

# Land North of St George Road, West of Bryn Derw, Abergele

## Design + Access Statement

**November 2026**

Castle Green HOMES

Castle Green HOMES

FPCR | environment & design

This document is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of FPCR Environment and Design Ltd.

Ordnance Survey base mapping - supplied by client.

Aerial imagery © 2025 Microsoft.

| Rev | Issue Status | Prepared / Date | Approved / Date |
|---|---|---|---|
| P01 | DRAFT | HJL / 30.10.2026 | KMN /30.10.2026 |
| P02 | | HJL / 10.11.2026 | KMN / 10.11.2026 |
| P03 | | HJL / 11.11.2026 | KMN / 11.11.2026 |

**FPCR** Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ● t: 01509 672772 ● f: 01509 674565 ● e: mail@fpcr.co.uk ● w: www.fpcr.co.uk

**masterplanning** ● environmental assessment ● landscape design ● urban design ● **ecology** ● **architecture** ● arboriculture ● graphic design

L:\13700\13736\ARCH\DAS\13736 Land at Abergele South DAS P03.indd





# Contents


| | | |
|---|---|---|
| 1.0 | Introduction | 4 |
| 2.0 | Planning Context | 8 |
| 3.0 | Response to Context | 12 |
| 4.0 | Design Proposals | 28 |
| 5.0 | Summary | 56 |

# Chapter 1.0 - Introduction

## Background

This Design & Access Statement (DAS) has been prepared to support the Full Planning Application for a proposed residential development for 123 affordable dwellings together with public open space and associated works on Land north of St George Road, west of Bryn Derw, Abergele.

This DAS provides a background briefing and explains the design principles of the development, its evolution process to present date; based upon an understanding of what is appropriate for the site. It sets out the design approach to the scheme which has been informed by its surrounding context.

## The Opportunity

The following pages outline the guiding principles for a high quality development that would bring forward up to 123 new affordable homes with associated Public Open Space and play areas.

Castle Green Homes are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.

## Site Location

The Site comprises 4.17ha hectares in area, located on the southern edge of Abergele, within the authority area of Conwy County Borough. The site is located south-west of Junction 24 of the A55.




Irish Sea
Rhyl
Towyn
Kinmel Bay
Rhuddlan
A547
A55
Abergele
The Site

# The Site

## Site Context

The Site comprises one field of pastureland which slopes down gently towards the coast, in a north-westerly direction. The site forms part of the Abergele South East strategic allocation, a mixed-use urban extension identified by Conwy County Borough Council to deliver new housing, employment land, public open space and supporting infrastructure.

A recently completed housing development at Hendre Las lies to the north west of the development site. The A55 (North Wales Express Way) is located approximately 200m from the Site's the north-eastern boundary. St George Road borders the site to the south, beyond which is the residential development at Gainsborough Park, currently under construction. A Public Right of Way (PRoW ref: 01 24) follows the site's western boundary, beyond which is open fields and occasional stand-alone properties.

There is one proposed vehicular access point into the site via St George Road in the south. The site will be connected to the wider allocated site via a proposed link road.

Photographs of the Site are shown on the opposite page.




Application Site Boundary

Abergele South East Housing Allocation Area

1. View from south of the site
2. Neighbouring housing development at Hendre Las
3. Public Right of Way (PRoW ref: 01 24)
4. View of the site entrance off St George Road















# Chapter 2.0 - Planning Context

## National Planning Policy

### National Planning Policy

Planning Policy Wales (PPW) (Edition 12, February 2024) sets out the planning policies of the Welsh Government. It advocates good design as fundamental to the creation of sustainable places.

- The document is supplemented by a series of technical advice notes.
- The following have been taken account of in the design of the scheme:
- TAN 2: Planning and Affordable Housing
- TAN 5: Nature Conservation and Planning
- TAN 6: Planning for Sustainable Rural Communities
- TAN 12: Design
- TAN 16: Sport, Recreation and Open Space
- TAN 18: Transport

### Strategic Development Plan for Wales

The statutory development plan system in Wales comprises three tiers:

- Future Wales: The National Plan 2040
- Strategic Development Plan
- Local Development Plan






## Building for a Healthy Life (Wales)

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition (August 2026) written in partnership with the NHS and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.



# Local Planning Policy

## Conwy Local Development Plan (2007-2022)

The Conwy Local Development Plan was adopted in 2013 and covers the period 2007-2022. The site forms part of a wider allocation site known as 'Abergele South East', with the wider Abergele South East site allocated for mixed-use housing and employment.

A number of policies from the Local Plan have relevance to the scheme and its design and access, some of which are mentioned below:

Policy HOU/2 – Affordable Housing for Local Need states that housing developments within Abergele town must provide at least 10% affordable dwellings.

Policy HOU/4 – Housing Density states that:

- *'Residential developments should make the best use of land. The Council will seek a density of 30 dwellings per hectare on allocated sites and large windfall sites (10 dwellings and above).*
- *Higher densities of up to 50 dwellings per hectare will be sought where it represents a sustainable use of land and buildings and does not result in an unacceptable impact...'*

Policy HOU/5 – Housing Mix states that:

*'Development proposals should reflect the requirements for tenure, house types and sizes as set out in the Local Housing Market Assessment...'*

Others relevant policies of note are:

- ➔ Strategic Policy DP/1 - Sustainable Development Principles
- ➔ Policy DP/2 - Overarching Strategic Approach
- ➔ Policy DP/3 - Promoting Design Quality and Reducing Crime
- ➔ Policy DP/4 - Development Criteria
- ➔ Policy DP/5 - Infrastructure and New Developments
- ➔ Policy DP/6 - National Planning Policy and Guidance
- ➔ Policy DP/7 - Masterplan and Community Appraisals
- ➔ Policy NTE/1 - The Natural Environment
- ➔ Policy SPG05 - Biodiversity in Planning
- ➔ Policies NTE/4 to NTE/10 on the Natural Environment

## The Conwy Replacement Local Development Plan

Conwy County Borough Council are currently preparing a Replacement Local Development Plan (RLDP) to cover the period 2018 - 2033. The Conwy Replacement Local Development Plan (RLDP) is Conwy County Borough Council's long-term strategy for planning, guiding housing, employment, and protecting areas, with a current focus on a Preferred Strategy for sustainable, inclusive growth in areas like transport, housing, and community facilities.

**Supplementary Planning Guidance Documents**

The following adopted Local Planning Guidance Notes (LPGN) provide further guidance which is also of relevance to the design of the scheme. The proposals have been designed with regard to these:

- ➔ LDP 9 Design
- ➔ LDP13 Affordable Housing
- ➔ LDP 25 Enabling Development
- ➔ LDP28: Abergele Southeast Development Brief SPG document

## Abergele South-east Development Brief SPG

The LDP28: Abergele South-east Development Brief SPG document, which was adopted in 2016, was prepared in relation to the Abergele South East allocation site to inform planning applications on land within the allocation.

The Vision for the site identified in the Development Brief is:

> *'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.'*




## Planning History

A planning application (Reference: 0/51041) in relation to part of the wider Abergele South East allocation site was submitted to Conwy County Borough Council (CCBC) on 29th August 2023, for a 277 dwelling residential development accessed off St George Road. The application was recommended for approval, although it was subsequently refused at committee on 19th December 2025, against Officer recommendation, for the following reason:

> *The local planning authority considers that in the absence of financial obligations to provide the proposed link road between St George Road and Junction 24 of the A55, the proposals would increase congestion on the local road network with constrained capacity and in particular st George road, Wenfro, Maes y Dre and St George village, to the detriment of highway safety and free flow of traffic.*

# Chapter 3.0 - Response to Context

## Access, Movement + Facilities

### Local Facilities

The plan opposite shows the range of facilities that are within a short walk from the Site including public transport, employment areas, entertainment, education, health, community and retail facilities.

There is a good selection of retailers and services within Abergele town centre including a selection of supermarkets, restaurants, sports clubs, gyms, a leisure centre, a cinema and a Health Centre located within 25 minute walk from the Site. There are also local landmarks such as Gwrych Castle located nearby.

The closest primary school is Sant Elfod Primary School which is approximately 700m north of the site. The nearest secondary school is Emrys ap Iwan Secondary School which is approximately 650m from the site.

### Access & Movement

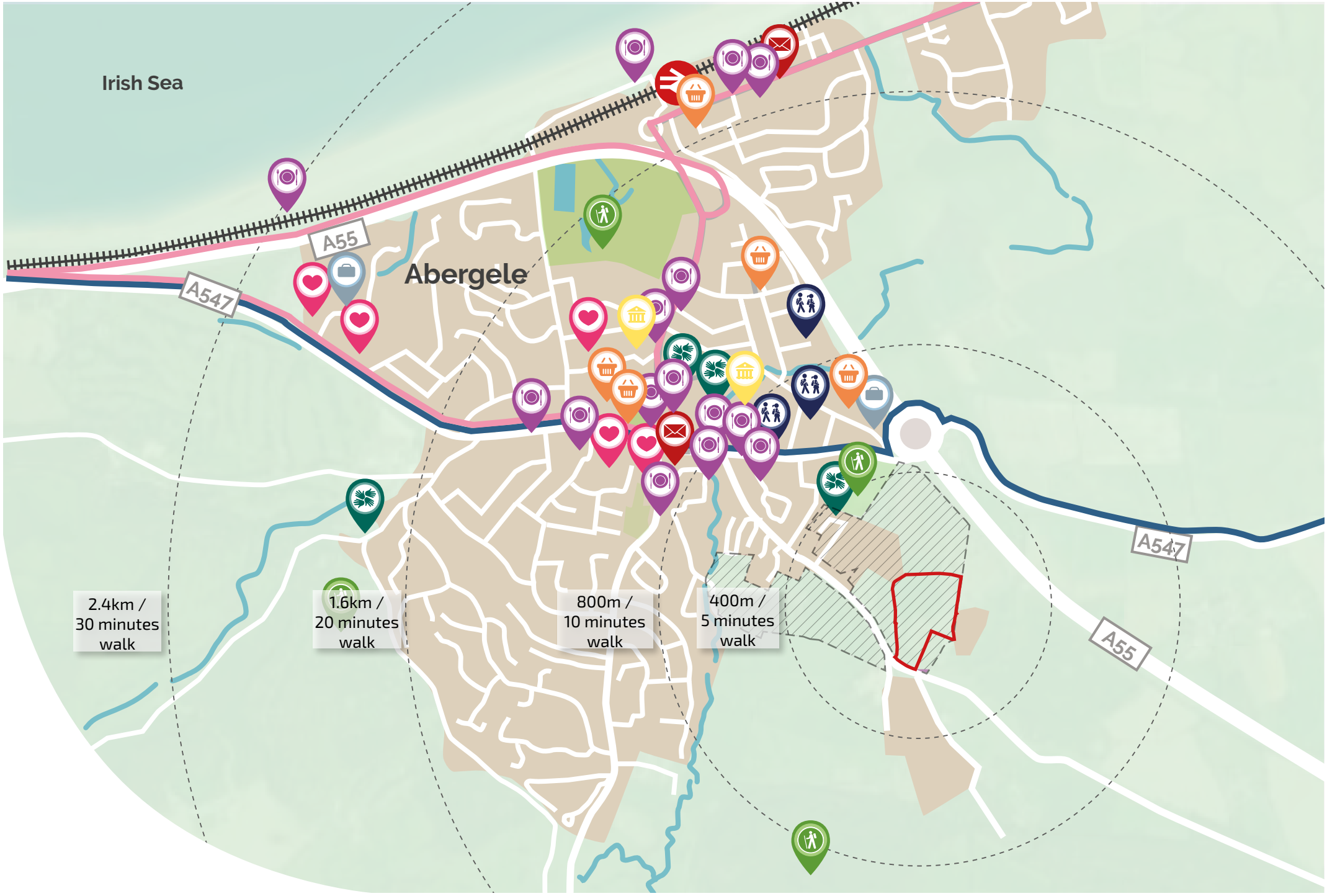
There is one proposed vehicular access point into the site off St George Road in the south. St George Road fronts the southern site boundary and provides a link between Abergele Town Centre, to the north-west, and the village of St George to the south-east.

There is one Public Right of Way (PRoW ref: Conwy 01 24) runs in a north-south direction along the site's western boundary. The proposed road network and recreational footpaths through the site will create better pedestrian permeability through to the surrounding area.

Key infrastructure links exist nearby such as Abergele and Pensarn railway station which provides direct rail connections to larger urban centres such as Llandudno, Manchester, Holyhead, Chester and Cardiff.

Bus route No.12 runs through Abergele Town Centre and provides regular services to Llandudno and Rhyl.

- Site Boundary
- Abergele South East Housing Allocation Area
- Public Parks / Recreation Grounds
- Local Shop / Supermarket
- Health Centres, Hospitals & Dentists
- Education Facility
- Community Centre
- Industrial Estate
- Post Office
- Public House / Place to Eat
- Sports and Social Club
- No. 12 Bus Route between Llandudno and Rhyl (every 25mins)
- No.13 Between Llandudno and Prestatyn (every 60 mins)


Irish Sea
A55
A547
Abergele
A547
A55
2.4km / 30 minutes walk
1.6km / 20 minutes walk
800m / 10 minutes walk
400m / 5 minutes walk

# Local Character

## Built Form Local Character

The following pages provide an analysis of the existing urban grain of the surrounding settlement to inform the form, street pattern and character of the proposals.

Abergele is a historic market town whose character derives from a combination of its traditional town centre, later residential expansion and its relationship with the surrounding coastal and rural landscape. The town retains elements of its historic street pattern and is characterised by a mix of commercial, leisure and residential buildings focused around the town centre. The town centre forms part of the Abergele Town Centre Conservation Area, designated for its architectural and historic interest.

The prevailing built form is predominantly two and three storeys in height, comprising terraces, townhouses, detached villas. Architectural styles reflect the town's gradual evolution, with Victorian and Edwardian influences evident throughout. Traditional materials, including natural stone, painted render and slate roofing, reinforce the area's North Wales identity.

A number of heritage assets contribute to Abergele's distinct sense of place, including St Michael's Church within the town centre and the prominent Gothic Revival architecture of Gwrych Castle on the hillside to the west. These landmarks, together with the varied roofscape, traditional materials and mature landscape setting, form an important part of the town's character.

Local Traditional materials that reflect the North Wales vernacular architecture include:

- Local limestone and stone construction.
- Welsh slate roofs.
- Painted render.
- Contrast Brick corbeling.
- Timber sash and casement windows.
- Simple, robust building forms responding to the coastal climate.

The photographs on the following pages show the architectural styles found within locally along with some common building materials and boundary treatments.















# Local Character

## Recent Residential Development Character

Later twentieth century residential areas are found further from the town centre. These areas are generally characterised by detached and semi-detached dwellings arranged along perimeter blocks, connected by a hierarchy of streets and informal cul-de-sacs.

Compared to the historic town centre, development is set within a looser urban grain, with buildings typically positioned behind landscaped front gardens with designated side/front parking spaces.

Small green spaces and parks help to break up the developments, creating a noticeably different character to that seen through the tighter core of the town, with a more standardised and uniform appearance compared to the more irregular town centre.

Typical architectural features include:

- Predominantly detached and semi-detached building types.
- Red brick walls.
- Features include occasional chimneys, as well as tile hanging and white render frequently seen on key elevations.
- Integral and detached garages with private driveways or designated front parking.
- Red or Grey modern roof tiles.
- Large windows, with bay windows in key vistas.
- Stone lintels and brick detailing on facades.













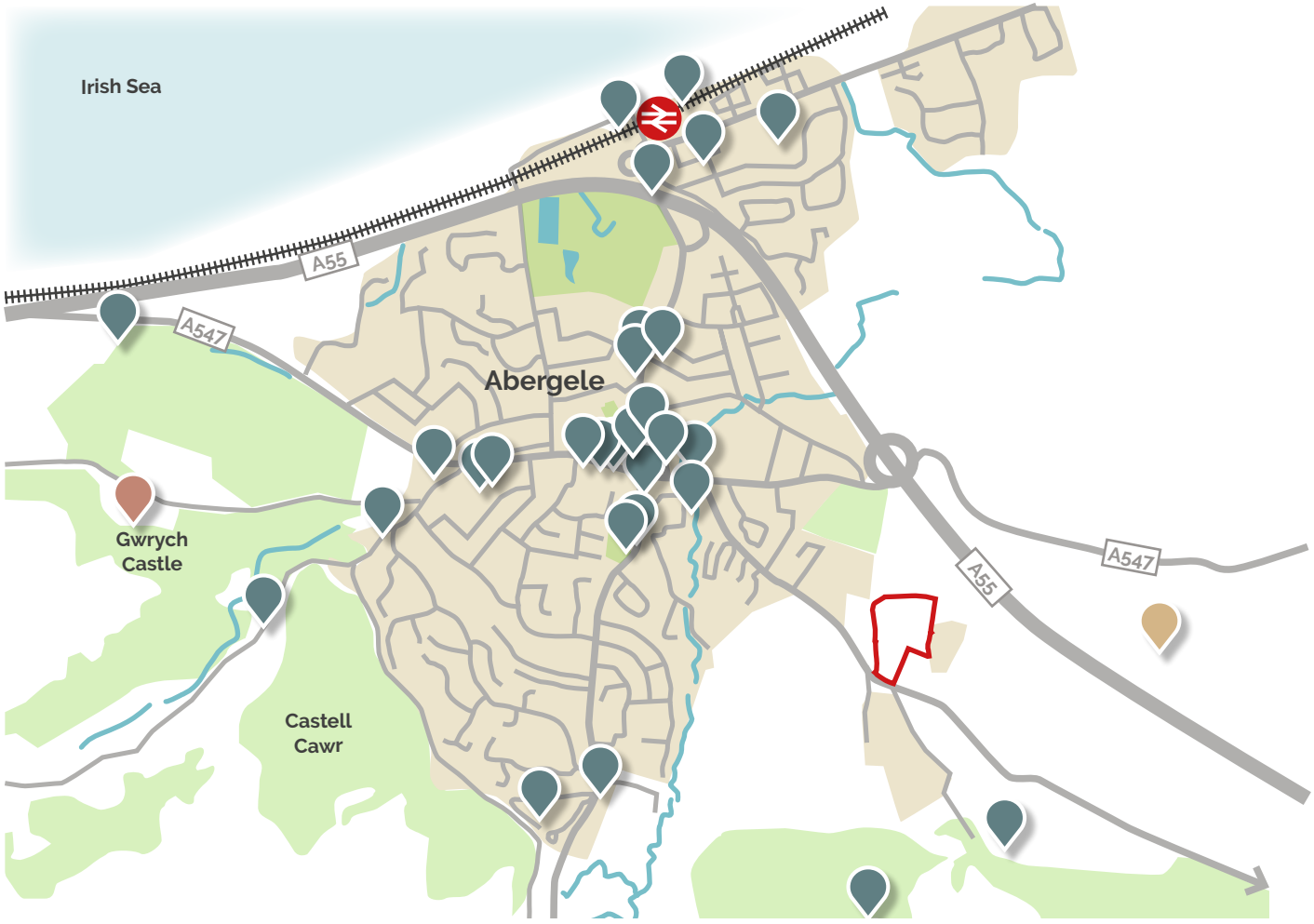




# Historic Development and Heritage

There are a number of Grade II listed buildings located within the surrounding area which are shown on the plan adjacent. Most of which are in Abergele town centre. The closest listed building to the site is St Paul's Methodist Church (Grade II) which is located approximately 650m west of the site. In addition, Hendre-Fawr Farmhouse (Grade II*) and outbuildings are located approximately 700m east of the site boundary. Abergele conservation area is centred around Market Street / Rhuddlan Road and encompasses much of the historic core of Abergele town centre. The site itself is not within the conservation area.

Other notable historic landmarks within Abergele include the Grade I listed Gwrych Castle and Castle Cawr, an ancient hill fort.




Key

Site Boundary

Grade II listed building

Grade II* listed building

Grade I listed building

# Flood Risk & Drainage

Betts Hydro have undertaken a Flood Consequences Assessment for the site. A summary of the assessment findings are as follows.

The site is located within Flood Zone 1 based on the Flood Map for Planning (Rivers & Sea) (see adjacent plan). Flood Zone 1 is defined as areas with "less than 1 in 1000 (0.1%) (plus climate change) chance of flooding in a given year". The site is not located within a TAN15 Defended Zone owing to the low risk from fluvial/tidal sources. The proposed development is residential in nature, considered as highly vulnerable within TAN15, which confirms that this type of land-use is appropriate for Flood Zone 1, providing there is no increase in flood risk elsewhere due to the proposals.

Overall, the potential flood risks are either very low or can be sufficiently catered for through further detailed assessment and the implementation of mitigation measures.

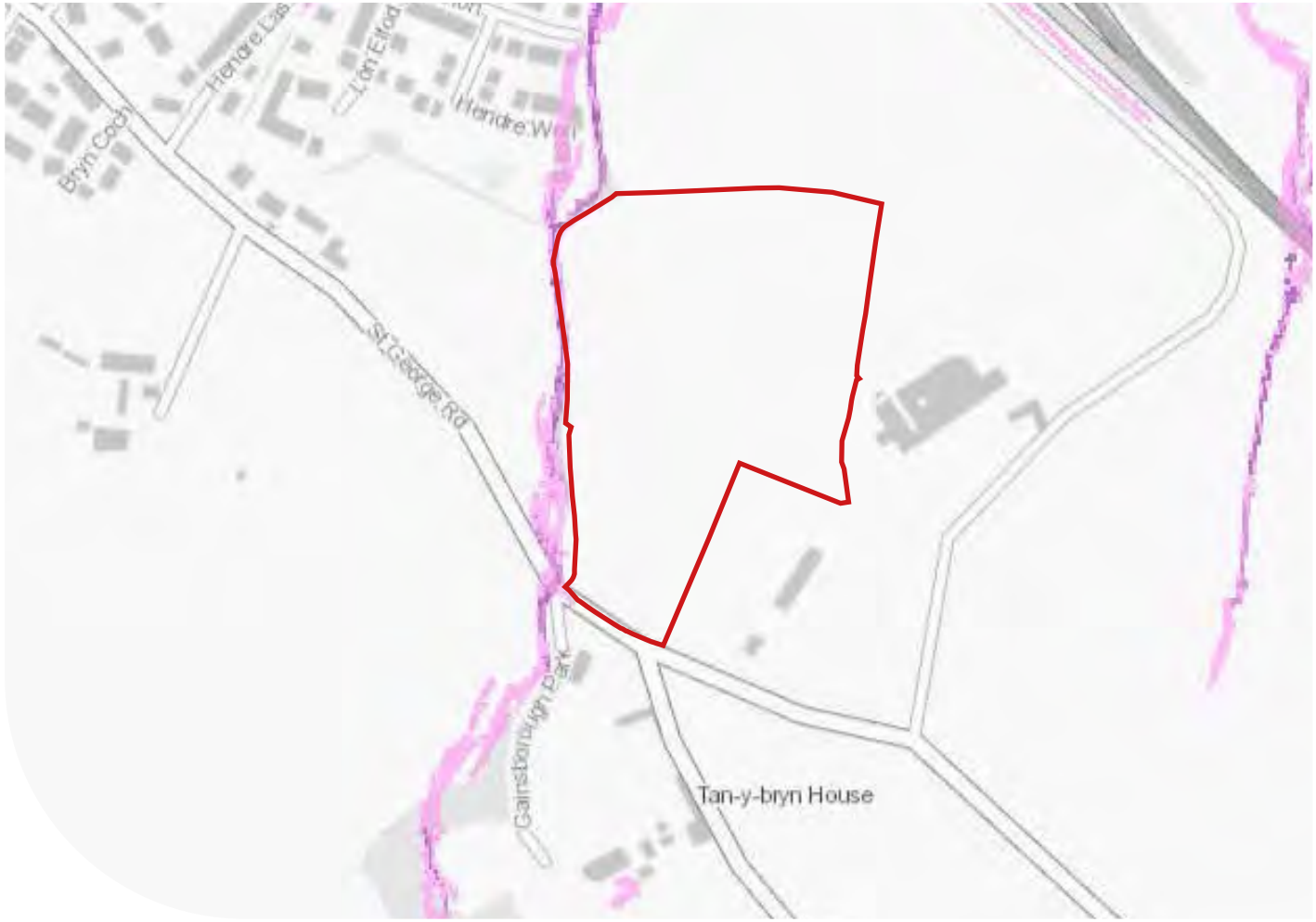
**Key**

**Flood Risk from surface water and small watercourses:**

High

Medium

Low



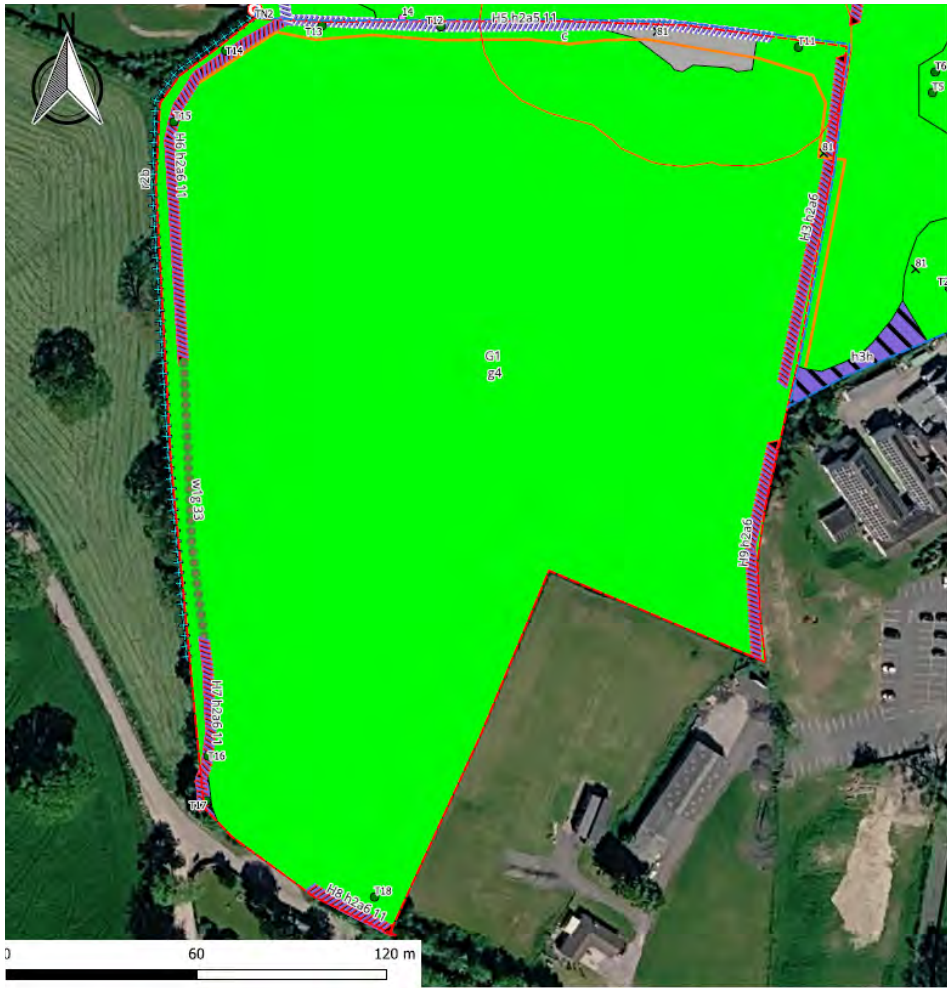
# Ecology

An ecological appraisal has been undertaken by United Environmental Services Ltd (UES). The conclusions of which can be found below:

- The survey area mainly comprises poor quality modified grassland as well as species rich and other native hedgerows, broadleaved woodland, scattered trees and areas of mixed scrub and bramble scrub.
- The preliminary ecological appraisal has highlighted potential issues with the following ecological receptors on or adjacent to site: designated sites, trees, woodland, watercourses, amphibians, bats, birds, and hedgehogs. Provided these issues are addressed in accordance with the recommendations detailed in the report, the development may proceed without adversely impacting the aforementioned ecological receptors.
- The development also presents an opportunity to enhance the habitats available to wildlife on site. The provisioning of bat and bird nest boxes on site will provide improved roosting and nesting opportunities into the long-term future of the site.

**Key**

- g4 - modified grassland
- w1g - other broadleaved woodland
- h2a5 - species-rich native hedgerow
- h2a6 - other native hedgerow
- h3h - mixed scrub
- Mammal track
- r2b - other rivers and streams
- 32 - scattered trees
- Target Notes
- Development boundary
- Survey boundary




Habitat Survey Plan

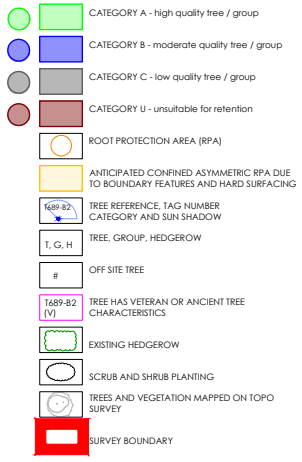
# Arboriculture

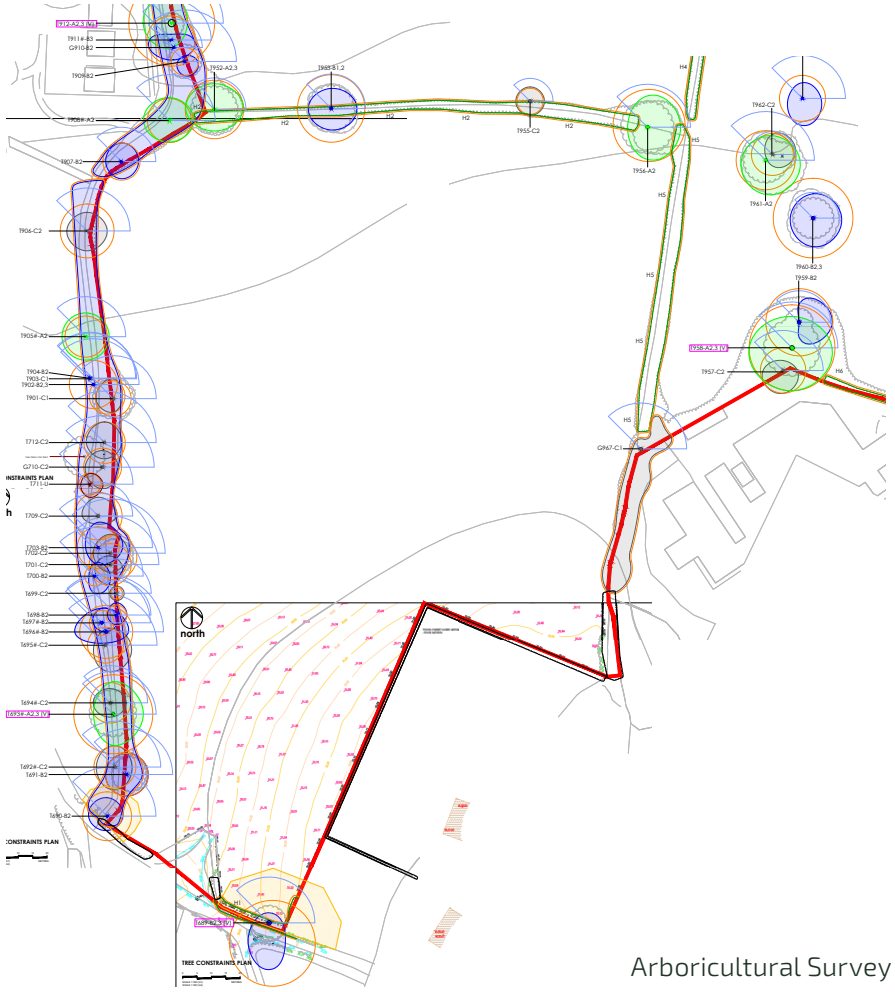
An Arboricultural Impact Assessment has been undertaken by MD Landscape.

A total of 31 individual trees and two groups of trees were recorded and three hedgerows, all of which fall within category A, B, C and U. The recommendations and conclusions of the assessment can be found below.

- There are no Tree Preservation Orders (TPOs) affecting trees on the site, and the proposals do not impact any Conservation Areas.
- Several trees on the site contain features that may be suitable for bat roosting; ecological assessment will be required before any future tree pruning or removal works.
- The proposed development does not require the removal of any trees or hedgerows.
- Tree protection measures will be required during construction, including the establishment of Construction Exclusion Zones (CEZs) using temporary protective fencing and, where necessary, ground protection.

**Key**



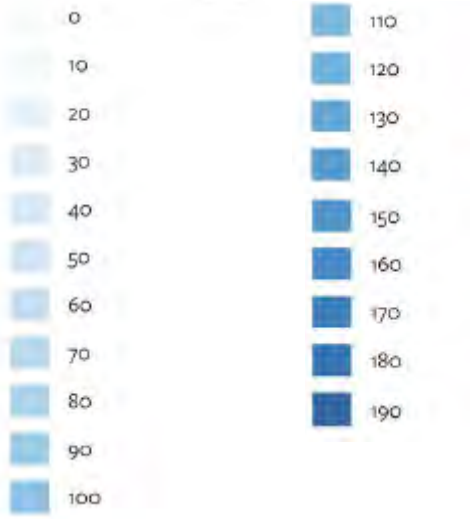

Arboricultural Survey Plan

# Topography

The Site lies on a north facing slope of a minor ridgeline to the south east of Abergele. Landform within the Site is rising to the southern boundary, towards the south east corner of the Site at 32.12m AOD. Landform also falls to the west of the Site at approximatively 17.00m AOD at the north west corner.

The principal topographical features in the study area are the rising upland areas of Castell Cawr, Tower Hill and The Warren to the south and west, the River Gele valley which drains the upland area from south west to north east and the flat coastal plain to the north east.

KEY






# Landscape & Visual

A Landscape and Visual Impact Assessment (LVIA) has been prepared by Urban Green.

**National Landscape Character**

At the broadest scale, the Site falls within National Landscape Character Area (NLCA) 08: North Wales Coast as defined by Natural Resources Wales.

**Regional Landscape Character**

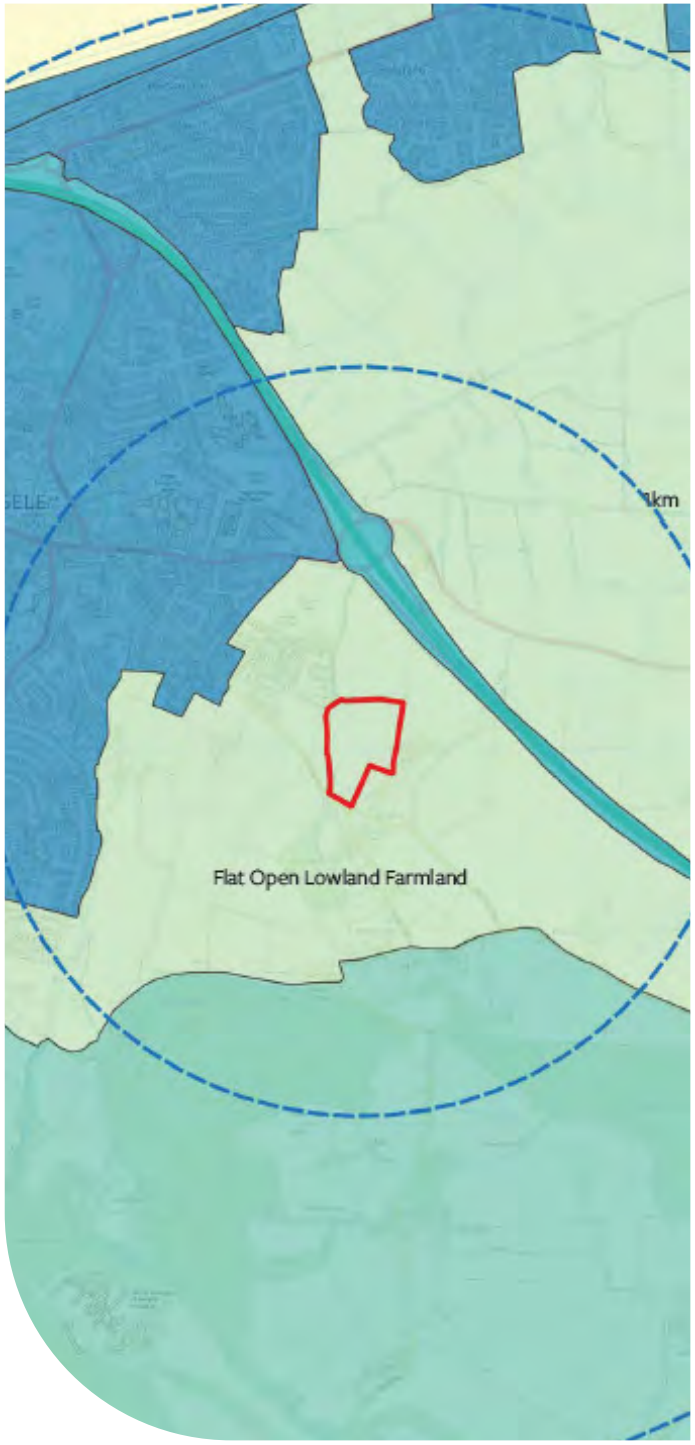
The landscape character of Conwy is presented by LANDMAP, and is split into a number of categories, including Visual and Sensory, Historic Landscape and Landscape Habitats.

Within the LANDMAP Visual and Sensory category, the Site is identified as CNWVS024 and falls wholly within the visual and sensory category of Flat Open Lowland Farmland (refer to plan adjacent). The key qualities of this area are:

> *"Gently sloping wide rural valley floors with minor watercourses enclosed by coastal hills between Llandudno and Colwyn Bay. Predominantly pastoral with some arable the irregular field pattern is small-medium in size with low cut hedges. There is deciduous woodland in blocks and small coppices. Settlement pattern is a mix of scattered rural dwellings and clustered villages. The area feels on the edge of an urban area in parts with busy roads such as the A55 passing through in places. The area provides a valuable role as a rural backcloth to, and green wedge between, the urban areas and as a setting to the rural settlements."*

KEY

- Estuary
- Flat Open Lowland Farmland
- Mosaic Rolling Lowland
- Road Corridor
- Urban
- Wooded Hillside & Scarp Slopes



# Photo Viewpoints

A field survey was undertaken in February 2026 which identified a range of views offering a wide coverage of the Site from a number of representative viewing locations, ranging from within the Assessment Site and its immediate proximity, to longer distance views.

A representative selection of photo viewpoints taken from the LVIA are provided adjacent, with their respective viewpoint locations are shown on the keyplan below.












# Acoustics

An Noise Survey has been undertaken by Hepworth Acoustics Ltd. The conclusions of which can be found below:

- The assessment has included the measurement of road traffic noise from the A55 North Wales Expressway and computer noise modelling of road traffic noise on the site.
- Road traffic noise levels at the proposed dwellings are low, as the dwellings are set back approximately 200 metres from the A55, and fall within Category A of TAN 11 during the day and Category B during the night-time.
- Predicted noise levels at the façades of all dwellings are below the levels at which enhanced glazing would be required, and noise levels in all private gardens are below 55 dB LAeq.
- On this basis, the adopted acoustic design criteria are expected to be achieved in all dwellings with standard thermal double glazing and standard trickle ventilation, and no specialist noise mitigation measures are necessary.

# Archaeology

An Archaeological Assessment has been undertaken by Heneb: Clwyd-Powys Archaeology (Heneb CPA). A summary of the assessment findings can be found below:

- The site has a medium to high potential for undiscovered archaeology, particularly from the Prehistoric and Roman periods, with excavation works likely to encounter buried remains.
- Recorded findspots and a hoard within the site, together with nearby archaeological discoveries, indicate a landscape of historic activity that may include settlement, industrial activity, metalworking, and routeways.
- Overall, the evidence suggests a high likelihood of significant archaeological features surviving on site, with potential remains dating from the Prehistoric, Roman, and Early Medieval periods.

# Constraints + Opportunities

## Constraints

- ➔ Consider adjacent existing development, orientations to avoid overlooking.
- ➔ Consideration will need to be given to the overhead electricity cables that cross the site.
- ➔ Consideration will need to be given to the root protection areas (RPA) of the trees and hedgerows located within the Site boundary and appropriate buffers provided.
- ➔ The development will need to take into consideration the sloping topography of the site.

## Opportunities

- ➔ Opportunity to take advantage of natural low points of the Site through placement of SUDs attenuation. The site slopes gently from east to west which will assist the discharge of surface water for the scheme.
- ➔ Opportunity to provide an integrated network of public open spaces incorporating play facilities, landscaping, sustainable drainage areas and ecological habitats.
- ➔ Opportunity to create new footpath connections through the site to the wider PRoW network, and the town centre.
- ➔ Opportunity to enhance local landscape character by improving green infrastructure, biodiversity and to create wildlife corridors to improve connectivity.
- ➔ Proposals will seek to provide a net gain in biodiversity by creating new habitats, such as species-rich grassland, hedgerow and scrub planting, and potential Green Corridors.
- ➔ Opportunity to create high quality public spaces for social interaction, play, and amenity.
- ➔ Opportunity to create pedestrian links into the wider site allocation to the north and west.
- ➔ Opportunity to provide long distance views towards the coastline.

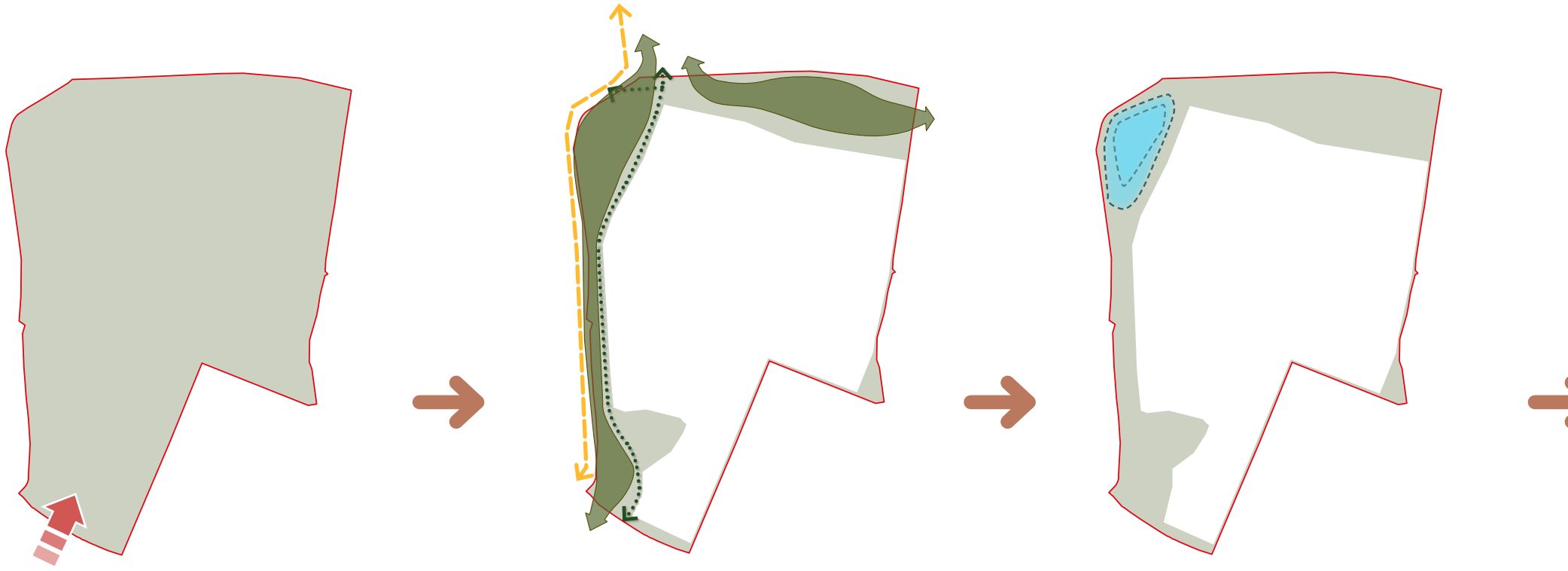
KEY

- Site Boundary
- Proposed Vehicular Access Point
- Existing Trees and Vegetation
- Public Rights of Way (PRoW's)
- Height contours
- Existing foul water sewer
- Existing overhead power cable
- Proposed Attenuation Feature
- Surface water flood zone
- Consider views from neighbouring properties



# Chapter 4.0 - Design Proposals

## Concept Diagrams



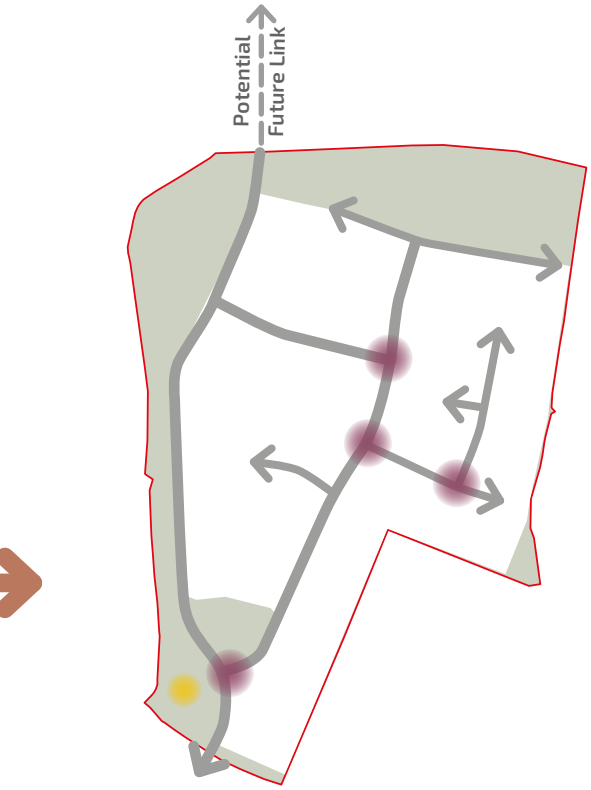
ACCESS

GREEN CONNECTIONS

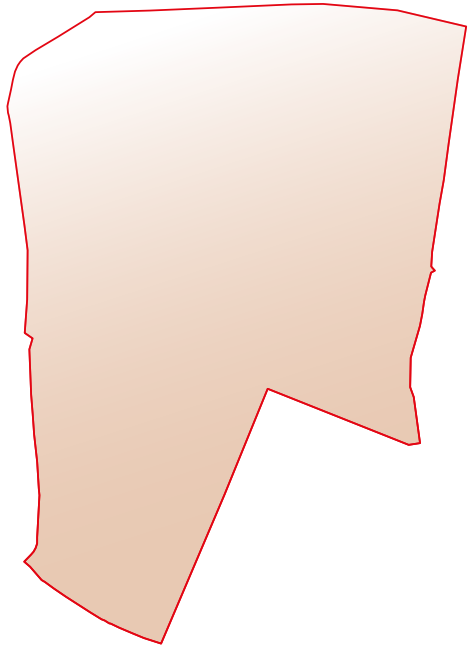
DRAINAGE

## Concept Diagrams

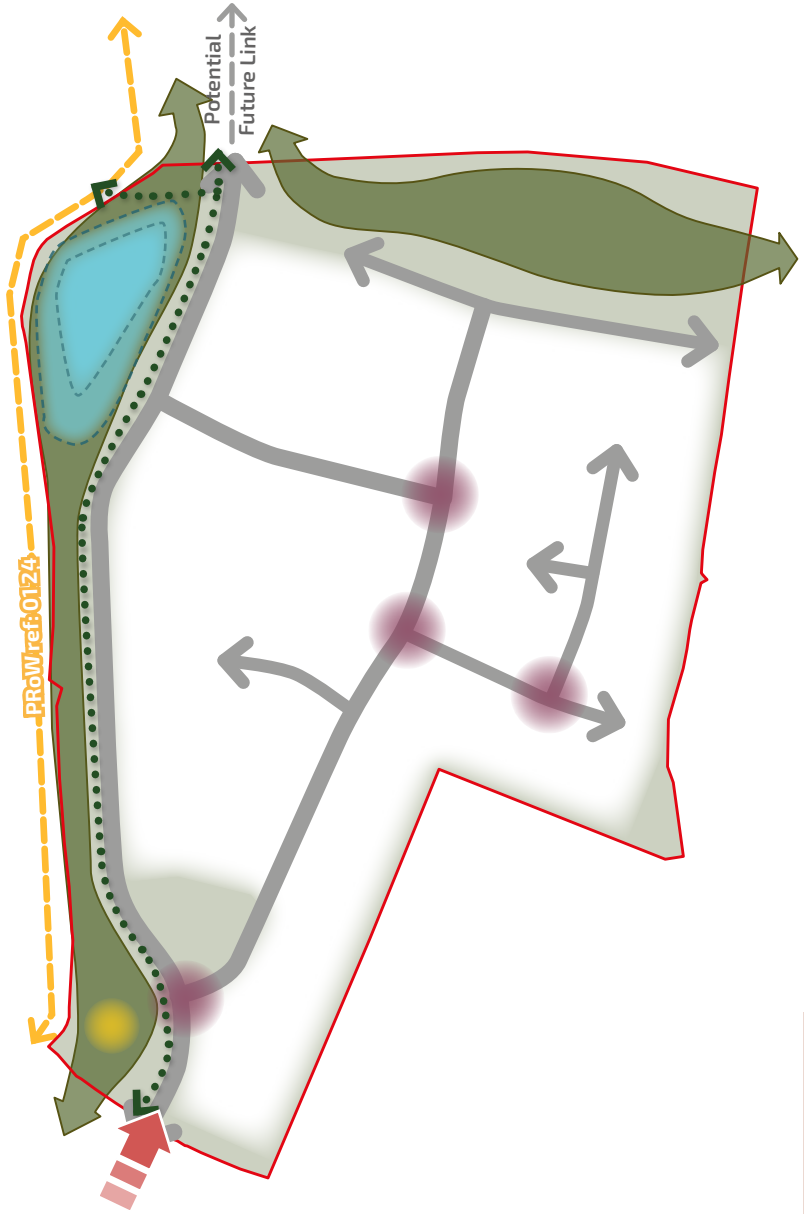
A series of initial concept diagrams were developed to inform the masterplan process, drawing on the identified constraints. These include key nodes, green links, a green corridor wrapping around the northern and western edge, and a strong street hierarchy.




KEY NODES & PLAY



TOPOGRAPHY




SITE CONCEPT

# Site Layout

### Development Framework

The iterative masterplanning process has combined the preferred design strategies for use, amount, layout, scale, landscaping and appearance into a coordinated proposal.

These principles are illustrated on the site layout. The plan shows indicative locations of the key components of the layout including:

- The site boundary;
- Proposed residential development;
- Proposed access point;
- Pedestrian connections;
- Proposed play;
- Proposed attenuation;
- Proposed tree planting

### Residential Development (2.87ha):

The scheme will deliver 123 new homes at an average density of **30 dwellings per hectare**. This reflects the aim of using land efficiently while remaining consistent with the established character of the area and neighbouring residential development.

A varied mix of dwelling types are proposed, ranging from 1-4 bedroom dwellings made up of detached ,semi detached and terraced units.

The development will also be made up of 100% affordable housing, which will contribute to meeting identified housing needs and support the creation of a mixed and balanced community within the scheme.

### Green Infrastructure and Public Open Space (1.02ha):

The development's Green Infrastructure is based upon delivering high-quality green spaces that are multi-functional in their design and management. This provides space for recreation and play, helps to support and improve biodiversity, encourages health and well-being, and help to address climate change.

KEY

- Site Boundary
- Proposed Residential Development
- Proposed Vehicular Access Point
- Existing Trees and Vegetation
- Proposed Trees and Vegetation
- Proposed Attenuation Feature
- Proposed Play Area



# Scale, Heights & Density

### Use & Amount

The site is proposed for residential use with associated green and blue infrastructure. The total site area of 4.17ha provides land for up to 123 homes with a development area of 2.87ha. The housing area includes associated streets, public realm, private gardens, and parking spaces. A portion of the site area is given to public open space and existing landscaping.

The development provides 100% affordable new homes appropriate for the needs of the local area. The layout provides a mix of maisonettes, terraced, semi-detached and detached homes, with private frontages, rear garden space and on-plot parking.

### Scale

The scale of the development in terms of its height and mass responds to the characteristics of the site and the surrounding area. Two storey affordable dwellings are proposed within the development site.

The design principles for scale of development are as follows:

- 2 storey buildings are used across the layout;
- Dual aspect buildings are used at the end of a street vista, or at an important street intersection;
- Denser terrace rows are used mainly within the central portion of the development and less towards the green edges;
- Dwelling depth and ridge height is varied to add character to the streetscene;
- The design of the plots consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are addressed through this.

### Density

The nett density for the proposed development is **30 dwellings per hectare (DPH)**. A nett density 30 DPH for the proposed development Site would be considered to be an appropriate density given it's location and is in accordance with Policy HOU/4 of the LDP.




Application Site Boundary

Aerial visual location


A55
St George Road

# Street Hierarchy

The Street Hierarchy follows a simple network of interconnected streets. The Secondary Streets lead off from the Primary Street, which then connect to the lowest order street: Private Drives.

## Street Pattern

The development's street pattern is based on a regular loose grid pattern of connected streets. This creates streets that are easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design. The street pattern will allow the opportunity to introduce avenues and feature spaces. It will also create vistas and views of keynote buildings as streets intersect.

## Reducing Vehicle Speeds

A key design principle is to reduce vehicle speeds through established urban design techniques, including:

- Locating buildings so that they are close to the street edge.
- The use of some tight junctions and corner radii.
- The introduction of feature spaces.
- Changes in carriageway and footway surfaces.
- Use of shared surfaces for 'Private Drives'.
- Restricting forward visibility by the arrangement of the building line and street pattern.
- The use of well placed street trees or street furniture.

KEY

- Primary Streets
- Secondary Streets
- Private Drives



# Street Hierarchy Principles

## Primary Streets

The Primary Streets will function as the higher order streets providing access into the development from St George Road.

The Primary Streets are based on the following key design principles:

- ➔ Provides the main vehicle access and gateway street into the development via a 5.5m carriageway which will facilitate the delivery of a link road;
- ➔ 2m footways on both sides of the street aside from the main access road which has a 3m footway and 1.25m grass verge to the western side.
- ➔ Avenue tree planting throughout;
- ➔ Car parking will either be to the sides or to the front of dwellings with occasional visitor parking throughout.

Built Form Characteristics:

- ➔ A range of dwelling types, including detached, terraced and semi-detached properties;
- ➔ 2 storey buildings throughout;
- ➔ Consistent, more formal building line than lower-order streets;
- ➔ Landmark buildings at key junctions and terminating vistas.





Primary Street Section



## Secondary Streets

Secondary streets are based on the following key design principles:

- ➔ Connect with the Primary Street, providing legible access and circulation;
- ➔ 5.5m carriageway, 1m service strip and 2m footway to either side of the carriageway;
- ➔ Tree planting positioned within larger front and side gardens to provide interest on the street scene;
- ➔ Accommodate safe movement for all (cyclists, pedestrians and vehicles);
- ➔ Have less formal landscaping than the Primary Street;
- ➔ Incorporate private frontages with a mix of frontage and side parking.

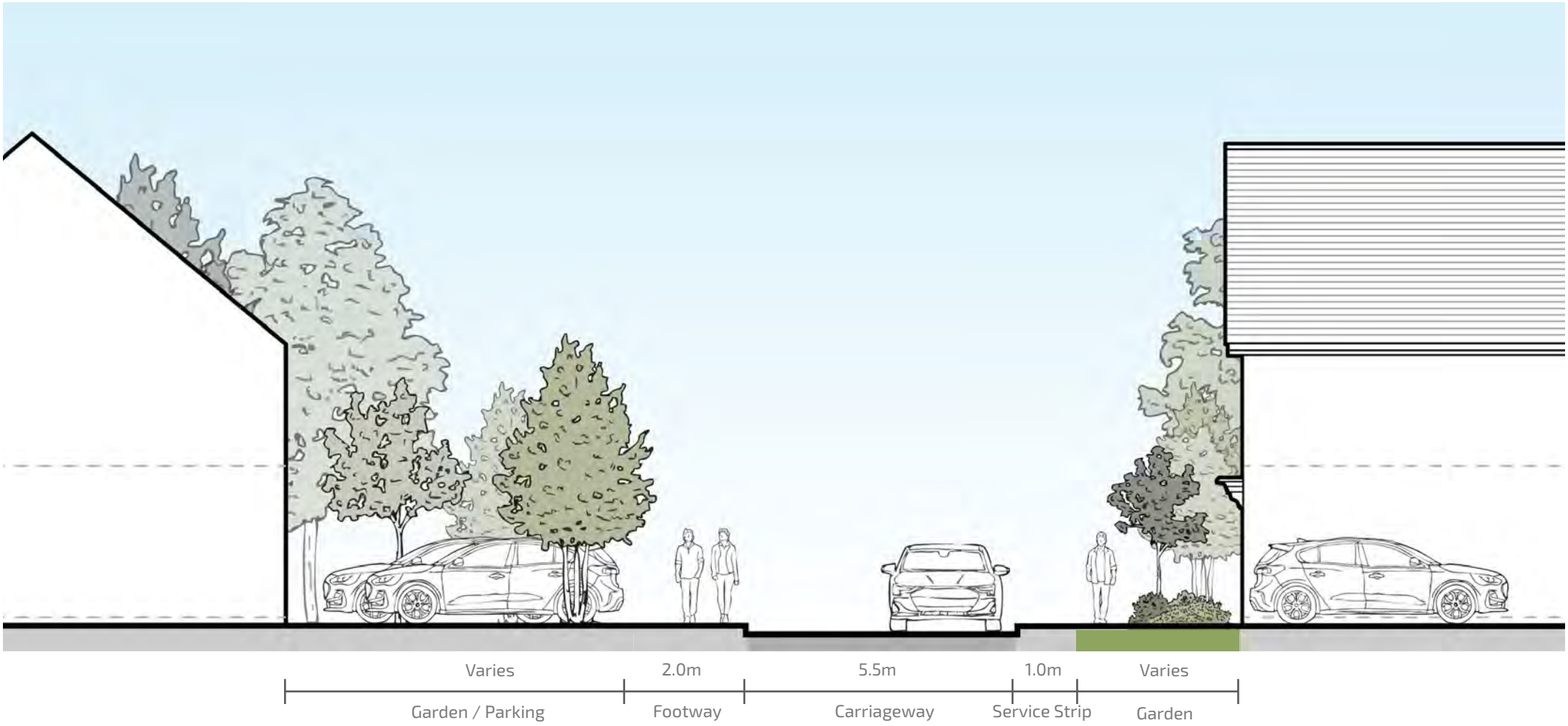
Built Form Characteristics:

- ➔ A range of dwelling types, including maisonette apartments, semi-detached and detached properties;
- ➔ Less consistent, more informal building line in places;
- ➔ 2 storey buildings;
- ➔ Some buildings located with gable ends onto the street;
- ➔ Occasional focal buildings and corner units to add interest to the street scene.






Secondary Street Section



## Private Drives

Private drives are be based on the following key design principles:

- ➔ Connect with the secondary streets, providing legible access and circulation;
- ➔ Shared surface for all cyclists, pedestrians and vehicles;
- ➔ Have a 4.8m overall carriageway width;
- ➔ Informal landscaping to property frontages;
- ➔ Incorporate private frontages with a mix of frontage and side parking.
- ➔ Tree planting positioned within larger front and side gardens to provide interest within the street scene.

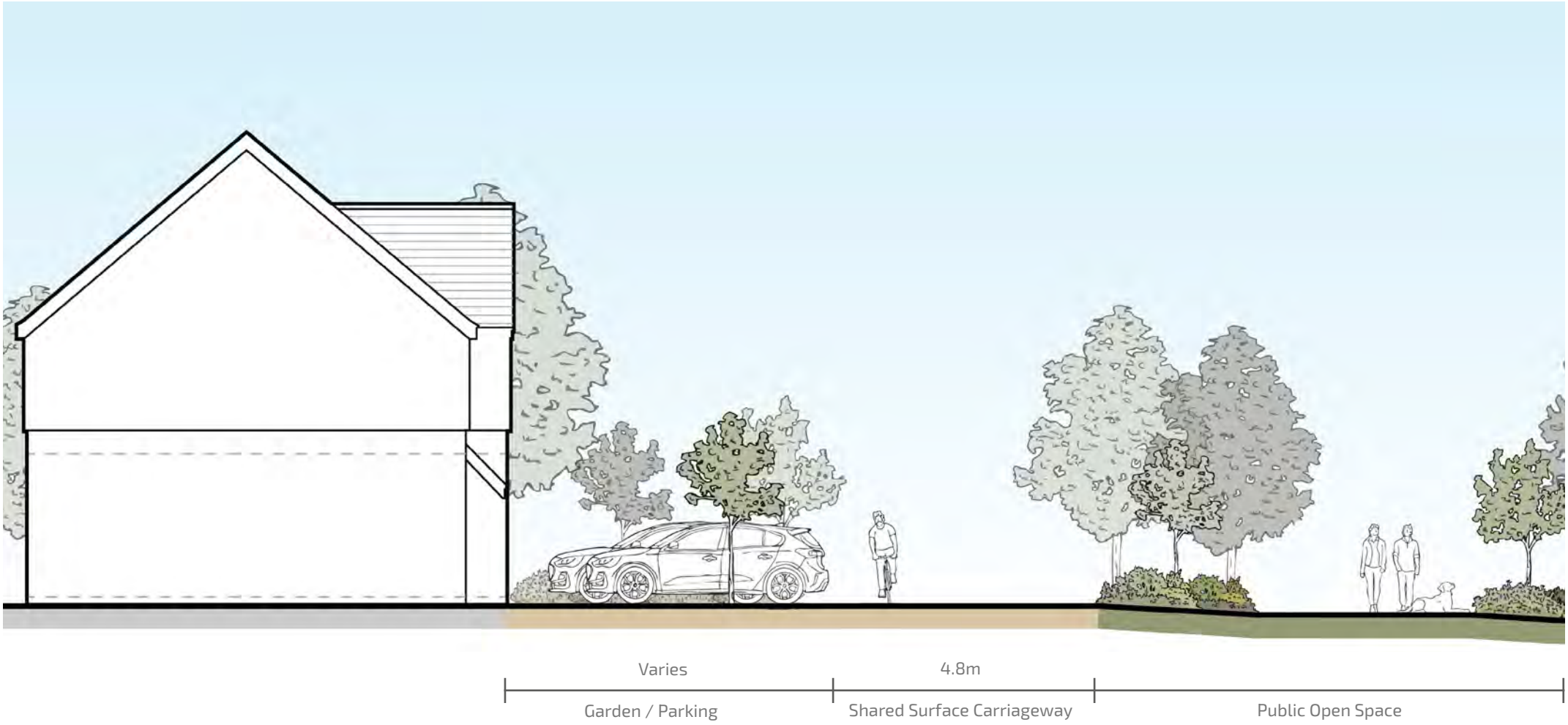
Built Form Characteristics

- ➔ Predominantly semi-detached properties;
- ➔ 2 storey buildings;
- ➔ Occasional focal buildings and corner units to add interest to the street scene.





Private Drives Section



# Green Infrastructure Strategy

The Green Infrastructure (GI) strategy has been developed through careful analysis of the site and its wider context, taking into account local character, existing views of natural assets, and best practice guidance. The approach ensures that green spaces, ecological networks, and public rights of way areas are maintained and well connected, forming a coherent development framework.
Approximately 25% of the site is proposed as green or blue infrastructure (1.02Ha). This will include existing landscape features, including boundary hedgerows and mature trees, which will be retained where possible and enhanced through supplementary planting of trees, scrub, and grassland areas. These elements will form an integral part of the overall landscape structure and contribute to biodiversity and visual quality.

Ongoing maintenance and management of the landscaping will be essential to protect and strengthen landscape habitats.











Proposed seeded species rich lawn to the north

Attenuation basin - wet meadow and marginal planting mix

Proposed recreational walking route
connecting to the wider PRoW network

Houses fronting onto greenspace

Proposed tree planting

Proposed scrub planting along western edge

Existing trees and hedgerows retained along site boundaries

'Village Green' type landscaping feature at site entrance

Bulb planting at site entrance

Proposed childrens play area (LEAP)

Proposed wildflower mix

Landscaped entrance feature

# Play Strategy

A locally equipped area of play (LEAP) is proposed within the area of open space to the west of the site entrance. It provides an informal meeting space with equipped play, set within amenity grassland and proposed wildflower mix and a 400m catchment for the whole development, as set out in the Fields of Trust Standards. Retained mature trees and areas of new tree planting will help to define and contain the space while supporting recreation.

Surrounding properties will overlook the play area, providing natural surveillance and contributing to a safe and well-used green space.







# SuDS Strategy

The attenuation basin and drainage strategy has been designed as a multifunctional landscape space that combines drainage with ecological and amenity benefits.

Rather than appearing as an engineered feature, the basin is designed to integrated within the site's green infrastructure network, creating an attractive area of open space that contributes positively to the character and setting of the development. The basin incorporates areas of wet meadow, native marginal planting and habitat creation that support biodiversity while providing surface water attenuation during heavy rainfall events. This approach ensures that drainage infrastructure forms an integral part of the placemaking strategy, delivering functional, environmental and visual benefits for residents and biodiversity.





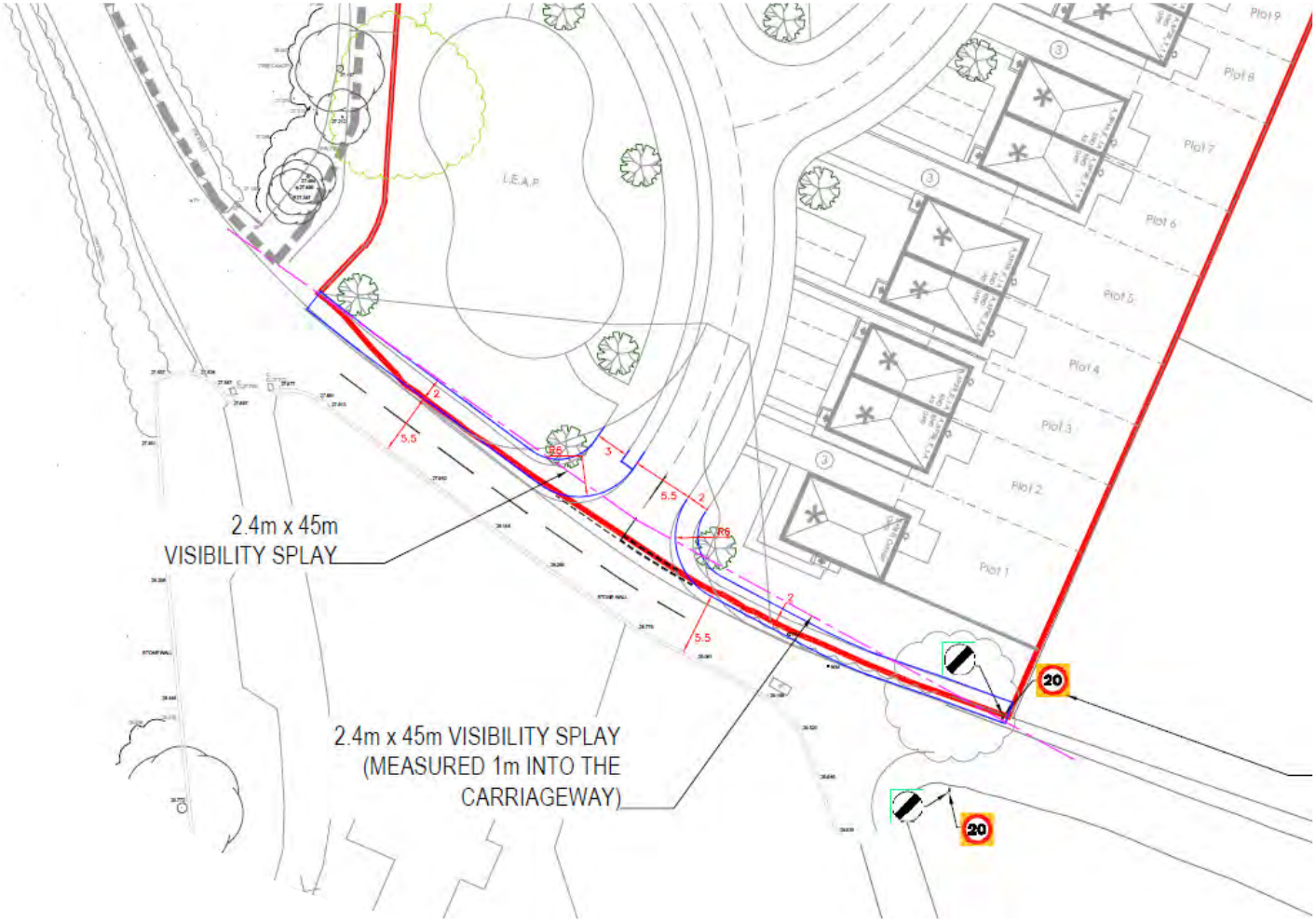


# Vehicular Access + Movement

Vehicular access to the development will be provided off St George Road via a simple priority-controlled T-junction, as shown on the access drawing adjacent.

The vehicular access has been designed to provide a typical 5.5m wide carriageway with a 2m footway on the eastern side of the road and a 3m shared footway/ cycleway on the western side, which is separated by a grass verge.

The internal road network has been designed to ensure the movements of a refuse vehicle can be accommodated.



# Pedestrian Connectivity

The site would provide access for pedestrians and cyclists via a pedestrian access to the north and the vehicular access point off St George Road. St George Road benefits from a continuous and lit footway connection between Abergele Town Centre and the St George Road / Hendre Las junction, circa 350m north-west of the site.

The scheme provides a network of 2–3m wide footpaths including a 3m footway alongside the primary road set apart from the main carriageway by a 1.25m verge. This separation offers a comfortable and attractive walking and cycling environment throughout the development.

The proposed footway routes connect directly into the existing Public Right of Way (PRoW) network and into the wider Abergele South East Allocation Site area.

The site's internal layout will be designed to provide a safe environment for pedestrians and cyclists and will be compliant with Manual for Streets guidance. That is also in accordance with the relevant Local Authority guidance.



# Feature Spaces & Keynote Buildings

### Feature Spaces

With the street hierarchy creating a well-designed movement network with safe and accessible streets, paths and other routes, a number of feature spaces aid legibility, provide interest through the layout, and help reduce car speeds at changes of direction.

To add variation, urban focal spaces are formed at points where roads, paths and planting converge to create meeting points. These incidental meeting / seating spaces are designed into the Green Infrastructure strategy along the southern edge of the site, the site entrance green space and the focal green space to the north of the site.

### Keynote Buildings

With a regular off-set grid of streets, the development will provide interconnected streets that are direct and easy to move around. The buildings help provide a legible environment with landmark and gateway buildings at street intersects, along with key views, and arrival and focal spaces. Variations in building designs and materials, and the use of street trees create visual interest within the layout.



# Car Parking

The development will include a range of parking solutions which are expected to comprise on-street parking, garages, car ports and driveways.

Although sustainable transport approaches are delivered, there will be requirement for parking within the layout. New homes should be designed so that have sufficient parking spaces based on the local authority standards, together with appropriate visitor parking.

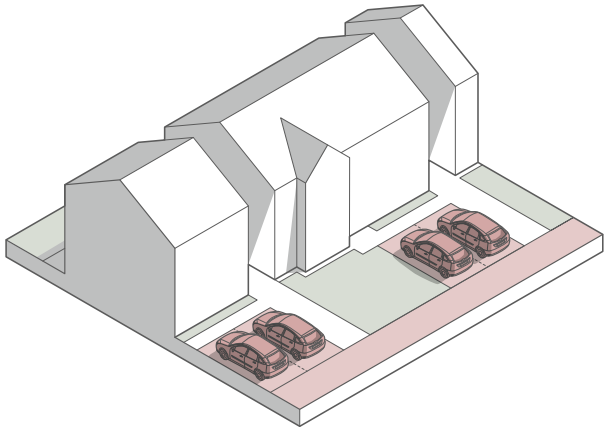
Conwy Local Development Plan, LDP2: Parking Standards document provides guidance on parking for residential areas. There will be a range of parking solutions that are based upon best practice approaches.

This should comprise a combination of the following:

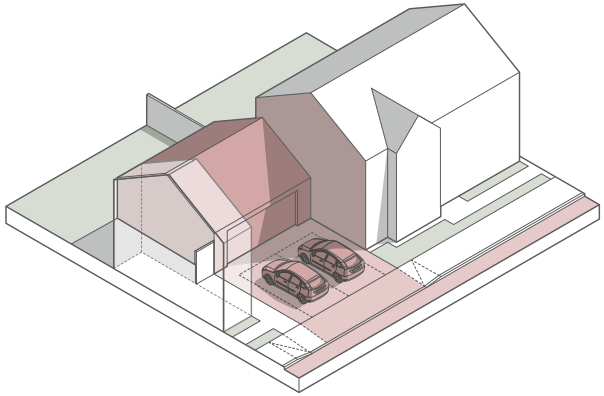
- On-street parking, either parallel or frontage parking;
- On-plot driveways.

The main principle is to locate vehicles so that they do not dominate the streetscene, but at the same time ensure that owners can see them, and that they have easy access to them.

Careful detailing in terms of the plot arrangement, frontages and landscape will help to sensitively integrate vehicles into the layout.



Example of on-street parking (frontage parking)

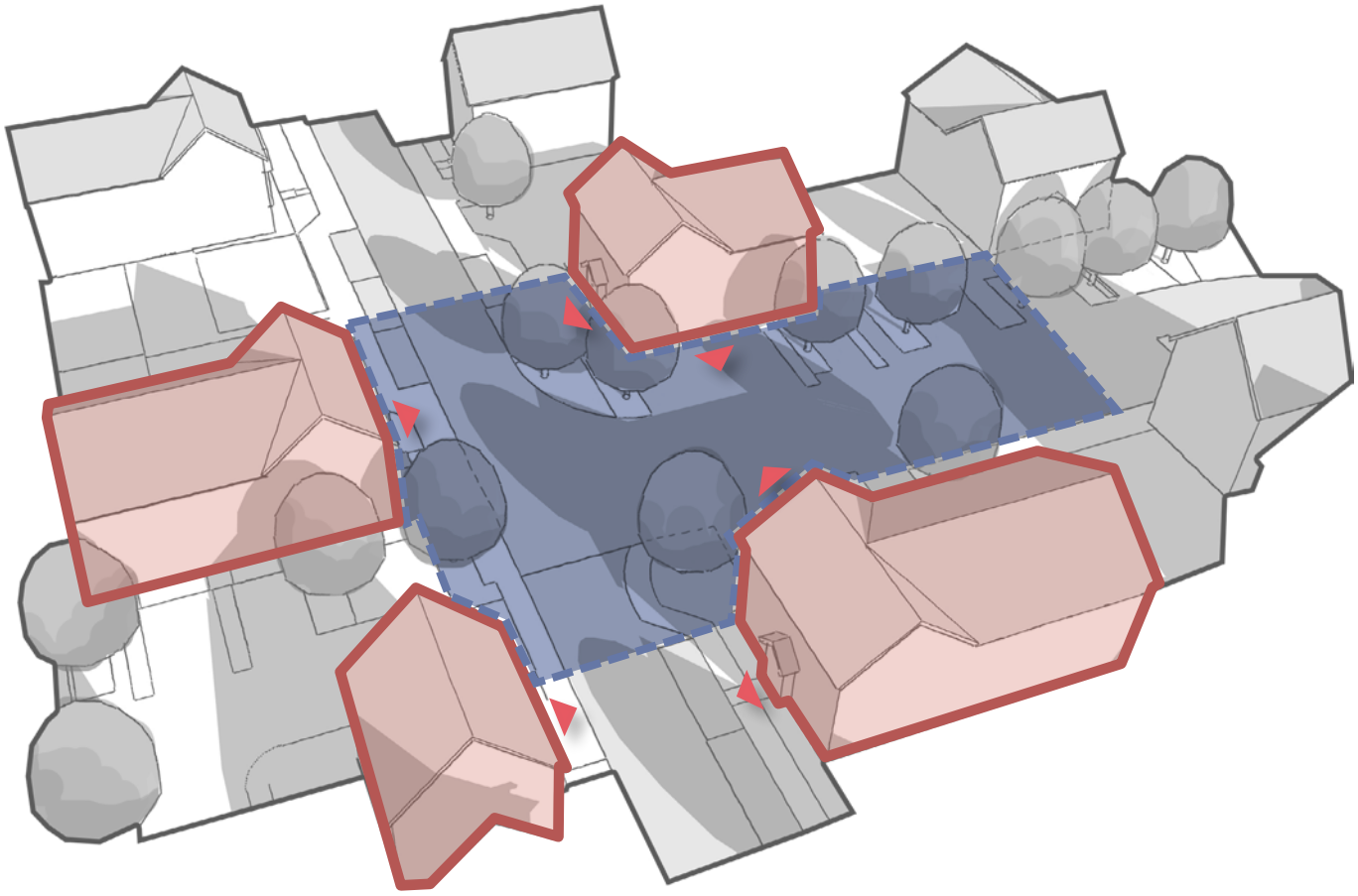


Example of on-plot parking with attached garage

# Plot Arrangement

The key urban design principles that will be adopted in terms of block and plot design are as follows:

- To arrange buildings, so that they enclose and overlook the public realm and public open space.
- To create a range of perimeter block sizes (depth-length) to add character and contrast.
- To use closed blocks (back to back properties) as to allow for more secure private rear gardens.
- Boundary treatments will include a mix of brick walls, timber fencing, shrub and hedgerows.
- To provide changes in character across the development so that blocks along the Primary Streets, will be of a higher density than the blocks on the Private Drives.



# Street Frontage

To define the boundaries between private and public space, each dwelling will include a form of private frontage. In higher-density areas, these could be modest in scale, typically 2.0m in depth, while lower density areas may allow for more generous frontages along landscape edges and private drives.

Front gardens should not be excessive, ensuring that buildings maintain a strong relationship with the street and a clear sense of enclosure. Smaller frontages with larger rear gardens are likely to be positioned along main routes and around public green spaces, with deeper gardens used selectively to emphasised corners, vistas and the site's outer edges.

Frontages will be unified by consistent boundary treatments that reflect local vernacular forms and materials, helping to reinforce character and continuity across the development.









# Public Realm

The approach to street furniture is intended to enhance both the character and functionality of the public realm. Items such as lighting, seating, litter bins, bollards, cycle racks and signage are to be used selectively, with careful attention to their positioning in relation to buildings, boundaries and the key pedestrian routes. Community safety forms a core part of this strategy, ensuring that elements are located to support visibility, movement and a sense of security throughout the development.

Well-chosen street furniture will contribute positively to the streetscape. Appropriately placed benches and seating areas provide opportunities for rest and social interaction but can also help to moderate traffic speeds by subtly defining spaces and thresholds.

Hard landscape materials and surface treatments will be practical, durable and consistent across the site. A restrained palette will support legibility between streets, paths and crossing points, reinforcing an inclusive design approach that accommodates people of all ages and level of mobility.

# Materiality & Appearance

Simple details and styles which reflect the traditional local character of Abergele is used in order to create a place that is distinctive and individual.

These include:

- Simple form utilising well proportioned buildings drawing reference from local character in terms of building form and scale.
- High quality materials are to reflect those found within the local vernacular such as red / grey roof tiles and red brick.
- Architectural details include the use of flat-top porches, brick banding details and brick header and sill details.

The images on the page opposite give an indication of the proposed material treatments. Dwellings will comprise a mixture of two types of red brick and grey-toned or red-toned roofing materials.



ROOF TILE 1 - RED TONE
Forticrete SL8 - Red
*or similar*



ROOF TILE 2 - SLATE TONE
Forticrete SL8 - Grey
*or similar*



BRICK TYPE - RED TONE
Ibstock Harwicke Welbeck Red Mixture
*or similar*



BRICK TYPE - RED TONE
Ibstock Chesterton Mercia Orange Multi
*or similar*













# Sustainability

Sustainability measures will be integrated at the detailed design stage to ensure the development achieves a high standard of build quality in line with recognised best practice.

The proposals will respond to the requirements of the current Building Regulations and associated Approved Documents which works towards the Future Homes Standard and future updates to Building Regulations, the aim of which is to deliver well-designed, energy-efficient homes and environments.

The scheme will adopt best practice principles in sustainable design, including consideration of resource efficiency, energy performance, and sustainable drainage solutions. These measures will be developed further through the detailed design process to reduce carbon emissions and support a resilient, low-impact form of development.









- The design of buildings will incorporate flexibility to allow for future expansion of living accommodation and storage.
- Internal layouts will be designed for adaptability, enabling reconfiguration to suit changing occupier needs through the use of non-structural internal partitions and service routes capable of extension.
- Construction will seek to use locally sourced and recycled materials and aggregates to reduce environmental impact and support the local supply chain.
- Preference will be given to materials and products with recognised sustainable or low-impact credentials, such as recycled or responsibly sourced timber.
- Permeable paving and porous concrete block surfacing will be introduced on appropriate streets, driveways, and parking areas to assist surface water attenuation.
- Energy efficiency will be enhanced through the use of low-carbon lighting, intelligent energy controls, and monitoring systems.
- Buildings will incorporate high-performance glazing and insulation, with plot orientation optimised for passive solar gain. Provision will also be made for solar thermal panels.
- Existing landscape features, including established trees and hedgerows, will be retained where possible and integrated into the site design.
- Urban greening at ground level will be achieved through the inclusion of street trees, landscaped open spaces, and private gardens, contributing to visual quality and biodiversity.
- Planting schemes will comprise native tree, shrub, and hedgerow species to encourage wildlife habitats and support sustainable drainage principles
- Each dwelling will incorporate suitable facilities for waste storage and recycling.

# Chapter 5.0 - Summary

## Conclusion

The proposals will provide 123 affordable dwellings including, open space, informal play and new habitat creation in a sustainable location on the southern edge of Abergele, with good access to local facilities within the town.

- Vehicular access to the development will be provided off St George Road via a simple priority-controlled T-junction.
- The site benefits from being in a highly sustainable location on the southern edge of Abergele, offering excellent access to local amenities within the town and strong transport connections to the wider area.
- The layout has been shaped by a comprehensive understanding of the site's setting, history, landscape qualities, and the local character, supported by a robust review of national and local design policy.
- The layout has evolved through a positive response to the site's opportunities and constraints, including surface water management and topography.
- Analysis of local character, has informed the layout proposals. A character led approach for the built form draws on the local character analysis to create a scheme that will fit seamlessly into the existing town fabric, focusing on tree lined streets, a central green and softer green edges.
- The development's street pattern is based on a regular loose grid pattern of connected streets and a simple street hierarchy.
- A continuous pedestrian and cycle route is proposed through the development north-south, forming an attractive, well-connected link between the site, the wider PRoW network, and the local facilities.
- Pedestrian connections are proposed throughout the development with connections into the existing Public Right of Way (PRoW) network and into the wider Abergele South East Masterplan Area.
- A play area (LEAP) has been positioned in the south-west corner of the site, forming a social hub within the development.
- The proposals are landscape led and draw on input from the wider team of landscape architects, drainage and highways engineers, ecologists and arboriculturalists.
- A Green Infrastructure (GI) Strategy of new landscape areas and retained habitats comprising of woodland, hedgerows, trees, open space and sustainable drainage (SuDS). In landscape terms, there are no overriding landscape or visual effects that should prevent the development of the Site as proposed.
- The proposal will create an attractive southern edge to the town, as well as incorporating a footpath access through and around the development itself to the town centre.
- Architectural style and materialsity will be formed of simple details and styles which reflect the traditional local character of Abergele.
- Castle Green Homes build high quality and energy efficient homes that are consistent with sustainable policy aims for energy and water use at both local and national levels.


A55
St George Road

# Building for Healthy Life (Wales)

## Integrated Neighbourhoods

**Natural Connections: Create places that are well integrated into the Site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.**

Response: New pedestrian routes within the Site will link to the existing footway and PRoW network providing links into Abergele town centre and local facilities including the play areas and schools.

**Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.**

Response: The development is within range of local facilities and services within Abergele town centre as well as existing bus routes. Local shops are within easy walking distance with recreation grounds, sports clubs and shops also within a close distance.

**Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.**

Response: The development is in close proximity to Abergele town centre where there are a range of local shops and businesses within a short walk or cycle journey.

**Homes for everyone: A range of homes that meet local community needs.**

Response: The accommodation mix reflects the needs and aspirations of the local community. The design includes a range of dwelling sizes across the site, to provide a mixed community.

## Distinctive Places

**Making the most of what's there: Understand and respond.**

Response: The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. At a detailed level, features will be included in the design, to develop local distinctiveness.

**A memorable character: Create places that are memorable.**

Response: The design approach retains the existing vegetation wherever possible which will give immediate character for the development. The architectural details and materials reference local character. The use of native trees and planting to frame spaces and indicate key areas will add to the sense of place.

**Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.**

## Streets for All

Response: The scheme is based on a series of development blocks, which relate to the landscape. There will be a clear definition of the private and public realm, and properties would overlook the public open spaces.

**Easy to find your way around: Use legible features to help people find their way around a place.**

Response: The layout for the scheme follows a simple approach with a means of vehicular access through the site and additional pedestrian accesses to allow residents and visitors to easily navigate their way around.

**Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.**

Response: Car parking will be integrated into the overall layout and design. Car parking would be within curtilage, primarily to the front and side of dwellings.

**Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.**

Response: Boundary features to fronts of properties are well considered providing definition for public/ private spaces transitions. A variety of boundary conditions would be proposed depending upon location such as low hedges and rear boundary fences.

Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be stored out of sight to minimise their impact on the streetscene.

# Land at Bryn Derw, Abergele

## Design + Access Statement

Castle Green HOMES

FPCR | environment & design