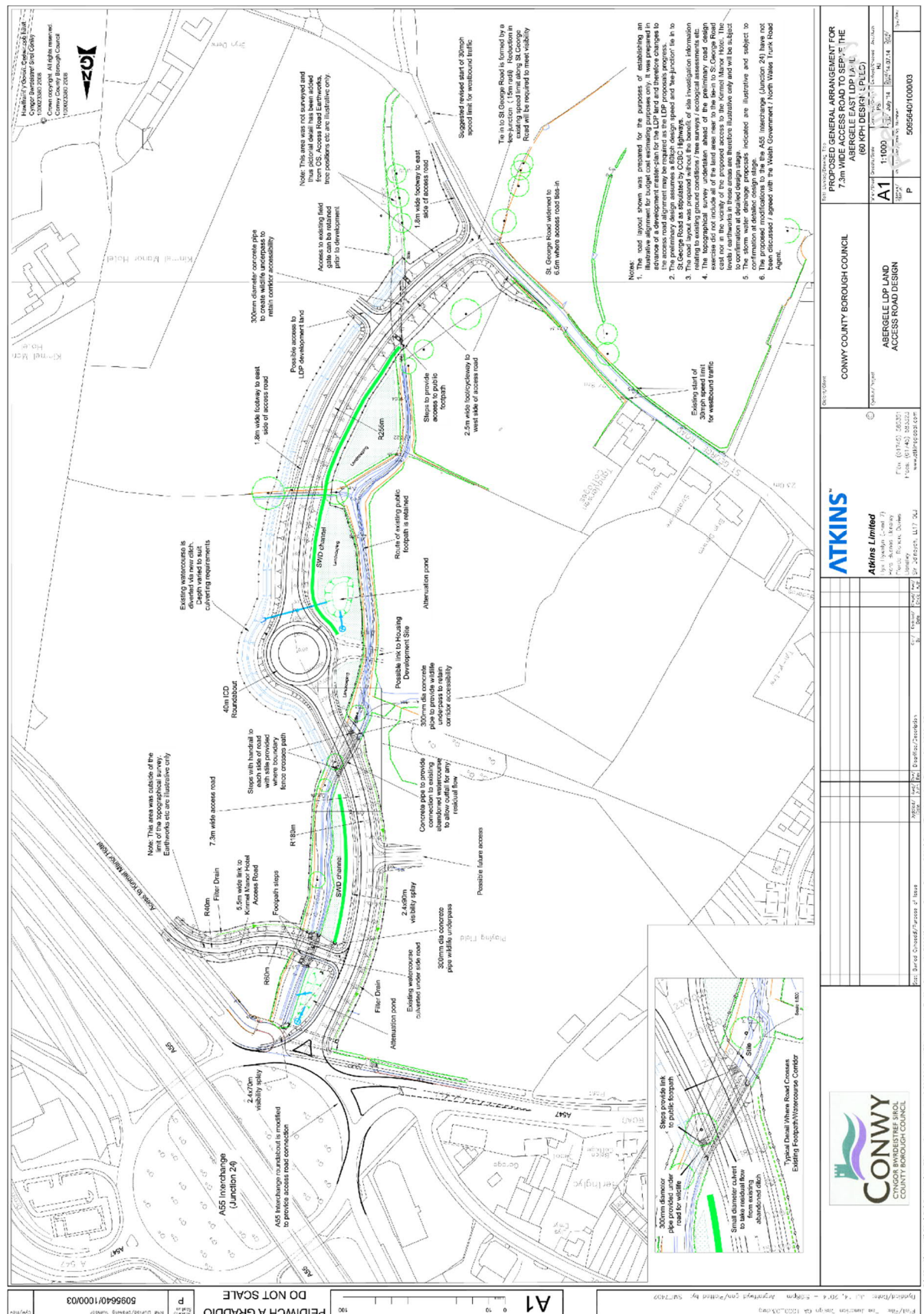


## 5. PHASING

- 5.1 The first phase (2014-2017) of the development in this location logically begins on sites 81/82, a site which has frontage onto Rhuddlan Road and has capacity for around 150 dwellings. The northern most section of the site which is in Council ownership is, according to the DAM maps, affected by flood risk (C1 as per the TAN 15 Development Advice Maps). However, when this was investigated further during the production of the Council's Strategic Flood Consequences Assessment, it was found that there may be reason to doubt the accuracy of the flood zone on sites 81/82/E3. However the consultants who undertook the SFCA recommended that while the site is suitable for inclusion in the LDP as a mixed use site, a detailed FCA is required at application stage to verify their assessments of the flood risk at this location. This Development Brief endorses what was concluded in the SFCA and recognises precise flood risk boundaries may vary, as will acceptability of certain types of development, subject to individual FCAs.
- 5.2 The second phase of development (2017 – 2022) extends eastwards to site E3 (150 dwellings, associated open space plus 2 hectares of land for employment (roughly half of this will be situated on site E28) and on to the south side of St George Road at site 79/80 for the remaining 300 dwellings and associated open space.
- 5.3 In advance of the publication of this Development Brief, the Council received a full planning application for 95 dwellings on part of site 81/82 from Anwyl (February 2014, amended in May 2014, planning application reference number 0/40507). This application has been approved. See Appendix 2 for detail regarding land ownerships.
- 5.4 Early discussions between landowners and CCBC is recommended to ensure an appropriately phased development of the overall site.

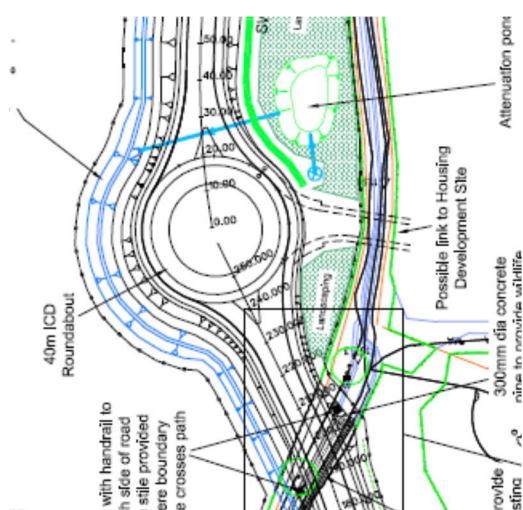
## 6. ACCESS AND MOVEMENT

- 6.1 In view of the Highways access considerations referred to in paragraph 2.2 of this Brief, the Council contracted Atkins (Highways Engineers) to produce an alignment for a link road that would be a 'line of best fit' capable of linking the parcels of land together as a comprehensive whole, with necessary estimated costings. The cost of the road is approx. £3 million and this will be funded by developer contributions (for further details on the apportionment of this costing please see section 9). **Map 2** below shows the indicative route the new link road will take:



- 6.2 The route that the link road takes has been determined by a number of factors. The location of the northern section is stipulated by the need to connect to the Rhuddlan Road roundabout junction and traverses through land in Council ownership before crossing the footpath / field boundary to site E3. It should be noted that special considerations have been put in place due to the flood risk designation that affects the allocation, in particular appropriate drainage mechanisms and culverting are proposed to ensure that any additional risks of flooding are minimised.
- 6.3 The position of the link road in site E3 represents roughly a central point in the strategic allocation (including the contingency employment site E28), and also takes into account the recent planning application (0/40507) on sites 81/82 by demonstrating a link from the northerly roundabout which will connect this development to the link road. **Map 3** shows how the link road will link into the Anwyl development on sites 81/82. While the road intersects the public footpath at three points, it does provide opportunity for the enhancement of the most visually interesting section of the footpath. In this regard it should be noted that if the route of the road traversed through the middle section of sites 81/82, there would still be a need for highways access that would cross the footpath at various points in order to access site E3 and beyond to E28 where necessary.
- 6.4 The new road also makes provision for access to the Kinmel Manor Hotel to replace the existing junction off the roundabout. This new arrangement represents an improved access to the current situation. Discussions regarding the access arrangements to the hotel will need to take place between the Council's Highway's Engineers and the owners.

**Map 3: Illustration of how the Anwyl Development on sites 81/82 will link to the link road and the remainder of the strategic allocation.**



- 6.5 Owing to the fact that allocated land at Abergele South East is in at least five different ownerships, it is imperative that land owners and developers take a cooperative approach, particularly on the matter of access arrangements and planning obligations, otherwise development may occur in a piece-meal manner resulting in parcels of land becoming sterilised and no longer viable to develop. This would compromise the overall delivery of this strategic allocation.

Planning Permission will not be granted for developments that do not demonstrate appropriate linkages to neighbouring sites and or appropriate access arrangements. Early discussions with Welsh Government Transport Department and CCBC Highways Department will be critical to the overall development of this site.

## **7. MASTERPLAN LAYOUT**

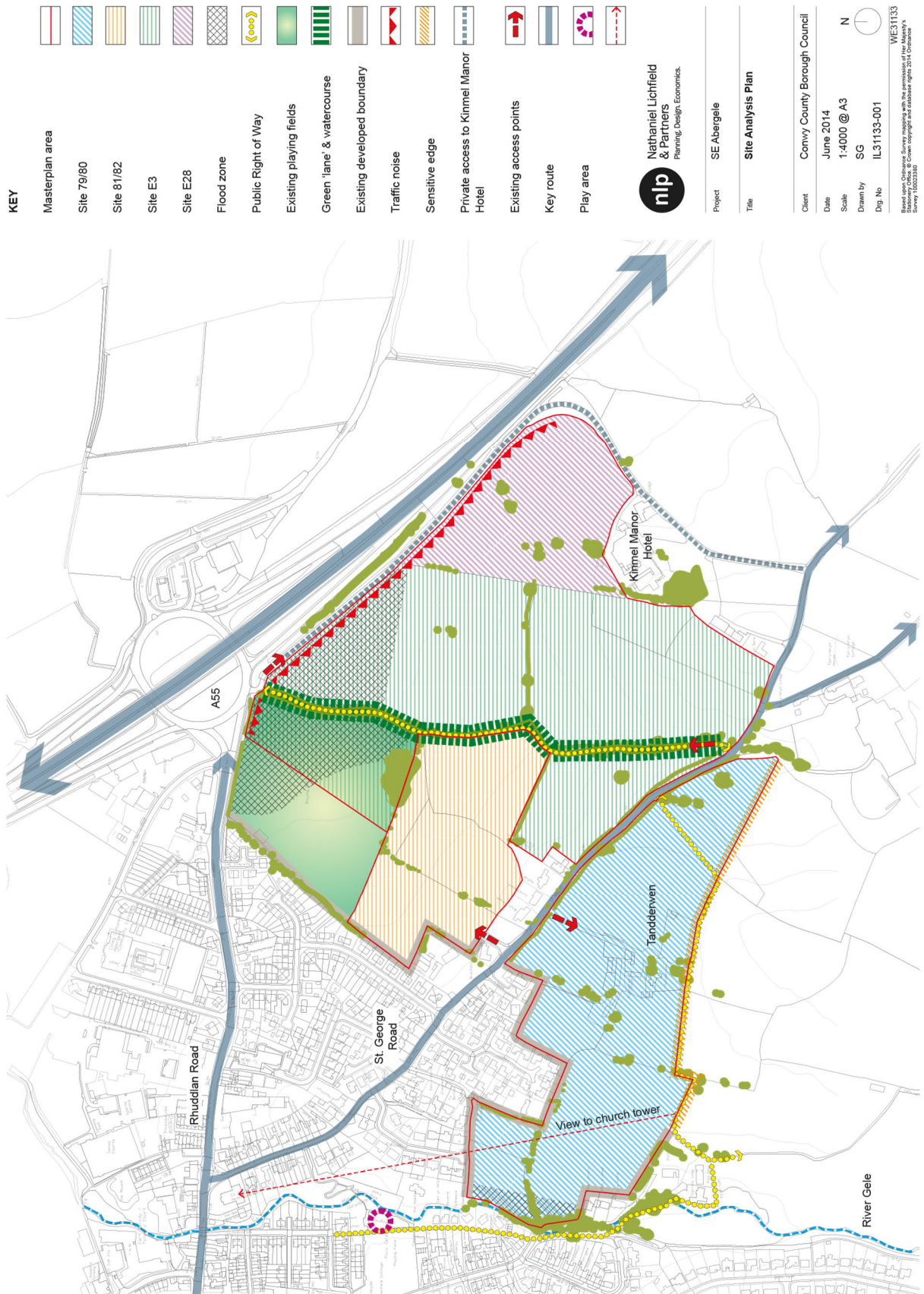
### **7.1 Background**

- 7.1.1 The Council have commissioned urban design specialists NLP to formulate a Masterplan ('block' layout) for the entire site. The purpose of this is to give a strong steer as to where certain land uses should be located, for example housing, employment and open spaces. However it is equally important to consider how the different land areas within the site are linked via pedestrian, cycle and highways routes and how the spaces between buildings function. The Masterplan layout addresses these issues and proposes a strategic vision of the site which is then further supported by a section on Design Codes in section 8 of this Brief.

### **7.2 Constraints / Opportunities mapping**

- 7.2.1 Prior to commencing on designing a layout NLP undertook a site visit and desk top review of the various opportunities and constraints affecting the site. The results from this exercise are represented on the map overleaf with the key issues highlighted as potential flood risk, road noise from the A55, existence of the 'green lane' and watercourse. Other issues identified but not shown on the map were the distance from amenities (such as a local shop), the location of the new link road and the need to ensure that any playing fields that are developed as part of the scheme are provided elsewhere on the site. The exercise also included an extensive walk around the site which enabled the identification of important views and features and an understanding of the topography. See overleaf for the results of the constraints/opportunities exercise:





### **7.3 Proposed Masterplan Layout**

- 7.3.1 Following analysis of the constraints and potential of the site, NLP produced a layout showing suitable locations for residential and employment development, playing fields, changing rooms, open spaces, a local shop and access routes. The following paragraphs provide more detail on this, see overleaf for the Proposed Masterplan Layout in map form.

### **7.4 Residential and employment block layout**

- 7.4.1 The layout distributes housing across all parcels of land (with the exception of site E28 which is allocated purely for employment) with the link road acting as a 'spine' through the centre of the allocation. Care has been taken to ensure that access to green space, both amenity and play space is accessible to all elements of the scheme and not grouped in one location. Landscape buffering is suggested between the Kinmel Manor Hotel and the contingency employment area.

### **7.5 Densities**

- 7.5.1 Indicative housing densities have been calculated at 33 dwellings per hectare (net) to the north of St. George Road, and 38 dwellings per hectare (net) to the south. This results in c. 230 dwellings to the north, and c. 270 dwellings to the south, subject to viability etc. More detail on indicative numbers of dwellings per land parcel is provided in section 9.

### **7.6 Pedestrian & Cycle routes**

- 7.6.1 In producing the Masterplan Layout, NLP have been particularly mindful of the importance of permeability and providing pedestrian and cycle links within the site, but also to and from the site by linking up with existing public rights of way. For example, the potential for pedestrian and cycle linkage from site 79/80 to Bryn Hyfryd Grove and the retention of key sections of the public footpath with surrounding open space to create a green corridor through the middle of the sites to the north of St George Road.

### **7.7 Public transport links**

- 7.7.1 It is the view of the Council's Planning Officers that the scale of development at Abergele South East necessitates new public transport routes, in particular a bus route that would traverse the length of the new link road to enable residents to travel into town and beyond. Consultation will be undertaken with local public transport providers to make them aware of the forthcoming development and welcoming comment on these proposals.

### **7.8 Local Retail Opportunity**

- 7.8.1 In the interests of sustainability it has been suggested that an allocation of this scale should make provision for a small shop for the purposes of class A1 retail (specifically for convenience goods). A location for this is provided to the south east of the link road roundabout. So as to not detract from the existing retail offer in the town centre, the suggested floor space for this development would be between 2000 and 3000 square feet gross.

## **7.9 Partial use of the employment contingency site**

- 7.9.1 Due to the significant area of land at site E3 which is affected by the flood risk designation, it has been necessary to release a small area of the employment contingency site (E28) for high tech class B1 employment usage. This is to enable a mixture of uses on the north of site E3, (as originally intended) not solely employment development. The release for the remainder of this site will be in accordance with LDP policy EMP/2.

## **7.10 Leisure Changing Rooms**

- 7.10.1 Changing room facilities and associated car parking will be provided adjacent to the existing playing fields as indicated on the Masterplan.

## **7.11 Health Impact Assessment**

- 7.11.1 Health Impact Assessment (HIA) is a process which supports organisations to assess the potential consequences of their decisions on people's health and well-being. The Welsh Government (WG) is committed to developing its use as a key part of its strategy to improve health and reduce inequalities although HIA is currently not Statutory.

- 7.11.2 HIA provides a systematic yet flexible and practical framework that can be used to consider the wider effects of local and national policies or initiatives and how they, in turn, may affect people's health. It works best when it involves people and organisations who can contribute different kinds of relevant knowledge and insight. The information is then used to build in measures to maximise opportunities for health and to minimise any risks and it can also identify any 'gaps' that can then be filled. HIA can also provide a way of addressing the inequalities in health that continue to persist in Wales by identifying any groups within the population who may be particularly affected by a policy or plan.

- 7.11.3 A HIA has been carried out by the Wales Health Impact Assessment Support Unit and the North Wales Public Health Team following a Rapid Participatory HIA Workshop involving local stakeholders and Members. The HIA makes a number of recommendations for Abergele which have been taken into account in the preparation of this Brief and the forthcoming Abergele Place Plan.





Nathaniel Litchfield  
& Partners  
Planning Design Economists

Project	SE Abergelle
Title	Illustrative Masterplan
Client	Conwy County Borough Council
Date	August 2014
Scale	1:4000 @ A3
Drawn by	SG
Dwg No	IL31133-007 (RevB)
	N
	WE31133

Based upon Conwy County Borough Council's planning policy and the submitted application for planning permission. The masterplan is illustrative only and does not represent a guaranteed outcome. Conwy County Borough Council reserves the right to amend the masterplan at any time without notice.



## 8. DESIGN GUIDANCE

### 8.1 Introduction

8.1.1 Planning Policy Wales, Technical Advice Note 12: 'Design' and the adopted Design Supplementary Planning Guidance provide national and local policy on good design and requires local planning authorities to promote sustainable residential environments, avoiding large housing areas of monotonous character and to seek appropriate provision of affordable housing. Local planning authorities are required to promote mixed use development, with attractive landscapes around dwellings and with usable open space. Greater emphasis is to be placed on quality, good design, and the creation of well designed, safe and attractive living environments, at increased densities where appropriate.

8.1.2 This Design Guidance has been prepared to help ensure delivery of the vision, design objectives and masterplan principles for the Abergele South East site. It is appreciated that the site is likely to be developed on a phased basis over a number of years, and involving several developers and the Guidance should assist in achieving a consistent level of design quality over the lifetime of the development. Developers of individual phases will be required to submit Design and Access Statements in support of their planning applications, demonstrating how their scheme has been developed having regard to the Masterplan and guidance contained in this Development Brief.

### 8.2 Vision & Design Objectives

The vision for the Abergele South East mixed use allocation is:

***'The creation of a development that delivers an attractive and functional place to live, work and play which enhances Abergele, creates a 'sense of place', and is capable of setting a design standard for future development in the town'.***

In order to deliver this vision the key objectives provided at paragraph 3.6 will inform the design response set out in this document.

### 8.3 Road Layout & Hierarchy

8.3.1 Manual for Streets (2007) recommends that street networks should in general be connected, providing a permeable layout which encourages walking and cycling. Several disadvantages have become apparent with housing developments built in the last 40 years which departed from traditional arrangements. Many have layouts that make orientation difficult, create left-over or ill-defined spaces, and have too many blank walls or façades. They can also be inconvenient for pedestrians, cyclists and bus users. The principle of integrated access and movement means that the perimeter block is usually an effective design structure for residential neighbourhoods. A block structure works in terms of providing direct, convenient, populated and overlooked routes. In addition, it makes efficient use of land, offers opportunities for enclosed private or communal gardens, and is a tried and tested way of creating quality places.

- 8.3.2 Manual for Streets acknowledges that cul-de-sacs may be required within schemes because of topography, boundary or other constraints. Cul-de-sacs can also be useful in keeping motor traffic levels low in a particular area and can provide the best solution for developing awkward areas where through routes are not practical. Caution must, however, be exercised when planning for cul-de-sacs, as they may concentrate traffic impact on a small number of dwellings, require turning heads that are wasteful in land terms and lead to additional vehicle travel and emissions, particularly by service vehicles. If cul de sacs are used consideration should be given to incorporating through connections for pedestrians and cyclists. These should be well overlooked with active frontages.
- 8.3.3 Having regard to the topography and shape of the Abergele South East site the illustrative Masterplan for the site uses a mixture of block structures and cul de sacs with footpath & cycle links to produce a permeable layout. The Masterplan layout is central to the implementation of the design principles contained in this development brief. It is intended that development should be based on a proposed hierarchy of streets which establishes the design characteristics of the key routes, enclosures and building forms, locations and heights.
- 8.3.4 A suggested road/street hierarchy for the development which incorporates a range of street types is detailed below, however developers of each individual phase are encouraged to discuss their proposals with the highway authority at an early stage. Proper use of the Manual for Streets Guidance should be referenced.
- 8.4 Link road**
- 8.4.1 The proposed new link road will comprise a principal route through the Abergele South East allocation and will run from the existing Rhuddlan Road roundabout at the north of the allocation, through the site in a southerly direction, connecting to St George Road in the South. Map 2 indicates the proposed route for the road.
- 8.4.2 The link road will comprise a 7.3 m wide carriageway with a 2.5m wide foot/cycleway along its western side and a 1.8m footway along its eastern side. There will be no direct driveway access from properties onto the link road and the adjoining development areas will be accessed via specific junctions off the link road, as indicated on the illustrative Masterplan. Along its western side the link road will adjoin public open space near its northern end with a landscaped area adjoining the southern section. This landscaped area will incorporate an existing hedge lined public footpath which will also serve as a boundary to the phase 1 residential development along part of its length.



CGI of the proposed link road/green corridor

8.4.3 The eastern side of the link road near its northern end will be characterised by an open area (incorporating an open surface water drain) beyond which the existing hedge lined public footpath will be retained. This section also includes a new access to Kinmel Manor Hotel.

## 8.5 Principal Avenues

8.5.1 Principal Avenues will be the highest standard of street within the development and will comprise the principle routes into the development areas off St George Road and the new link road. The Principal Avenues will have a minimum width of 5.5 m with 2m footways but as the Principal Avenue within Phase 2 will serve as the main access into a mixed housing and B1 Employment area the carriageway width will be greater. It is envisaged that Principal Avenues will have limited direct access with garages primarily located to the rear of the property in a courtyard setting. Where direct access is proposed, garages should be set back a minimum of 5 metres from the building line. The Principal Avenues will be characterised by Structure tree planting with dwellings fronting one side (and either open space or employment areas on the other). Building heights on the Principal Avenues can range from 2 to 3.5 storeys with taller buildings being particularly useful in highlighting key corners and junctions.

## 8.6 Main Streets

8.6.1 Main Streets are likely to comprise the majority level of street within the development and form a narrower street setting than the Principal Avenue. The Main Street should comprise a carriageway of 5.5m width with 2m footways and less formal tree planting. A strong street frontage should generally be maintained with a mix of house types. Consideration should be given to locating



garages within rear courtyards accessed off the main street. Any garages accessed directly off the main street should be set back a minimum of 5 metres. Properties up to 3 storeys in height, may be acceptable, depending on location.

## **8.7 Residential Streets/ Lanes**

- 8.7.1 Residential streets or Lanes are intended to provide an intermediate level of access between the Principal Avenues/ Main streets and the lower level pedestrian priority/shared surface streets and private drives. With a carriageway width of 5.5m and 2m footways either side, residential streets should be designed to have a frequent change of alignment and direction and contain primarily 2 storey properties.



**Fig 1 Illustrative example of residential streets and shared service streets**

## **8.8 Shared surface/ pedestrian priority streets (or mews)**

- 8.8.1 These are streets which would not expect to experience through traffic and a change in surface treatment should be utilised to help signal the change to a more social use of space using 'homezone' concepts, i.e. with shared surfaces where the needs of pedestrians, cyclists, children and residents are given priority and the dominance of the car is reduced. With a tighter vertical alignment cars should take lowest priority and carriageway width is reduced to 4.8m with no footway

## **8.9 Courtyards**

- 8.9.1 Shared surface courtyards may be used to provide access to plots and garages. Generally serving less than 25 dwellings they will be more intimate, irregularly shaped spaces ideally with two access points allowing service vehicles to access properties in these areas. Target speeds within courtyards will be 15mph or less, with measures to deter through traffic incorporated.





Photo 4 pedestrian priority street



Photo 5 avoiding blank walls at junctions

### 8.10 Private Drives

8.10.1 With a minimum carriageway width of 3.7m and a tighter alignment and no footpath, private drives may be used to provide direct access to a limited number of dwellings, and again should be identified with a change of surface treatment.

### 8.11 Building Types

8.11.1 Within the parameters set out in this design guidance, the following range of dwelling types would be acceptable for incorporation within the overall scheme:

**8.12 Detached House** – Typically the largest dwelling in the development scheme.

**8.13 Semi-Detached House** – Most commonly associated with the suburbs of the 19<sup>th</sup> century and the inter war years, these paired houses with a dividing party wall can convey an image of grander scale and character to project 'status'. Whilst traditionally often symmetrical in composition, regard should be had to designing asymmetrical pairs to provide interest, particularly on corner plots.

**8.14 Townhouse** – Generally terraces of two or three storeys but may be semi-detached pairs with narrow pedestrian walkways between them. Where two storey in height they will more generally be found away from the main streets, but three storey town houses would be more grand and formal, traditionally found on squares or fronting parks in urban centres.

**8.15 Mews House** – A simpler form of dwelling again generally found away from major streets. Originally found at the rear of large dwellings and providing living accommodation for coachmen at upper floors and carriageway storage at ground floor, more recently mews houses have become independent dwellings with the storage space used for garaging or additional living space.

**8.16 Apartment** – Bespoke built apartments often complement townhouse developments in perimeter block layouts, using scale as well as balconies and bays to provide distinctive treatment at corner locations and to address public realm. While overall the proportion of apartments within the overall scheme is likely to be low, there is particular potential for incorporating apartments within the higher density Phase 2 area adjoining the Employment allocation, east of the link road.

**8.17 Bungalows** – It is not intended that bungalows would form an integral dwelling form within the development and any proposal for the use of bungalows should be exceptional and will need to be fully justified.

**8.18 Residential design**

Technical Advice Note (TAN) 12: design states;

*‘Good design is not inevitable. It requires a collaborative, creative, inclusive, process of problem solving and innovation – embracing sustainability, architecture, place making, public realm, landscape, and infrastructure.*

*Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.’*

8.18.1 The adopted CLDP ‘Design’ Supplementary Planning Guidance (SPG) aims to raise standards of building and landscape design throughout all development in Conwy. The SPG considers a successful project will;

- Relate well to the context and history of the place
- Sit happily in the pattern of existing development and routes through and around it
- Respect important views
- Respect the scale of neighbouring buildings
- Use materials and building methods which are as high in quality as those used in existing buildings
- Create new views and juxtapositions which add to the setting

8.18.2 The Council will reject poor building and contextual designs, however, neither CLDP guidance nor this Brief attempts to impose a particular architectural taste or style arbitrarily. Innovative and sustainable design solutions are greatly encouraged. The first development to take place on this site will set the precedent for future development, therefore, it is crucial that this achieves a high design standard.

8.18.3 The Welsh Government established the Design Commission for Wales in 2002 to promote good design and provide design advice. Its comments on applications may be material considerations in the planning process and therefore early, pre-application discussions with the Design Commission for Wales and CCBC officers are strongly recommended. More information can be found in Welsh Government’s Practice Guidance: ‘Designing for Sustainable Buildings’.

## **8.19 Boundary treatments**

8.19.1 It is appreciated that there are a range of different boundary conditions within the site, and new development will need to relate to each type differently. The following design principles should however be applied with regard to relating dwellings to the street:

- The layout of dwellings and their boundaries should generally be designed to create a continuous frontage of development, enclosing secure rear gardens.
- At corners and junctions blank gable walls should be avoided and house types should be chosen which turn the corner and provide a form of development which overlooks the street.
- Views along the street should generally be terminated by development to help create a sense of place & increase legibility.

## **8.20 Walls & Fences**

8.20.1 Public and private areas within the development will need to be clearly separated by building lines or by garden boundaries. Boundary walls and fences will therefore form an important part of the development and will need to be considered as carefully as the buildings they adjoin.

8.20.2 Walls should be utilised to screen private areas and add richness and variety to the street scene. Materials should complement the buildings and consideration should be given to breaking walls into panels and strengthening with the use of piers.

8.20.3 Walls should generally be constructed of brickwork, local stone or render. All boundary walls between rear gardens and public highways/access ways shall be no less than 1.8m high and no more than 2.1m high and should be at least 215mm thick. Any brick or rendered garden walls should be capped with a stone or brick on edge coping.

8.20.4 While low front walls (up to 1.2m high) may be used, an acceptable alternative will be metal railings and these will be particularly encouraged where properties have small front garden areas. Railings used should be 1.2-1.5m high. Railings could also be combined with low walls to define front boundaries, provided the maximum height of 1.5m is not exceeded.

## **8.21 Street Signage & Lighting**

8.21.1 Signage throughout the development should generally be minimised through the use of landmarks to create a sense of place. Free standing street names should be a standard height of 90 cm above pavement level.

8.21.2 An attractive and co-ordinated high quality range of public realm lighting will be encouraged throughout the development and consideration should be given to utilising wall mounted luminaires where practicable, to reduce pavement clutter and increase visual interest.

8.21.3 All lighting columns and street furniture (litter bins, seating, bollards etc.) should be co-ordinated, in terms of design, and materials, to help create and maintain the character of the development.

8.21.4 The ecological impacts of external lighting should also be considered.

## **8.22 Landscaping and Open Space**

8.22.1 It is intended that the landscape and open space framework at Abergele South East will be a fundamental part of the development's character, providing an attractive focus within the new housing and employment areas and providing an interface with existing adjoining areas. The open space should be well defined and integrated with the new housing and employment creating a visually attractive setting while protecting and enhancing the setting of existing features within the area.

8.22.2 It is proposed that the above be achieved through the creation of a dedicated series of landscaped open spaces associated with pedestrian and cycleway routes and providing areas of recreation for residents and employees.

8.22.3 The illustrative Masterplan layout in section 6 of this brief shows how the network of open spaces and routes can interact with the adjacent built environment and be augmented by the incorporation of play areas (Locally Equipped Areas of Play (LEAP's) and Neighbourhood Equipped Areas of Play (NEAP's) in key locations within the site.

8.22.4 The illustrative masterplan layout indicates the proposed open space locations based primarily upon existing landscaped features. While minor amendments to the boundaries of the open space areas shown on the Masterplan layout will be accepted to reflect individual developer layouts, the open space provision and locations should generally accord with the illustrative Masterplan layout.

## **8.23 Ecological Impact**

8.23.1 Designing for biodiversity can be fully compatible with designing for landscaping and open space so that no conflict of interest arises. The development should take into account the natural features on the site, such as trees/hedgerows/watercourses and enhance these features for biodiversity and as assets for future residents to respect and enjoy.

8.23.2 Care should be taken in the type and location of external lighting within the new development to ensure that new and retained trees and hedgerows are not illuminated to the detriment of the ecology of the area.

8.23.3 Potential impacts on wildlife resulting from the spine road should be fully considered before specific proposals are made. Any wildlife crossings should be designed in consultation with CCBC Ecologist and based on detailed site surveys. In addition, any tree and shrub removal should be timed to avoid the bird breeding season (March to September inclusive). Where impacts on bats are considered likely then those trees should be subject to emergence surveys at an appropriate time of year. Should bats be found to be using the trees as



roosting sites then it is expected that appropriate mitigation and/or compensation schemes are proposed and delivered.

8.23.4 Early discussions in this regard are strongly advised to ensure compliance with CLDP Policy NTE/3 – ‘Biodiversity’.

#### **8.24 Drainage/flood risk**

8.24.1 The northern most section of the site is within a C1 flood zone and whilst this Brief recognises the findings of the Conwy Strategic Flood Consequence Assessment, individual Flood Consequence Assessments (FCA’s) will be required and early liaison with Natural Resources Wales (NRW) is strongly recommended.

8.24.2 Dwr Cymru Welsh Water (DCWW) have indicated that there may be a requirement for developers to carry out a Hydraulic Modelling Assessment (HMA) to determine its impact on the sewerage network and to identify any works necessary to service the development.

8.24.3 The site is crossed by a public sewer which may restrict development. Under the Water Industry Act 1991 DCWW has rights of access to its apparatus at all times. Protection measures in respect of these assets will be required either in the form of an easement width or a possible diversion of the asset.

8.24.4 The watercourse flowing through the site should be safeguarded and it is recommended that a riparian habitat strip should be provided which would also be useful for any future watercourse maintenance access.

8.24.5 The use of Sustainable Drainage Systems (SuDS) where possible is encouraged in line with CLDP Policy NTE/8 and in discussion with CCBC Environment, Roads & Facilities Department, Dwr Cymru Welsh Water and Natural Resources Wales.

#### **8.25 Safety & Security**

8.25.1 Within the general design principles set out in this guidance developers are encouraged to review opportunities to incorporate ‘Secured by Design’ principles in their schemes to reduce opportunities for crime through good design.

#### **8.26 Design Guidance for Employment Areas/Premises**

8.26.1 It is intended that the overall Business Park Development should benefit from a strong coordinated approach to the building design to give a consistency in building form and, in particular materials and the selection of colours. Whilst buildings should be of modern design, the use of materials which carry a sense of permanence will be preferred.

8.26.2 Careful attention should be given to the materials to be used on hard surfaces, with the emphasis placed on the identification of car parking and circulation spaces, footpaths and margins around buildings.



Picture 6 A co-ordinated approach to building design

8.26.3 The following design principles should be adopted:

- Schemes should aim to achieve high quality design & distinctiveness, generally using horizontal or neutral emphasis and avoiding verticality except to reinforce key elements, eg entrances or staircases.
- Given the location of the site and its proximity to residential development buildings should generally be limited to no more than three storeys in height.
- Materials used for roads, paths, hard landscaping areas and lighting should aim to achieve a minimum 30 year life cycle.
- Surface finishes to parking areas to be cleanable by industrial process,
- Sustainable forms of construction utilising materials with low embodied energy, reclaimed, or locally sourced components where possible.
- Buildings should aim to maximise use of natural light and natural passive ventilation.
- Where necessary, use of banding to help break up large or tall monolithic masses.
- Colour palette to be limited to give a generally consistent and refined image across the Business Park.
- Consideration should be given to designing buildings with flexibility, which allow for extension, expansion and sub-division over time.



Picture 7 Use of colour & verticality to identify key design elements

8.26.4 Again, early, pre-application discussions with the Design Commission for Wales and CCBC officers are strongly recommended.

## 8.27 Landscaping

8.27.1 High quality landscape design, implementation and maintenance is considered crucial to the success of the Business Park. An overall landscape Masterplan for the Business Park will be required to be produced by the developer which should provide guidelines for both structural and individual plot planting. Structural landscaping should be implemented by the developer, and maintained by a Management Company. It is appreciated that plot planting will need to be established by individual companies based on the general guidelines provided by the landscape Masterplan.



Picture 8 High quality landscaping

## **9. INFRASTRUCTURE PROVISION AND PLANNING OBLIGATIONS**

- 9.1 Regulation 122 of the Community Infrastructure Levy (CIL) Regulations as amended 2010 sets out three legal tests for when Section 106 agreements can be used. These are as follows:
1. Necessary to make the development acceptable in planning terms
  2. Directly related to the development; and
  3. Fairly and reasonably related in scale and kind to the development.
- 9.2 These tests have been applied to each of the key obligations stipulated below as follows:
- 9.3 **LDP Link road** – necessary to make the development acceptable due to the need for alternative access to St George Road (evidence base Atkins Report “Access to Potential Development Sites for Conwy CBC” April 2008 and further report “Appraisal of Traffic Associated with Development Sites at Abergele” April 2013.) The Abergele South East allocation has been accepted as sound for inclusion in the LDP on the basis that access to the entire site would be via this link road in order to reduce pressure on St George's Road and the Town Centre. The obligation is directly related to the development in that the link road will either be situated within the allocated land or will have access to it.
- 9.4 **Replacement Open Space** – Policy CFS/12 ‘Safeguarding existing open space’ states that in principle, permission will not be granted for development which results in the loss of open space. When Abergele South East was selected for inclusion within the LDP it was done so on the presumption that replacement open space (to replace the playing fields lost at the north of sites 81/82 due to the siting link road) would be provided elsewhere within the allocation. Therefore in the interests of fairness and viability, the replacement element of open space will be divided pro-rata across all the sites as a contribution or on site provision. The location of this replacement open space is shown on the Masterplan Layout.
- 9.5 **Improvements to traffic lights and monitoring** – The Atkins report dated April 2013 states that the addition of the LDP Phase 1 development traffic is shown to take the traffic signals in the centre of Abergele over-capacity, in particular, the increased demand is shown to have an adverse impact upon delays to traffic approaching along the A548 side road connections. Due to this, work is necessary to remodel the traffic lights to accommodate development in phase 1. The LDP identifies two sites as being within phase 1 – 81/82 (within the Abergele South East allocation) and site 281 Abergele Business Park (which is outside of the Abergele South East allocation, and therefore not within the remit of this brief). The obligations for the traffic light improvements will be split between phase 1 (i.e. sites 81/82 and 281). The annual monitoring of traffic flows (traffic counts) and performance of the signals should take place over the duration of the delivery of the first phase of LDP development and subsequent development phases to identify when the capacity of these signals is reached. Contributions will be sought from both phases of development at Abergele South East (and site 281).



- 9.6 **Town Centre Improvements** – The Atkins report dated April 2013 acknowledged that services and amenities are by in large situated to the west of the development within the town centre therefore it is inevitable that new residents will be traversing in and out of the town centre to access goods and services. LDP04: Planning Obligations SPG covers obligation types fitting under the categories of Natural and Built Environment, Leisure, Health and Education. In line with this SPG, it will be necessary to seek funds under these categories, where it is a requirement justified by evidence.
- 9.7 **Welsh Language** – Policy CTH/5 in the Conwy Local Development Plan (LDP) states that the plan strategy has been assessed for Welsh language impact and the allocated housing sites in Abergele will require 'Mitigation Statements' in line with the results of the Welsh Language Impact Assessment which forms part of Background Paper (BP) 33. Para 3.8.1 of Technical Advice Note (TAN) 20: Planning and the Welsh Language states that possible approaches to support the Welsh language include provision of mitigation measures such as appropriate phasing policies, adequate affordable housing, including sites for 100% affordable housing for local needs, and the provision of employment opportunities and social infrastructure to sustain local communities. Appropriate mitigation measures will be sought in line with the above evidence based approach.
- 9.8 **Affordable Housing** – Policy HOU/2 requires 10% of all new housing development to be affordable in the Abergele area, subject to viability.
- 9.9 All of the above will be fairly and reasonably related in scale and kind as calculations will be pro-rata based on the number of dwellings / yield per hectare of employment land, and sought in line with policy DP/5 and LDP04 – Planning Obligations SPG.
- 9.10 In terms of the breakdown of the obligations across the various ownerships, this has been calculated below. Please note that these amounts have been viability tested through the DAT using average land values.

**Table 2 - Parcels of land by ownership with key obligations required.**

(See Appendix 2 for corresponding map)

a) Parcel of Land Map Ref.	c) Approx no. of dwellings on site	e) Key obligations where contribution is required**	f) Estimated cost breakdown of key obligations:
Map Ref 4. (North 81/82) Council owned land	0		
Map Ref 2a, 2b and 2c (South 81/82 and 79/80) Land in private ownership	226 27 48	Link road Traffic light improvements Traffic monitoring Replacement Open Space Town Centre Improvements Welsh Language	£1,505,189 £15,369 £9,632 £80,457 £163,142 £126,721

Map Ref 5a and 5b (North E3 and E28) Land in private ownership	48	Link road Traffic monitoring Town Centre Improvements Welsh Language	£240,030 £1,536 £26,016 £20,208
Map Ref 6 South E3. Land in private ownership	135	Link road Replacement Open Space Traffic monitoring Town Centre Improvements Welsh Language	£675,086 £36,085 £4,323 £73,170 £56,835
Map Ref 1 (small field forming part of 79/80) Ownership unknown	16	Link road Replacement Open Space Traffic monitoring Town Centre Improvements Welsh Language	£80,010 £4,277 £512 £8,672 £6,736
Map Ref 3 (mid 81/82) Land owned by Anwyl.	See appendix 3 for contributions.		

\*These are key obligations and do not represent the full list of obligations that may be due for each parcel of land and may be subject to change.

\*\*The viability testing has taken into account the on-site provision of affordable housing at 10% of the total number of dwellings.

## 9.11 Existing contributions

9.11.1 Contributions have already been sought in respect of the land relating to planning application 0/40507. These are provided in Appendix 3.

## 10 PRE-APPLICATION ADVICE

10.1 Pre-application discussions between prospective applicants and the Council are recommended. Please note that there will be a charge for meetings where the applicant wishes to discuss the viability of a potential scheme. A list of contact numbers are given below which will be of use throughout the application process.

- In relation to this development brief, planning policy and viability issues - Strategic Planning and Communities Service, Library Building, Mostyn Street, Llandudno, LL30 2RP; 01492 575461
- For pre-application discussions – Development Management Section, Civic Offices, Colwyn Bay, Conwy LL29 8AR; 01492 575247; [regulatory.services@conwy.gov.uk](mailto:regulatory.services@conwy.gov.uk)
- Business / Enterprise and Investment discussions – Business and Enterprise Service, 28 Wynnstay Road, Colwyn Bay 01492 574506 ; [rob.dix@conwy.gov.uk](mailto:rob.dix@conwy.gov.uk)
- Access, Highways and Parking - Highways Development Control Officer, Traffic Management & Parking Services, The Heath, Llanfairfechan ; 01492 575438
- Conservation and Heritage– Senior Conservation Officer, Civic Offices, Colwyn Bay, Conwy LL29 8AR; 01492 575951
- Biodiversity issues – Senior Countryside Officer - Ecologist, Countryside and Rights of Way, Highways and Infrastructure, The Heath, Llanfairfechan ; 01492 575310 [barbara.owsianka@conwy.gov.uk](mailto:barbara.owsianka@conwy.gov.uk)
- Trees - Tree Officer, Development / Building Control, Regulatory Services & Housing, Civic Offices, Colwyn Bay ; 01492 575186 ; [matthew.bardsley@conwy.gov.uk](mailto:matthew.bardsley@conwy.gov.uk)
- Crime Prevention Design Advice – Architecture Liaison Officer, Conwy & Denbighshire, Divisional HQ, Oxford Road, Llandudno, Conwy LL30 1DN; 01492 805011 ; [ifan.hughes@north-wales.police.uk](mailto:ifan.hughes@north-wales.police.uk)
- Water supply and Sewerage – Dŵr Cymru Welsh Water, Developer Services ; 0800 917 2652
- Gas supply / apparatus - Wales & West Utilities, Connections enquiries ; 0870 165 0597 ; [connections@wwutilities.co.uk](mailto:connections@wwutilities.co.uk)
- Archaeology – CPAT (Clwyd Powys Archaeological Trust) Tel 01938 553670

- Design Commission for Wales, 4<sup>th</sup> Floor, Cambrian Buildings, Mount Stuart Square, Cardiff, CF10 5FL; Tel: 02920451964. Publications - (<http://dcfw.org/category/publications/>)
- Natural Resources Wales - [www.naturalresources.wales](http://www.naturalresources.wales)
- Disability Wales - [www.disabilitywales.org.uk](http://www.disabilitywales.org.uk)
- Sustrans Cymru [www.sustrans.org.uk/wales](http://www.sustrans.org.uk/wales)
- Flood Risk and Infrastructure Group, CCBC – Environment, Road & Facilities, Mochdre Offices, Colwyn Bay Tel: 01492 575337

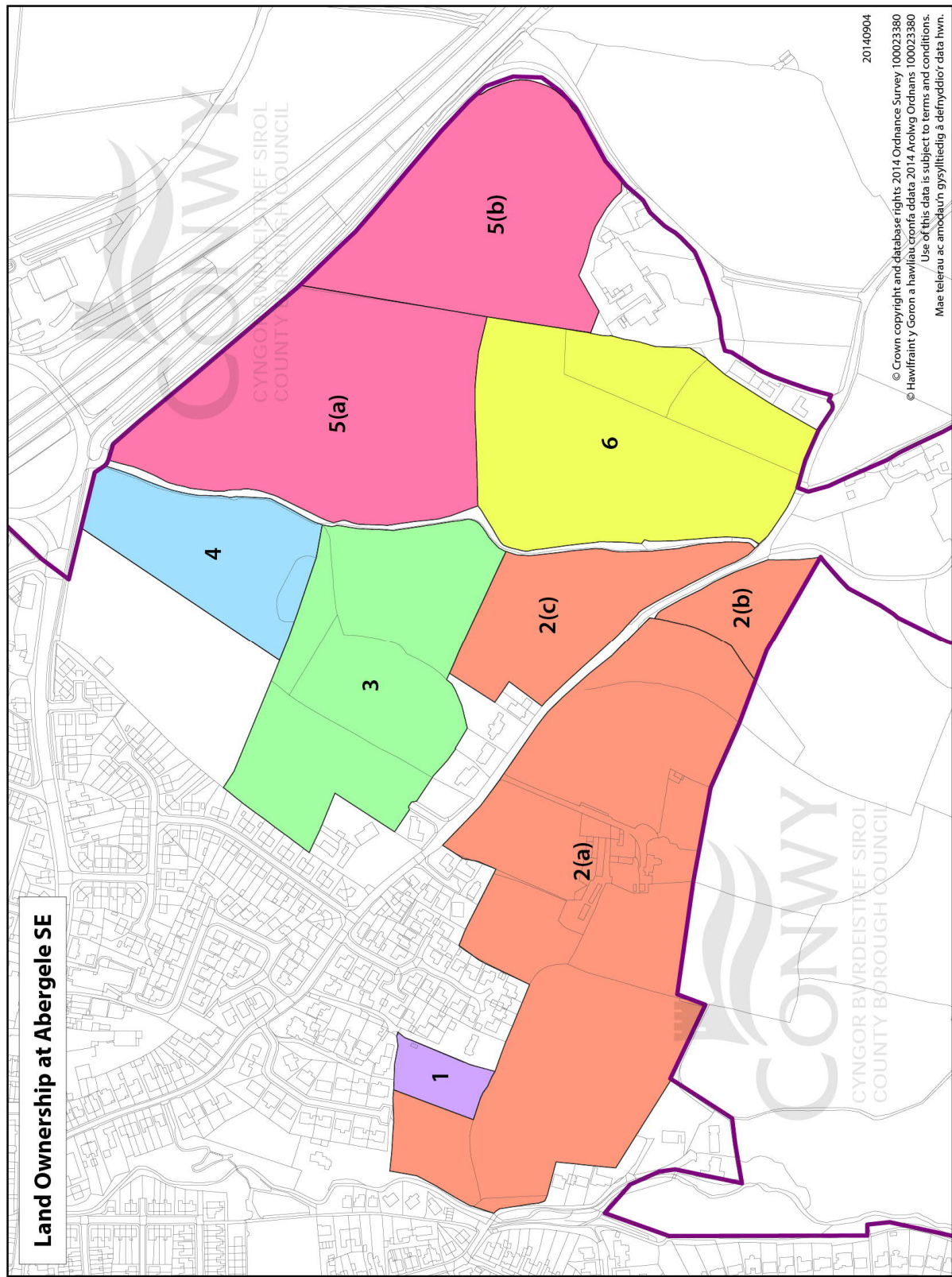


## **Appendix 1: List of Relevant Key Evidence Base Documents**

1. Conwy Local Development Plan 2007-2022 (Adopted October 2013).
2. LDP Background Paper 19: Open Space Assessment.
3. LDP Background Paper 21: Site Deliverability Assessment.
4. LDP Background Paper 30: Phasing Plan.
5. Atkins Access to Potential Development Sites for Conwy CBC (April 2008)
6. Atkins Appraisal of Traffic Associated with Development Sites at Abergele (April 2013)
7. Atkins Indicative Route and Estimated Costings for the Link Road (June 2014)

All the above (with the exception of 5 and 7) can be located at [www.conwy.gov.uk/ldp](http://www.conwy.gov.uk/ldp). Items 5 and 7 are not currently available on line, but can be viewed on request.

Appendix 2: Map showing various ownerships at Abergele South East



### Appendix 3: Planning Obligations for 0/40507 Land to the North of St George Road, Abergele

<b>Obligation:</b>	<b>Amount sought:</b>
Contributions to the LDP Link road	£475,059.71
Town centre improvements	£51,507
Replacement open space	£25,394
Improvements to traffic lights & monitoring	£39,490
Welsh Language Initiatives	£40,000
Sub Total	£631,450.71
Plus obligations from Planning Obligations calculator	£63,549.69
<b>Grand Total</b>	<b>£695,000.04</b>