

Conwy Local Development Plan 2007 – 2022



SUPPLEMENTARY PLANNING GUIDANCE

LDP37: Ty Mawr Development Brief

Adopted July 2018

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1 Introduction

- 1.1 The purpose of this Development Brief is to enable the Council, as the local planning authority (LPA), to set out its requirements for development of the site allocated in the Conwy Local Development Plan (LDP) at Ty Mawr Farm, Old Colwyn, prior to submission of planning applications, thereby assisting prospective developers by highlighting the associated opportunities and constraints with the allocated site. It should be noted that the site lies in the Llysfaen ward.
- 1.2 This Development Brief has been prepared by the Strategic Planning and Communities Service at Conwy County Borough Council with input from planning professionals at Lichfields.
- 1.3 The Council adopted the LDP on 24th October 2013. A summary of relevant planning policy and studies to accompany a planning application are listed in the appendices of this Brief. This Brief will be subject to public consultation for a six week period and following this the Council will seek to agree the Brief as status of Supplementary Planning Guidance (SPG).

2 LDP Vision and Objectives

- 2.1 The LDP sets out a vision for the area in 2022. The most relevant to the proposed development of land at Ty Mawr are listed below.
- 2.2 Spatial Objective 4 states that the LDP will identify and safeguard land to meet the community's needs for more jobs and greater economic prosperity and reduce out-commuting levels focussing, in particular, on higher value employment opportunities and skills development.
- 2.3 Spatial Objective 9 states that the LDP will encourage efficient patterns of movement and recognise the strategic role that the A55 and rail corridors will play in meeting the development needs of the Plan Area, and give particular attention to development locations that are convenient for pedestrians, walking and cycling in Conwy to aid the reduction of transport CO2 emissions.
- 2.4 Spatial Objective 10 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.
- 2.5 Finally, Spatial Objective 12 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.
- 2.6 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 Old Colwyn, creates a “sense of place” and contributes towards meeting the wider needs of the area.

Site specific objectives:

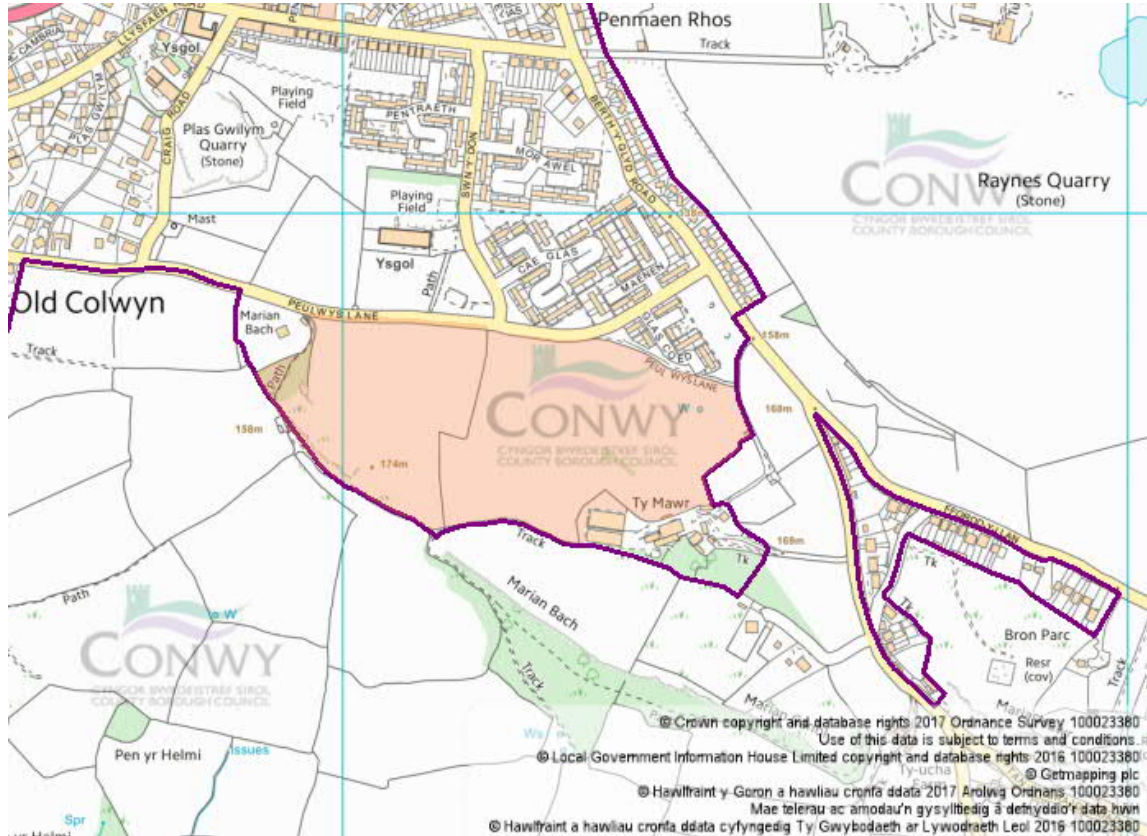
- To deliver an attractive, well designed residential development, which provides an appropriate mix of housing, which delivers affordable housing for identified need.
- To provide a retail unit to support the needs of the existing community and improve sustainability, without impacting negatively on the town centre of Old Colwyn.
- To provide good quality open space, which gives a wider link from the site to the open countryside and increases the amount of open space in the area.
- To provide allotments on the site which meets the need identified in the area.
- To enhance natural and historic features of the site, including hedgerows, trees and biodiversity to protect these for future generations.
- To encourage pedestrian, cycle and public transport links within the development site and to the town centre and beyond.
- To build at an appropriate density, which makes the best use of land, but does not compromise on design standards or amenity of the future residents.
- To provide fully compliant Sustainable Drainage (SuDs), which contributes towards social, economic and environmental value by improving design quality, providing wildlife habitats and help the drainage system adapt.

3 Site description

- 3.1 Ty Mawr is located on the edge of Old Colwyn, which is classed as an urban area in the LDP, although it lies in the Llysfaen electoral ward. It is approximately 12 hectares of agricultural grazing land owned by Conwy County Borough Council and is allocated in the LDP for residential use. Please see Appendix 2 for more details of the Council's disposal process for the sale of the land.
- 3.2 The site was previously allocated for residential development and open space in the Colwyn Borough Local Plan, but did not come forward for development. Relevant planning history includes the outline application ref: 0/31283 for 250 dwellings and approximately 4.9ha of public open space. The application was approved at Planning

Committee subject to a Section 106 legal agreement relating to the provision of affordable housing and open space, but this was not finalised.

Map 1: location of Ty Mawr residential allocation



- 3.3 The land is currently let out as agricultural grazing land and consists of sloping fields and hedgerows with occasional mature trees. The site is adjacent to Parc Peulwys housing estate where the majority of dwellings are managed by Cartrefi Conwy Registered Social Landlord (RSL). The site is bounded to the North by Peulwys Lane with a number of residential dwellings to the Eastern extent off Glas Coed. A track and public footpath continue along the Southern boundary and around the Western boundary of the site up to Peulwys Road.

Photo 1: Ty Mawr site



Photo 2: Ty Mawr site



Photo 3: Ty Mawr site



4 Masterplan layout

4.1 Background

- 4.1.1 The Council has commissioned urban design specialists Lichfields to formulate a Masterplan 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, retail 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 6 of this Brief.

4.2 Constraints / opportunities mapping

- 4.2.1 Prior to commencing on designing a layout Lichfields 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 Map 2 with the key issues highlighted as a steeply sloped section and some sensitive boundaries, including one with a listed building. 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.
- 4.2.2 The site is crossed by sewers. Dŵr Cymru Welsh Water (DCWW) has advised that protection measures in the form of easement widths or a diversion of the sewer would be required.

- 4.2.3 Clwyd Powys Archaeological Trust request the retention of a well as a site feature. There is a Sycamore tree near it, which is likely to be subject to a Tree Preservation Order (TPO) in future. Its removal may be considered with mitigation planting.
- 4.2.4 There is some interest in the mature trees present on the site and these would need appropriate protection measures at planning application stage. There are other individual trees, groups of trees and woodlands which will be subject to TPOs in future.
- 4.2.5 The land may be used by protected species for foraging. A survey and mitigation measures will be required at planning application stage.
- 4.2.6 A strategic landscaping scheme will be required for development of this site and should incorporate a hedgerow defining the southern boundary of the site which should be planted at the outset. Existing planting should be retained to benefit ecology on the site, in agreement with the County Ecologist.
- 4.2.7 The land immediately to the east of the allocated site is designated as a Quarry Buffer Zone in the LDP and Policy MWS/4 states that there is a presumption against inappropriate development within the quarry buffer zones.
- 4.2.8 Other issues identified but not shown on the map are the distance from amenities such as a larger local shop and open space deficits in the local community, including allotments. Other planning applications submitted in the area indicate that the ground conditions may be unsuitable for infiltration type SuDs options. Non-infiltration options will need to be implemented.

Map 2: site analysis plan



4.3 Proposed masterplan layout

- 4.3.1 Following analysis of the constraints and potential of the site, Lichfields produced a layout showing suitable locations for residential development, open spaces, allotments, a local shop and access routes. The following paragraphs provide more detail on this, see Map 3 for the proposed masterplan layout.

Residential layout

- 4.3.2 The layout distributes housing towards the northern half 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. Landscape buffering is suggested between the site and sensitive boundaries. Deviation from this layout will be considered, if design quality is not compromised and relevant LDP policy requirements are met. Should the applicant wish to deviate from this design, early correspondence with the LPA is recommended.

Phasing

- 4.3.3 The phasing of the housing development will be in accordance with LDP policy HOU/3. The entire site layout should be submitted at the initial planning stage, regardless of the submission of an outline or full application. It is accepted that layouts of future phases may be indicative, however it is useful to look at the site in its entirety from the outset and think about how future phases will successfully link and integrate with an earlier phase. Any initial phase should be substantially completed before a subsequent phase is commenced.

Density and house types

- 4.3.4 Indicative housing densities have been calculated at 32 dwellings per hectare, which results in 230 dwellings. The following house types are proposed. See Appendix 4 for indicative house types design layout.
- 4.3.5 The mix of house types has been set out in line with evidence from the Local Housing Market Assessment (LHMA) and household projections, which reflects requirements set out in LDP policy HOU/5. If the applicant wishes to amend these house types, evidence of local circumstances will be required, as set out in LDP policy HOU/5. Early correspondence with the LPA is recommended.
- 4.3.6 See Appendix 5 for more evidence relating to projected household size in future.

Table 1: proposed house types

House type	Affordable		Market	Total
	Social	Intermediate*		
All house types	17	52	161	230
1 bed flat	4	0	0	4
2 bed adapted bungalow	2	0	0	2
2 bed flat	0	6	0	6
2 bed house	8	24	41	73
3 bed house	0	22	95	117
4 bed house	3	0	25	28

*Includes low cost home ownership and intermediate rent.

- 4.3.7 The developer will need to work closely with Cartrefi Conwy to ensure an appropriate mix of social dwelling types are provided on site as per the demand identified by the housing register and the LHMA. Cartrefi Conwy will also be the RSL for the intermediate rent units.
- 4.3.8 In addition the developer will need to work closely with Grwp Cynefin RSL who manages the Local Authority's First Steps intermediate housing register, which is housing available for low cost home ownership or intermediate rent.
- 4.3.9 The affordable dwelling types specified above and in the site plan are based on households that are on the register at the time of drafting this development brief. Amendments to the house types may be required at pre-application stage to reflect the latest register. Early engagement with CCBC Housing Strategy and Cartrefi Conwy is recommended.

Highways and access

- 4.3.10 The masterplan layout proposes two points of access to the site via Peulwys Lane. This will include some road widening works. LDP policy STR/3 is relevant. A Transport Assessment and Travel Plan will be required at planning application stage. A Road Safety Audit may also be required. Please see Appendix 3 for details.
- 4.3.11 Additional traffic calming measures will be required along Swn-Y-Don and Peulwys Lane to prevent increased traffic congestion along Llysfaen Road and to ensure a safe multi-modal environment. The existing one-way along part of Peulwys Lane will need to be retained. Other measures may be required and will be confirmed at pre-application and planning application stage.
- 4.3.12 Footpaths to facilitate movement within and outside the site should be provided. The LDP Spatial Objectives and policies promote the use of public transport and the development site should not sit in isolation from the wider community. Separate, safe and attractive routes for pedestrians and cyclists should be provided, including links to existing bus stops.

- 4.3.13 In producing the Masterplan Layout, Lichfields 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. One public right of way has been diverted around the housing.
- 4.3.14 Suitable provision should be made for the off-road parking and loading/unloading of all the vehicles which are likely to be generated by the development. This provision should be appropriately located and care should be taken to avoid conflict between the demands of the various forms of traffic. Please see LDP policy STR/2 and SPG LDP02 Parking Standards for more detail.
- 4.3.15 Integrating new development requires consideration of the potential for visual as well as physical connections, and ease of access is especially important. Analysis of the site and its surroundings in relation to surrounding land uses and facilities is important to ensure that, wherever possible, development is well linked to existing facilities and communities. Design and landscaping of accesses promoting cycle or walking are especially important in encouraging 'non car' modes of transport. It will be important to create the right environment to promote their use.
- 4.3.16 Consideration should be given to the provision of access for all. The elderly and disabled have particular needs which should be considered and incorporated wherever necessary. Access to public transport services is also an important consideration in some schemes.

Local retail opportunity

- 4.3.17 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). So as to not detract from the existing retail offer in the town centre, the suggested floor space for this development would be 300m².
- 4.3.18 The retail unit is shown on the proposals plan, covering approximately 0.09 ha of the site, and is sited on the boundary between Ty Mawr and Parc Peulwys. Its location should be on Peulwys Lane. It should be built and available for use prior to the occupation of 70% of the dwellings.
- 4.3.19 Should the applicant be unable to secure an occupier for the unit, alternative uses will be considered. The applicant will need to demonstrate that they have marketed the unit for a period of at least six months, at a reasonable rate to demonstrate that there is no demand. The marketing exercise should be undertaken prior to submitting a planning application and include the following measures:
- A six month continuous marketing exercise.
 - The price at which the property is marketed. This should reasonably reflect its value as a retail premises.
 - Details of the terms and conditions of the lease.

- Details of any offers / expressions of interest received.
- Advertising via a local newspaper and the internet.

4.3.20 Applicants should seek to submit an application within three months of the expiration of the marketing period, to ensure that evidence is up to date reflecting current demand and valuations.

SuDs

4.3.21 An area to allow for balancing ponds has been incorporated into the masterplan (Map 3). This is along the northern boundary of the site. Calculation of exceedance requirements and identifying any constraining site conditions would need to be carried out prior to finalising the site layout to ensure that this is adequate.

Open space

4.3.22 LDP policy CFS/11 requires all residential development to contribute towards open space. For a site of this size, this should all be on-site. The topography of this site, however, means that outdoor sports would be better located elsewhere and so a commuted sum will be sought (see Section 5 for details). All open space provided on the site should be maintained by the developer in perpetuity, via a management agreement.

4.3.23 Lichfields have included a Local Equipped Area for Play (LEAP), Neighbourhood Equipped Area for Play (NEAP), informal children's play and neighbourhood amenity in the site plan. The table below details the area required by policy CFS/11. A combined LEAP and NEAP would also be acceptable. SPG 04 Planning Obligations has details of the Council's standard.

Table 2: open space requirements

Open space type	Requirement (m2)
Total	7,140
Major amenity	1,530*
Children's play space (equipped)	1,275
Children's play space (informal)	2,805
Neighbourhood amenity	1,530

*Lichfields have included more than required to address the deficit of this open space in the area.

4.3.24 The latest Open Space Assessment identifies a deficit of some open space types in Old Colwyn. As this is a Council owned site, the opportunity has been taken to address this. Major amenity has been over-provided on the site (see Map 3). This should be in the form of a Country Park with accessible paths, linking the Ty Mawr site and Old Colwyn to the open countryside. It is considered that this part of the site is not appropriate for residential development because of the topography of the site. It would represent encroachment into the open countryside and the development would be prominent on the skyline. It is likely that TPOs will be designated on this part of the site.

Allotments

4.3.25 The allotment waiting list includes residents from Old Colwyn, Colwyn Bay and Llysfaen. To meet this identified local need, it is proposed that the allocation include the delivery of allotments on-site. Lichfields have included an indicative area on the masterplan. The exact location and the specific number of plots required will be confirmed at pre-application stage, but is likely to be in the region of 20-30 plots, each 8m by 4m in size. Some of these will need to be raised beds so that they are accessible to all. Suitable parking, access, water provision, sheds and paths around the allotments will need to be agreed with the Council at pre-application stage.

4.3.26 The development of the allotments is to be provided by the developer, but will be adopted by the Council on completion for future maintenance. This should be on a freehold basis and no service charge for access.

Map 3: proposed masterplan layout



Key

- Site boundary
- Indicative buildings
- Retail
- Main streets
- Residential streets/lanes
- Paths
- Open space
- NEAP
- LEAP
- Allotments
- SuDS
- Trees
- Hedgerows



LICHFIELDS

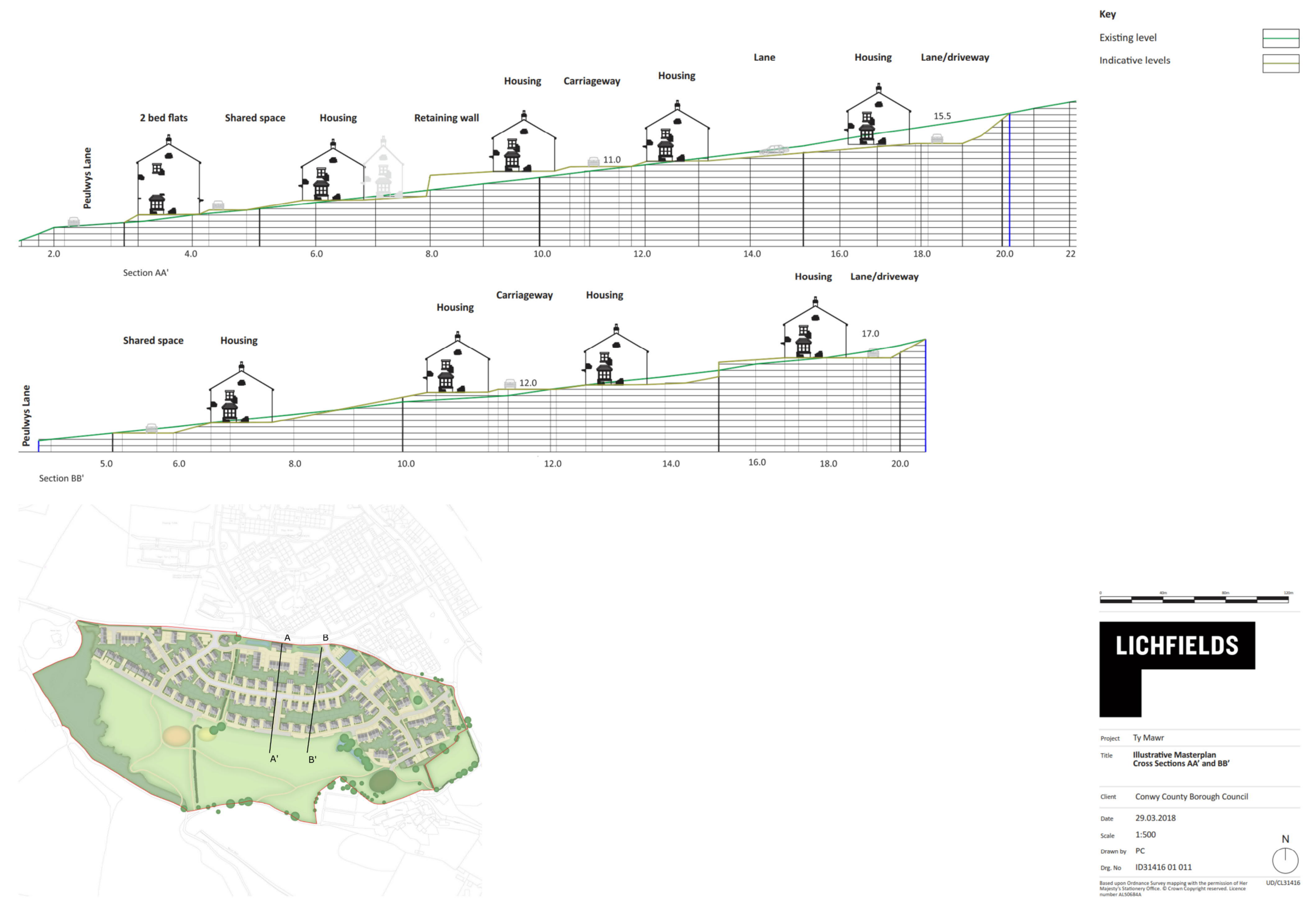
Project	Ty Mawr
Title	Illustrative Masterplan
Client	Conwy County Borough Council
Date	11.05.2018
Scale	1:2000 @ A3
Drawn by	SG
Drg. No	ID31416 01 010 C

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UD/CL31416

Figure 1: masterplan cross sections



5 Infrastructure requirements and planning obligations

5.1 General

- 5.1.1 LDP policy DP/5 requires all new development to make adequate contributions towards new infrastructure to meet the additional social, economic, physical and/or environmental infrastructure requirements arising from the development. SPG LDP04 provides details for how these will be secured.
- 5.1.2 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.
- 5.1.3 These tests have been applied to each of the key obligations stipulated below. These requirements have been viability tested using the Development Appraisal Toolkit.

5.2 Planning obligations

- 5.2.1 The table below outlines the obligations required from this site, calculated from the dwelling types in the design layout. Should the applicant choose to deviate from the house types in the masterplan, the obligations will need to be re-calculated.

Table 4: summary of obligations

Obligation type	Amount due
Total	£538,105.66
Waste	£18,475.50
Open space (off site)	£95,390.40
Primary schools	£376,044.76
Libraries	£48,195.00
Affordable housing (on site)	30%
Open space (on site)*	Neighbourhood amenity: 1,530m2 Equipped children's play: 1,275m2 Informal children's play: 2,805m2
Allotments (on site)*	0.34 ha
Welsh Water	Hydraulic modelling required for sewers. Diverting sewer

*Please see Section 4.3 for more details.

- 5.2.2 LDP04 Planning Obligations requires all residential sites to contribute towards providing kerbside waste and recycling containers. This is to secure a safe environment for the community and future occupiers.
- 5.2.3 LDP policy CFS/11 requires all residential development to provide for the open space requirements of its residents. For a site of this size, it is normally on-site, however, the topography means that it is not practical to provide playing fields and outdoor sports provision on-site. A commuted sum is, therefore, required for these typologies. The same contribution has not been sought twice; this is in addition to the open space requirements identified for on-site provision (see Section 4.3).
- 5.2.4 Current capacity at the local primary schools indicates that they will be nearing full capacity when this site comes forward for development. This means that a financial contribution for the additional requirement generated from this development will be required.
- 5.2.5 This site is above the threshold for providing a contribution towards libraries. A development of this size is likely to increase demand on the nearest library. A financial contribution will be required to help meet this demand.
- 5.2.6 The obligations detailed above reflect the evidence base available to the Council at the time of preparing this Brief. They are therefore subject to change and will be confirmed at planning application stage.

5.3 Affordable housing

- 5.3.1 Affordable housing includes both social housing and intermediate housing. In Conwy County Borough, social rented housing is provided by Registered Social Landlords (RSLs) and is available to rent at below market level rents (benchmark rent). Intermediate housing is where prices to purchase or rent are above the level charged for social housing but below the cost of market housing prices or rent.
- 5.3.2 The need for affordable housing is an important consideration when developing this site sustainably. Conwy's LHMA currently shows a need for the provision of an additional 326 affordable housing units each year (2016-2021) in order to meet current and future housing needs across the County. This need for affordable housing is continuing to grow as supply has not kept pace with demand throughout the Authority.
- 5.3.3 LDP policy HOU/2 seeks 20% affordable housing provision on residential developments within the Old Colwyn area where Ty Mawr is located. Policy HOU/7 seeks a higher affordable housing provision on Council owned land than is typically required by privately owned sites. This would be above the 20% policy position contained with HOU/2. In light of the County's increasing need for affordable housing, Council owned sites are a prime opportunity for meeting needs. Therefore several percentage options were considered, each were assessed in terms of their impact on the housing mix within the area and their ability to deliver an appropriate level of affordable housing to meet needs identified within the LHMA.

- 5.3.4 In light of the sites position adjacent to an existing large social housing estate it is important to consider the current affordable housing options already available within this area. The table below details the tenure mix within the Lower Super Output Area (LSOA) in which the Ty Mawr site lies, compared with the rest of the County. LSOA Conwy009E has the highest proportion of socially rented housing of all the LSOAs within the County Borough.

Table 5: tenure

Tenure	LSOA: Conwy 009E		Conwy County Borough	
All categories	503	100%	51,177	100%
Owner Occupied	220	43.7%	35,501	69.4%
Shared Ownership (Part owned and part rented)	0	0.0%	378	0.7%
Social Rented	240	47.7%	5,946	11.6%
Private Rented	40	8.0%	8,534	16.7%
Other; Living rent free	3	0.6%	818	1.6%

Source: Table QS405EW, Census 2011

- 5.3.5 The current tenure mix within the LSOA is dominated by socially rented dwellings, with almost half of all properties socially rented. This is the highest proportion of socially rented housing across all of the LSOAs, compared to just 11.6% across the whole of Conwy County Borough.
- 5.3.6 LDP policy HOU/7 seeks a higher proportion of affordable housing provision on Council and Government owned sites. Given the existing provision of affordable housing in the area it was decided by CCBCs Cabinet (June, 2016) that 30% affordable housing on site would satisfy policy HOU/7 and make a significant contribution towards meeting local affordable housing need. It is proposed that this is split 25/75 between social and intermediate delivery, as there is a high proportion of socially rented properties in the area, and a lack of intermediate options (low cost home ownership and intermediate rent). This will ensure a more balanced provision of affordable housing within this area.
- 5.3.7 Of the social housing to be provided, this will include a mix of property types which are not already provided on Parc Peulwys whose stock is dominated by three bedroom dwellings. There are currently 899 socially rented housing units within the Old Colwyn and Llysfaen area which is also dominated by three bedroom dwellings and sheltered housing for older persons.
- 5.3.8 Social rented dwellings provided will be required to meet DQR standards. Please see SPG LDP13 Affordable Housing for more details.

5.4 Utilities

- 5.4.1 DCWW consider that a sufficient supply of potable water can be provided to meet the requirements of the proposed development without causing a detrimental effect to the water supply of existing customers.
- 5.4.2 A hydraulic modelling assessment would be required to determine the point of connection to the sewer network and/or any network improvements that would be required, and developers would be expected to fund investigations during pre-planning stages. The sewage flows arising from this development would pass through Church Road Sewage Pumping Stations (SPS) and an assessment of the SPS would need to be undertaken to establish whether improvements are required. This relates to foul sewage only and not surface water drainage. Any sewers required for the potential development can be acquired through the requisition provisions of section 98-101 of the Water Industry Act 1991 (as amended). DCWW would encourage the applicants to contact them at pre-application stage to discuss the proposed development in detail and to establish the extent of any necessary assessments.
- 5.4.3 DCWW have advised that a sewer crosses the site (please see Map 2 for location). Protection measures in the form of easement widths or a diversion of the sewers would be required.
- 5.4.4 The existing Wastewater Treatment Works at Ganol can accommodate the foul flows arising from the development site.
- 5.4.5 It is likely that the national SuDs Standards and SuDs Approval Board will be in place when the planning application for this site is submitted. This will require maximising rainwater re-use in addition to the requirements outlined in policy NTE/8. Pre-application discussion with CCBC Environment, Roads and Facilities Department is recommended.
- 5.4.6 There is no gas mains to the site. A district heating provision could be an option.

6 Design guidance

6.1 Introduction

- 6.1.1 This Design Guidance has been prepared to help ensure delivery of the vision, design objectives and masterplan principles for the Ty Mawr site. 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.

6.2 Road layout and hierarchy

- 6.2.1 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.
- 6.2.2 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.
- 6.2.3 Having regard to the topography and shape of the Ty Mawr site the illustrative masterplan for the site uses predominantly block structures with footpaths and 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.
- 6.2.4 A suggested road/street hierarchy for the development which incorporates a range of street types is detailed below, however proposals should be discussed with the highway authority at an early stage. Proper use of the Manual for Streets Guidance should be referenced.

Main streets

- 6.2.5 Main Streets 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.

Figure 2: cross section of main streets



Residential streets / lanes

- 6.2.6 Residential streets or lanes are intended to provide an intermediate level of access between the 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 two storey properties.

Figure 3: cross section of residential streets / lanes



Shared surface / pedestrian priority streets (or mews)

- 6.2.7 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.

Figure 4: cross section of shared surface / pedestrian priority streets



Courtyards

- 6.2.8 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



Figure 5: illustrative example of residential streets and shared service streets



Private drives

6.2.9 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.

Building types

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

- Detached house: typically the largest dwelling in the development scheme.
- Semi-detached house: most commonly associated with the suburbs of the 19th 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.
- 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.

- 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.
- 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 scheme is likely to be low, there is an identified need for small affordable units.
- Bungalow: it is not intended that bungalows would form an integral dwelling form within the development. Some have been included to meet an identified affordable housing need. Any proposal for the further use of bungalows should be exceptional and will need to be fully justified.

6.3 Residential design

6.3.1 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.’

6.3.2 The adopted CLDP ‘Design’ 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

- 6.3.3 The Council will reject poor building and contextual designs, however, neither LDP 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.
- 6.3.4 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'.

6.4 Boundary treatments

- 6.4.1 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.

6.5 Walls and fences

- 6.5.1 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.
- 6.5.2 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.
- 6.5.3 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.

- 6.5.4 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 and painted black. Railings could also be combined with low walls to define front boundaries, provided the maximum height of 1.5m is not exceeded.
- 6.5.5 Timber boundary fences providing privacy shall be a maximum of 1.8m high and comprise vertically lapped feather edge boards on timber posts, with three horizontal rails. Boarded fences shall be treated with dark stain or creosote.

6.6 Street signage and lighting

- 6.6.1 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.
- 6.6.2 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 luminaries where practicable, to reduce pavement clutter and increase visual interest.
- 6.6.3 All lighting columns and street furniture (litter bins, seating, bollards etc.) should be painted black and co-ordinated, in terms of design, and materials, to help create and maintain the character of the development.

6.7 Landscaping and open space

- 6.7.1 It is intended that the landscape and open space framework at Ty Mawr will be a fundamental part of the development's character, providing an attractive focus within the new housing and retail areas and providing an interface with existing adjoining areas. The open space should be well defined and integrated with the new housing and retail creating a visually attractive setting while protecting and enhancing the setting of existing features within the area.
- 6.7.2 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, which incorporate SuDs,.
- 6.7.3 The illustrative masterplan layout in Section 4 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 LEAPs and NEAPs in key locations within the site.
- 6.7.4 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.

6.8 Ecological impact

- 6.8.1 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 (including SuDs) and enhance these features for biodiversity and as assets for future residents to respect and enjoy.
- 6.8.2 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.
- 6.8.3 Potential impacts on wildlife 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). The mature hedgerow running through the site from north to south should be retained as fully as possible as a wildlife corridor and landscape feature.
- 6.8.4 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. Early discussions in this regard are strongly advised to ensure compliance with CLDP Policy NTE/3 – 'Biodiversity'.

6.9 Safety and security

- 6.9.1 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.

6.10 Design guidance for the retail unit

- 6.10.1 It is intended that the retail unit 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 the building should be of modern design, the use of materials which carry a sense of permanence will be preferred.
- 6.10.2 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.

6.10.3 The following design principles should be adopted:

- The scheme 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 unit and its proximity to residential development, the building should be limited to no more than two 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.
- The building should aim to maximise use of natural light and natural passive ventilation.

Photo 7: use of colour and verticality to identify key design elements



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

6.11 Landscaping

6.11.1 Landscaping includes details of all soft and hard surfaces; screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; the formation of banks and earthworks and the provision of other amenity features incorporating SuDs. Such details should also include the position of all existing trees and identify those which

will be retained. Trees and hedging have a biodiversity value and should be retained and added to with native species enhancing connectivity and biodiversity.

- 6.11.2 High quality landscape design, implementation and maintenance is considered crucial to the success of the development. Structural landscaping should be implemented by the developer, and maintained by a Management Company. An overall landscape masterplan for Ty Mawr should be produced by the developer which provides guidelines for both structural and individual plot planting. It is appreciated that plot planting will need to be established by individual companies based on the general guidelines provided by the landscape masterplan.

7 Pre-application advice

- 7.1.1 Pre-application discussions between prospective applicants and the Council are recommended. Please note that there will be a charge for pre-application advice and for meetings where the applicant wishes to discuss the viability of a potential scheme.
- 7.1.2 The Council has adopted a Local Validation List (LVL) which specifies the requirements for all planning applications for major development. Planning applications will not be valid unless they include all of the relevant requirements listed in the LVL, and the Council will not register such applications until those documents have been submitted. <http://www.conwy.gov.uk/en/Resident/Planning-Building-Control-and-Conservation/Planning-Applications/Local-Validation-List-LVL.aspx>
- 7.1.3 The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 specifies statutory pre-application procedures for planning applications for major development. Planning applications will not be valid unless they are shown to be compliant with these requirements, and the Council will not register such applications without evidence of compliance. <http://www.legislation.gov.uk/wsi/2016/59/contents/made>
- 7.1.4 A list of contact numbers are given below which will be of use throughout the application process.

In relation to this Development Brief and planning policy issues - Strategic Planning and Communities, Llandudno Library Buildings, Mostyn Street, Llandudno, LL30 2RP; 01492 575461; cdll.idp@conwy.gov.uk

For pre-application discussions – Development Management Section, Civic Offices, Colwyn Bay, Conwy LL29 8AR; 01492 575247; regulatory.services@conwy.gov.uk

For land disposal discussions – Estates and Asset Management, Town Hall, Lloyd Street, Llandudno LL30 2UP ; David.Elis@conwy.gov.uk / Bleddyn.Evans@conwy.gov.uk ; 01492 574274 / 01492 574273

Business / Enterprise and Investment discussions – Business and Enterprise Service, 28 Wynnstay Road, Colwyn Bay ; 01492 574506 ; rob.dix@conwy.gov.uk

Affordable housing discussions – Housing Strategy, Civic Offices, Colwyn Bay, Conwy LL29 8AR; 01492 574225 ; Housingstrategy@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 575254

Biodiversity – Senior Countryside Officer - Ecologist, Countryside and Rights of Way, Highways and Infrastructure, The Heath, Llanfairfechan ; 01492 575310 ; barbara.owsianka@conwy.gov.uk

Landscaping & Trees - Tree Officer, Development / Building Control, Regulatory Services & Housing, Civic Offices, Colwyn Bay; 01492 575186 ; matthew.bardsley@conwy.gov.uk

[Flood risk, surface water drainage and SuDs and Ordinary Watercourse Consents – Flood Risk & Infrastructure Group, Environment, Roads and Facilities, Mochdre Offices, Colwyn Bay ; 01492 575337 ; erf@conwy.gov.uk \(land.drainage@conwy.gov.uk for Ordinary Watercourse Consent queries\)](#)

Crime Prevention Design Advice – Designing Out Crime Officer, North Wales Police Headquarters, Glan-y-Don, Abergele Road, Colwyn Bay LL29 8AW ; 01745 588893 ; david.williams8@nthwales.pnn.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

Archaeology – CPAT (Clwyd Powys Archaeological Trust) Tel 01938 553670

Appendix 1: Relevant planning policy framework

Planning Policy Wales

<http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

Technical Advice Notes

<http://wales.gov.uk/topics/planning/policy/tans/?jsessionid=298A453A7F502A7D5082B95D8>

Conwy LDP policies

<http://www.conwy.gov.uk/ldp>

Conwy LDP SPG

www.conwy.gov.uk/ldp/spg

National SuDS Standards (draft at time of writing)

<https://beta.gov.wales/implementation-sustainable-drainage-systems-new-developments-draft-regulations-and-national>

Appendix 2: Disposal process

- 1.1 The Council's Estates & Asset Management Department will manage the disposal process, in conjunction with their appointed professional advisors, who will assist with preparing the land for sale, marketing it, buyer selection and will provide advice and guidance throughout the process.
- 1.2 Before the disposal process can commence, formal approval must be obtained from the Council's Cabinet. Following this, the land will be actively marketed by both the Council and its advisors.
- 1.3 In order to ensure that the land appeals to as wide an audience as possible, it will be marketed on an open basis, with developers encouraged to respond with expressions of interest. This is because such a large site at this location may be better suited to a phased sale rather than being sold in one lot. By marketing it openly the Council will encourage interest from developers that favour a single purchase and also those that would prefer to phase the purchase.
- 1.4 Once an appropriate marketing period has taken place, interested parties will be invited to submit formal offers. The Council and its advisors will then scrutinise these offers.
- 1.5 On the basis of a one-off sale (rather than a phased sale) it is likely that the offers made will be on a 'subject to planning' basis. The developer with the most favourable offer will then enter into a conditional contract with the Council and will be given the opportunity, within an agreed timescale, to submit their planning application. Once planning consent is received the developer would then proceed to complete the purchase. If the most favourable offer is based on a phased sale, the process followed would likely be similar to the above, but any contract would also have to deal with the phasing.
- 1.6 The above process is provisional only at this stage and is subject to change. The Council understands that the sale of the land will be a complex and lengthy process and that it will be important to be flexible in how it approaches the sale, that it responds to the market and does not discourage innovative proposals from developers if they are forthcoming.

Appendix 3: Transport Assessment details

Please find below our standard requirements for the Transport Assessment (TA) for a development of the type proposed, please note that there may be duplications some information may have already been provided in the development brief SPG, however we thought it prudent to provide the full general scope which will enable you to review what is required for the TA. Please note that failing to consult correctly with the Highway Authority (HA) at specific points in the process may delay a review and/or invalidate works executed:

1. As a minimum the TA study area must include classified counts at the following junctions and include surveys (including queue lengths) of the junctions on three separate days. Surveys must be carried out in a neutral month with the surveys undertaken in the following form; Tuesday one week, Wednesday on a different week and Thursday on a separate week. Manual turning counts should be conducted at 15 minute intervals to identify relevant highway network peak periods:
 - a. Berth-Y-Glyd Road / Peulwys Lane;
 - b. Highlands Road / Llysfaen Road;
 - c. Llysfaen Road / Swn-Y-Don;
 - d. Abergele Road / Highlands Road;
 - e. Abergele Road / Llysfaen Road;
 - f. Abergele Road / Llanellian Road / Promenade Roundabout.
2. 24 hours automatic traffic counts (ATC) using loop detection must be carried out during a neutral month on a number of highways within the study area over a period of three weeks to provide supplementary traffic data for the proposed development for analysis by the HA. The location of the ATC must be agreed with the HA prior to installation. The ATC could also be used to gain speed survey information (please see notes at end of this scope for further information).
3. The TA must review year of application (as base assessment, with and without development) along with future assessment year for the detailed junction capacity assessment of year of application + 10 years. Therefore if an application was submitted in 2021 the future assessment year would be 2031. The applicant must propose what growth rates are to be used which the HA must approve in writing prior to use. The applicant must also carry out a sensitivity check due to seasonal traffic growth (percentage increase to be agreed in writing with the HA prior to executing the review).
4. Detailed capacity assessments must be carried out on the junctions within the TA study area in both the 'with' and 'without' development scenarios in the suggested future assessment year as well as the year of application (opening year). Base data/drawings for all assessments must be submitted with the TA i.e. base survey / speed data for capacity assessments, road width flares etc.

5. The TA must include a review of the accident record for the most recently-available 5 year period, the developer must propose the study area for written approval from the HA prior to executing this work.
6. The TA must take account of any approved but as yet unbuilt committed developments within the traffic flow calculations within the TA work, a simple table detailing these traffic flows should be included within the TA.
7. The TA must include an appraisal of the scheme in the context of current local and national transport planning policy.
8. The TA must include a detailed description of the existing conditions around the site and the local highway network.
9. The TA must include a review of the accessibility of the site by non-motorised modes and a review of facilities in the vicinity of the development site. This will include route assessments of non-motorised users to local schools, amenities, bus stops and the like highlighting locations where existing highway crossing facilities are below current standards or not in place which the majority of non-motorised user traffic generated by the development will use. The review must also take into account Active Travel Wales Act Duties/Design requirements along with links to Existing Route Maps and Integrated Network Maps routes (Please contact HA for latest mapping related to this TA).
10. Public Transport Assessment: The TA must review the different public transport available locally to the proposed development site. The review must identify clear routes to the service link e.g. bus stops/stations detailing the actual distance to the facility from an agreed location within the proposed development (as agreed with the HA). The review must suggest direct route to these facilities identifying any lack of highway crossing facilities to non-motorised users along the proposed routes and/or other hazards/highway safety issues the routes might have which may impact non-motorised users.
11. The TA must include a full appraisal of the proposed development and its intended operation, including details of the level of proposed parking facilities for each dwelling (for cars, motorbikes, cycles etc.), servicing arrangements and swept path analysis plans (as appropriate, including for refuse vehicle and fire tender). Parking levels and dimensions must adhere to SPG LDP2: Parking Standards.
12. A full parking assessment must be supplied, as an appendix, complying with the requirements/specifications detailed in SPG LDP2. As further clarity as to what the HA will accept as “local facilities” within the sustainability review, these must be facilities where persons will regularly visit for a prolonged period, such facilities may include foodstore, schools, large employment areas. Prior to producing a parking assessment the facilities used in the assessment must be to the written approval of the HA.
13. The TA must include an estimate of the number of multi-modal trips generated by the proposed use of the site, along with the distribution and assignment of the vehicular trips on the local highway network. Trip rates may be based on TRICs-based

residential developments of a similar scale and in a similar location to that proposed (Trip rates proposed by applicant must be approved by the HA prior to use as the authority may require a number of proposed data to determine the rates to be used within this TA, distribution proposals must also be approved prior to development of the TA).

14. If any off-site works are required to make the development satisfactory in highway terms, the TA must identify them and put forward suitable plans for consideration as well as cost estimate for their design, construction, supervision of works and administration of the contracts.
15. Refuse Collection: SPG LDP34: Waste Storage and Collections in New Developments, the TA must review proposed development against this document highlighting any departures from guidance. The developer must note *that “in new developments, recycling and refuse collection vehicles will not reverse into/from or along a highway to undertake collections. Where collection vehicles do have to enter a development, there must be sufficient on site turning circles or hammerheads to allow safe manoeuvring and exit from the development”*. Under Section 46(4) of the Environmental Protection Act, 1990, the Council has specific powers to stipulate where receptacles must be placed for the purpose of collecting and emptying and the steps to be taken by occupiers of premises to facilitate the collection of waste, such as transporting receptacles to the collection point and keeping all access and carriageways free of obstruction. It should be noted that the Council's policy for waste collection is to collect waste and recycling at the boundary of a property at the nearest kerbside. The kerbside is defined as the nearest Council adopted highway to the property (typically the pavement or highway verge), where the safe storage of waste containers can take place. The collection point for householders with private roads will be the nearest safe storage location point where their road meets the Council adopted highway or at an alternative collection point agreed by the Council. The precise location of any collection point will be the Council's decision, as specified in the Environmental Protection Act, 1990.
16. Construction Traffic and Site Compound: The TA must review the impact of the construction traffic on the surrounding highway traffic noting when peak periods will occur and what traffic will be generated by the construction works (as a whole and during peak periods). The review must also consider the proposed site compound location ensuring it's appropriately located for its intended use along with a parking assessment to ensure no vehicles connected with the development park on the public highway/local streets, assessment must also detail: amount of parking required and details of oversized parking bays to accommodate likely construction vehicles such as large vans etc. The site compound must also have appropriate turning facilities for vehicles to ensure that they can enter and exit in a forward gear (if applicable).
17. Monitoring: If granted planning permission, monitoring by the developer and future occupiers is an important tool to allow local authorities to check how accurate assumptions stated within the TA were and whether improvements in future TA's are required. The TA must therefore detail how this proposed development will survey traffic generated by this development and how it is to report the findings to the Local Authority (traffic to include all modes of transport). This review must be carried out at two intervals after completion of construction of the last dwelling, the survey period

will be six months and one year after said completion in the next available neutral month. For vehicle movement surveys, the HA would suggest that 24 hour automatic traffic counts (ATC) are installed on the access road into the development and on both approach ends of the main highway so that traffic approaching from either direction are recorded. ATC should be installed for a minimum of two week and be carried out using loop detection (exact locations to be agreed with the HA, report findings and data to be provided in electronic format to the HA).

18. Supplementary plans must also be included as appendices to the TA, these shall be detailed as follows:
 - a. Plans showing the geometric measurements/dimensions and visibility data inputted into any capacity assessments, i.e. widths of carriageways/lanes at specific points, width of other lanes/hatched areas etc., flare information, forward visibility, ghost island details, visibility splays left/right and any other highway details measured/calculated which have been used within the capacity assessment (notes must be provided to detail origin of plans i.e. topographically surveyed or other);
 - b. Design of proposed highway access ensuring it complies with Active Travel Wales Act design DE025 (or similarly approved by the HA);
 - c. Visibility splay drawing detailing: junction and private accesses visibility splays, forward visibility splay, pedestrian crossing visibility splays etc.;
 - d. Swept Path analysis drawing showing vehicles can execute manoeuvres at turning locations, tight corners or other locations agreed with the HA [N.B. swept path analysis must show that vehicles can carry out manoeuvres with a horizontal clearance of 500mm from any object such as kerbs/street furniture/parked vehicles and alike to allow for different driving styles and future vehicle size enlargement];
 - e. Plan detailing the vehicle parking locations showing the dimensions of parking facilities proposed e.g. 2.6m x 4.8m for parking bays, garages adhering to parking standards must also be highlighted (internal clearance of min. 3m x 6m with appropriate driveway) along with visitor parking arrangement;
 - f. Drawing detailing where waste bins/recycling apparatus are to be stored within individual dwelling plot boundaries on waste collection days and non-collection days as well as communal waste bin/recycling apparatus storage areas.
19. To ensure that a comprehensive review of the TA can be carried out, each TA submitted must be done in the following format and be available to the HA on USB Pen drive. Documents must be provided in their original state and with PDF copies i.e. in word, excel, etc. format:
 - a. Electronic PDF of TA and appendices (not scanned copy);

- b. Raw electronic information for traffic count data etc. in both PDF and original compiled software i.e. excel;
- c. Electronic copy of topographical surveys;
- d. Electronic copy of capacity assessment input data file(s) carried out by software such as LinSig, Picady, Arcady etc.

Notes:

The above is based on the existing one way system on Peulwys Lane remaining, any amendments to this one way system could affect the requirements of the TA above.

Traffic Data should reflect the normal traffic flow conditions on the transport network (e.g. non-school holiday periods, typical weather conditions etc.) in the vicinity of the site, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October as described in DMRB Volume 13, Section 1, Part 4. Please note that different school term times, Easter Holidays etc. could further impact neutral months and no traffic data should be collated a week either side of these times unless otherwise agreed with the HA. Prior to collecting Traffic Data, the applicant must agree the survey requirements in writing with the HA.

Speed Surveys must be carried out if a proposed access visibility splay does not adhere to Table A of TAN 18 where road traffic speeds are not known. Speed surveys must be carried out in neutral months as detailed in the above paragraph with measurements taken at both ends of the scheme so that traffic approaching from both directions are recorded. Surveys must be carried out by loop detectors for a minimum period of 7 days with the raw data issued to the HA for scrutiny, in electronic format, before visibility splay requirements are determined. In addition to the above please ensure you liaise with the HA prior to installing any loop detection systems to ensure that their location is to the HAs approval i.e. not too far or too close to a proposed development site access, not within other junction locations which could adversely misrepresent traffic speeds in normal free flowing traffic conditions or not on a section of carriageway affected by its layout (bend, blind summit or other features).

Shared Footway/Cycleway to encourage persons to travel by means other than by motor vehicles, any new development must have a spine footway/cycleway route of between 2.5m and 3.0m wide (the HA will determine requirements on a site by site basis).

Internal Highway Design: The HA would encourage developers/designers to liaise with the HA prior to designing the scheme to ensure that road safety is taken into account before the start of the design process, this will ensure that a consistent approach is provided to schemes which should improve designs and speed up the review process as the scheme will take into account all of the HA requirements. A simple review by the designer to ensure that required visibility splays, in both horizontal and vertical planes, are provided and clearly shown on a drawing along with a review to ensure that the design does not propose any blind corners to motorists or non-motorised users would improve designs and reduce

comments from the HA. Please also note that private vehicle accesses serving a dwelling must also have pedestrian and cyclist visibility splays with footway or footway/cycleways, private vehicle accesses onto footways will require visibility splays measured either side of an access of 2.4m x 2.4m (i.e. 45° splays both sides) while private vehicle accesses onto pavements designated for cycling must also have visibility splays of 2.4m in the x direction by 23m in the y direction.

Appendix 4: Masterplan with house types details



Appendix 5: Housing mix details

- 1.1 Household projections can be used to provide an indication of the potential change in future housing mix requirement. The tables below use the most recently produced 2014-based household projections from Welsh Government. Average household sizes are expected to decrease in line with past trends.

Table 1: projected change in number of households in Conwy County Borough 2016-2031, by household type

Source: 2014-based household projections (10 year migration trend variant), Welsh Government

	Proposed growth option	
	No.	%
Total households	1,900	3.6%
1 person households	1,650	9.1%
2 person households	750	3.8%
3 person households	-350	-5.0%
4 person households	0	-0.1%
5+ person households	-100	-3.6%
All households with children	-250	-2.2%
Lone pensioner households	1,500	16.0%

Table 2: proportion of change by household type

Source: 2014-based household projections (10 year migration trend variant), Welsh Government

	Proposed growth option
Total household change	1,900
1 person households	85.4%
2 person households	38.1%
3 person households	-18.0%
4 person households	-0.2%
5+ person households	-5.2%
All households with children	-14.4%
Lone pensioner households	77.9%

- 1.2 One and two person households make up all the increase in household numbers between 2016 and 2031. About 36% of households are expected to be one person households by 2031, and about 37% are predicted to be two person households.

- 1.3 The number of households of three or more persons is expected to fall by about -450 between 2016 and 2031. Fewer than three in ten households are expected to be made up of 3 or more people by 2031.
- 1.4 2011 Census data also supports the notion that new provision should be concentrated on dwellings for smaller households, and not on larger dwellings, as the County Borough is already significantly over provided with larger properties that are under occupied. Using a very simplified measure of under occupation, in 2011 there were over 26,400 households living in accommodation that had more bedrooms than inhabitants. This was 51.6% of all households, and included nearly 4,650 households containing only one or two residents who were living in dwellings containing four or more bedrooms.¹
- 1.5 Consideration also needs to be given to providing housing which is suitable to meet the needs of an ageing population, with particular emphasis on the needs of lone pensioner households. By 2031, around 55% of all one person households are expected to be pensioners living alone. In 2016 there were an estimated 9,250 lone pensioner households² in Conwy County Borough – this was 18% of all households, and 52% of all one person households³.
- 1.6 Concentrating new provision towards smaller dwellings also increases the potential to make more affordable housing available in the County Borough. Within the market, smaller properties are usually cheaper, and generally meet the needs of newly forming households/first time buyers better than larger dwellings. Within the social housing sector, providing smaller dwellings could help meet the needs of households who have faced cuts to benefits as a result of the introduction of the under occupancy charge (the so called bedroom tax) and thus need to move to smaller accommodation⁴.

¹ 2011 Census table DC4405EW - Tenure by household size by number of bedrooms. The calculation allocated each household member a bedroom of their own, making no adjustments for couples or siblings who might share a room. Any dwelling with more bedrooms than occupants was considered under occupied.

² People aged 65 and over living alone

³ 2013 household estimates, Knowledge and Analytical Services Division, Welsh Government

⁴ See also CCBC Local Housing Market Assessment 2016-21

<http://www.conwy.gov.uk/en/Resident/Housing/Information-for-Developers/Local-Housing-Market-Assessment.aspx>