

Replacement Local Development Plan 2018-2033

Background Paper

# **BP67: Conwy LDP Safeguarded Employment Sites**



**Deposit Plan**

**January 2025**



**Mae'r ddogfen hon ar gael yn Gymraeg hefyd.**

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## 1.0 Introduction

1.1 Lichfields has been commissioned by County Borough Council [CCBC / the Council] to undertake a high-level desk-based review of the existing safeguarded and improvement area boundaries of the Conwy Local Development Plan [LDP] Safeguarded Employment Sites.

1.2 This review of the Council's LDP Safeguarded Employment Sites follows on from the Conwy Employment Land Review [ELR] Covid-19 Update (October 2020) and other recent studies undertaken by Lichfields on behalf of the Council including the Conwy Town Centres First study (December 2022) and the Conwy Skills Needs Assessment (March 2019).

1.3 The 2020 ELR identified a need for between 14 and 20 hectares [ha] (gross) of B-Class employment land over the period 2018 to 2033, of which around 65% should relate to B1c/B2/B8. The ELR found that whilst the take-up of employment land since 2007/08 had generally been suppressed (with the exception of 2017/2018), the overall delivery distribution had been in line with the target LDP Growth Strategy with around 1.1 ha per annum coming forward. Business enquiries have remained strong despite the pandemic and a reasonable number of businesses have continued to contact the Council regarding the availability of Buildings / Plots of land at the Council's owned estates at Mercury, Tre Morfa and Tir Llwyd since the lockdown.

1.4 The 2020 ELR concluded that a number of key drivers and macro trends were likely to influence the type, scale and locational requirements for employment space in the County Borough (defined as the Conwy Local Authority boundary) over the plan period, including self-employment, homeworking and increasing use of technology amongst many growth sectors. It stated that:

1.5 "It is therefore important that CCBC monitors and responds to these changing preferences to ensure that business needs can be met within the County." [paragraph 4.17]

1.6 However, in terms of how this need should be met, both the original 2019 ELR and the 2020 ELR Update had only considered the demand for employment space; the supply of sites in the County Borough was not reviewed. Whilst the key projects and sectors driving demand had been validated with economic development stakeholders, levels of market demand and qualitative issues regarding the stock of sites were not tested with commercial agents.

1.7 The 2020 ELR recommended that the Council should seek to consult with commercial agents and review its supply of sites in order to test the likelihood of achieving the proposed distribution of B-Class employment space, and how this may be delivered over the plan period. It is this review of the current supply of sites that this study will seek to address to ensure that the employment land supply matches demand as far as possible.

## Scope of Study

1.8 The scope of the works for this Review is therefore as follows:

- a Review the designation of each Safeguarded Employment site –i.e. should it be a safeguarded/improvement area or combination of the two bearing in mind the characteristics of the site; and,
- b Review the boundary of each employment site making recommendations as to whether the site should be expanded, retracted or remain the same.

1.9 This Report includes a review of each of the Council's 31 designated / safeguarded and / or improvement employment sites as shown on the proposals map under LDP Policies EMP/4 and EMP/5. The Report seeks to:

- a Identifying the existing baseline position of each site: i.e. existing boundary, existing site designations, characteristics and policy context;
- b Reviewing the existing evidence base which underpins the existing designations;
- c Assessing the appropriateness of each site in the context of economic indicators, sectoral growth prospects, market signals, suitability and deliverability; and,
- d Providing a series of conclusions and recommendations for each site.

1.10 The assessment will help to determine those existing employment sites which should be protected and employment sites which could be allocated for B-Class employment or expanded to help contribute towards meeting any unmet need in the County Borough. Conversely, the assessment also identifies poorer quality sites where initiatives for upgrading or release for other uses could be considered.

1.11 The site appraisals will contribute to the Council's evidence base as it seeks to issue a Revised Local Development Plan [RLDP] that identifies the vision, objectives, key challenges and spatial strategy of Conwy. The recommendations made in the site appraisals inform whether the sites should be retained and protected for employment uses in line with the RLDP policy on safeguarding employment land. Furthermore, the site appraisals will also inform recommendations as to whether the same sites should be retained in the RLDP employment improvement areas. The recommendations will contribute to enabling the Council to control development across the County Borough and provide a basis for the determination of planning applications.

1.12 The report also comments on the appropriateness of the wording of Policies EMP/4 and EMP/5 in the Conwy LDP 2007-2022 (adopted October 2013) and whether there is a need for any text to be rephrased in line with the recommendations in the site assessments.

## **Limitations**

1.13 Aside from primary information gathered on site visits, the analysis in this report relies upon third party data and other information. Lichfields has not independently verified third party data including planning constraints, planning histories and site ownership information provided by local estate agents and accessible online council planning history. The study has used the latest information available at the time of preparation in early to mid-2022, and therefore may not reflect planning decisions issued since then. An important consideration for any technical work of this type is that it is inevitably a point-in-time assessment.

## **Structure of the Report**

1.14 The report is structured as follows:

- **Section 2: Methodology:** sets out the methodology adopted for the site assessments in this report.
- **Section 3: Market Signals analysis.**
- **Section 4: Land Supply Assessment and Key Findings:** provides an overview of the types of sites assessed and their locations. The section goes on to set out the key findings of the assessment for the existing and proposed employment sites.
- **Section 5: Implications for Meeting Future Needs:** considers the findings of the site assessments in the context of identified future requirements to help inform emerging employment policies and allocations.
- **Section 6:** comments on whether the text of Policies EMP/4 and EMP/5 of the adopted LDP needs to be amended in the forthcoming Local Plan Review.
- **Appendix 1:** Contains detailed pro-formas for each of the 31 sites appraised.

## 2.0 **Methodology**

2.1 The methodology for the site assessments in this study has been agreed with Council Officers and has regard to Future Wales: The National Plan 2040, Planning Policy Wales 2021, Technical Advice Note 23 -Economic Development (February 2014), Conwy Local Development Plan (2013) including proposed changes to policies, and the Conwy Economic Growth Strategy 2017-2027.

## **Planning Policy Requirements**

### **Planning Policy Wales 2011 (Edition 11)**

2.2 *Planning Policy Wales 2021 (Edition 11) [PPW]* states that Development Plans and development management decisions should be based on up-to-date local and sub-regional evidence. It states that:

*"It is important that such evidence demonstrates the suitability of the existing employment land supply as well as future provision in relation to the locational and development requirements of business." [paragraph 5.4.7]*

2.3 In this regard, PPW requires that Local Planning Authorities [LPAs] should aim to:

- co-ordinate development with all forms of infrastructure provision such as transport and utilities;
- support national, regional, and local economic policies and strategies;
- align jobs and services with housing and sustainable transport infrastructure, to reduce the need for travel, and dependency on travel by car;
- promote the re-use of previously developed, vacant and underused land;
- deliver physical regeneration and employment opportunities to disadvantaged communities;
- control and manage the release of unwanted employment sites to other uses;
- propose specific locations for locally and strategically important industries which are detrimental to amenity and may be a source of pollution; and,
- identify protection zones around land and premises that hold hazardous substances and protect the ability of existing businesses to operate or expand by preventing the incremental development of vulnerable uses in the locality [paragraph 5.4.13]

2.4 Whilst employment and residential uses can be compatible, PPW states that LPAs should have regard to the proximity and compatibility of proposed dwellings to existing industrial and commercial uses to ensure that both residential amenity and economic development opportunities are not unduly compromised [paragraph 5.4.15].

2.5 PPW goes on to state that LPAs should seek to support the development of business networks and clusters particularly in relation to innovative and technology-based enterprise [paragraph 5.4.17].

2.6 PPW recognises that the rural economy must develop a wide economic base if it is to be adaptable and resilient to the challenges it faces now and in the future. LPAs are instructed to plan positively to meet rural employment needs by identifying policies in their development plans. By supporting the development of a broad range of employment opportunities in rural areas, LPAs can increase economic prosperity and help address the effects of rural decline or depopulation where it occurs. It states that:

*"New development sites are, in most instances, likely to be small and, with the exception of rural diversification and agricultural development to which separate criteria apply, should generally be located within or adjacent to defined settlement boundaries, preferably where there is public transport provision. However, some industries may have specific land requirements which cannot be accommodated within settlements. The absence of allocated employment sites should not prevent authorities from accommodating proposals for appropriate small-scale enterprises in or adjoining rural settlements, including small rural settlements. Planning authorities should include criteria-based policy in development plans to consider such proposals when they are outside settlement boundaries. Whilst the protection of the open countryside should be maintained wherever possible, the expansion of existing businesses located in the open countryside should be supported provided there are no unacceptable impacts." [paragraph 5.6.6]*

2.7 It should be noted that PPW establishes the principle of a sequential test in relation to town centre related uses which have direct relevance to economic land uses. Accordingly, when identifying land for economic uses in development plans, or when determining applications, LPAs should seek to replicate this approach.

2.8 This 'town centres first' policy relates to the location of new retail and commercial centre development, which includes B1 offices. First preference should be to locate new development within a retail and commercial centre defined in the development plan hierarchy of centres. If a suitable site or building to meet identified need is not available within a retail and commercial centre or centres, then consideration should be given to edge of centre sites and if no such sites are suitable or available, only then should out-of-centre sites in locations that are accessible by a choice of travel modes, including active travel and public transport, be considered. Developers should demonstrate that all potential retail and commercial centre options, and then edge-of-centre options, have been thoroughly assessed using the sequential approach before out-of-centre sites are considered. The onus of proof that central sites have been thoroughly assessed rests with the developer [paragraph 4.3.19].

## **Technical Advice Note 23 -Economic Development (February 2014)**

2.9 The Welsh Government's Technical Advice Note 23 - Economic Development (February 2014) [TAN23] deals principally with the B-classes (Planning Policy Wales defines economic development more broadly so that it can include any form of development that generates wealth, jobs and income).

2.10 TAN23 requires LPAs to recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development.

2.11 In line with these principles, there will be instances where the planning system may not provide the land the market demands, and in the places where the market demands it. Some proposed developments or sites may be resisted by planning authorities – for example because they would have unacceptable environmental impacts, divert demand from town centres or would go against agreed spatial strategies. In these circumstances, so far as possible planning authorities (and planning applicants) are encouraged to look for alternative sites which offer the same, or very similar, advantages [paragraph 1.2.6].

2.12 In line with the principle of the sequential test set out in PPW, Local planning authorities should apply judgement depending on the nature of the economic use and its applicability to a particular location. However, if developments in sequentially inferior locations deliver additional economic benefits, then these need to be factored into the decision making process and could result in allocations which do not conform to the sequential assessment. Any alternatives considered need not be in the same local authority area [paragraph 1.2.7].

2.13 TAN23 states that LPAs should work together to steer development to the locations which are the most sustainable and efficient (both when allocating sites for the LDP and when dealing with proposals for development). Therefore, demand which cannot be met sustainably in the area where it arises should be met in neighbouring areas, and planning authorities should work together to accommodate demand which is not tied to particular areas [paragraph 4.5.1].

2.14 Importantly, the qualitative features of sites identified for employment should match current and future market requirements. Sites that do not have a reasonable prospect of being taken up for an employment use should not be identified for such use. Where sites identified for employment have no reasonable prospect of being used or re-used, the expectation is that they should be re-allocated or de-allocated [paragraphs 4.5.5-4.5.6].

2.15 LPAs are advised to avoid releasing for other uses sites where there is strong evidence of likely future need for B1-B8. In some areas, older, lower-cost employment areas may be required, especially for small and new firms who cannot afford newer and more prestigious accommodation. The loss of such areas may cause harm to local economies and should be avoided.

*"Existing employment sites should only be released for other uses if one or more of the following apply:*

*they have poor prospects of being re-occupied for their previous use;*  
*the particular market that the site is part of is oversupplied;*  
*the existing employment use has unacceptable adverse impacts on amenity or the environment;*  
*the proposed redevelopment does not compromise unduly neighbouring employment sites that are to be retained;*  
*other priorities, such as housing need, override more narrowly focussed economic considerations; and/or*  
*land of equal or better quality is made available elsewhere, even if this is not within the local planning authority boundary.” [paragraph 4.6.9]*

2.16 In order to incorporate flexibility to respond to unexpected change or to deal with development not specifically allocated, PPW requires development plans to include criteria-based policies outlining how an authority would respond to unexpected proposals [paragraph 4.7.1].

#### **Practice Guidance – Building an Economic Development Evidence Base to Support a Local Development Plan (August 2015)**

2.17 This Practice Guide provides step-by-step advice for LPAs on how to build an evidence base to support LDP employment land strategies and policies.

2.18 Chapter 5 of the Practice Guidance sets out how LPAs should undertake an audit of existing and proposed employment sites, based on the preparation of both a quantitative and qualitative site assessment. In undertaking a qualitative appraisal of existing employment sites LPAs should consider using the following assessment criteria:

- Accessibility (road connectivity, public transport and other modes of access) and Sequential Location (a centres first approach where appropriate);
- Internal environment (positive and negative characteristics within the site curtilage);
- Surrounding external environment (positive and negative characteristics outside the site curtilage);
- Local opportunities (demand for uses?);
- Constraints;
- Viability; and,
- Identify Policy considerations.

2.19 Based on the site appraisals, assessments of market potential and policy contribution the study can provide an initial recommendation on each site. For existing employment sites / areas, this will say whether:

- it should be safeguarded for its current or previous employment use, perhaps subject to market testing;

- it may be considered for release to other uses depending on the overall supply / demand balance and on market conditions at the time; or,
- it should be released for other uses.

2.20 These recommendations have informed the drafting of the more detailed employment site pro-formas reproduced in Appendix 1.

## **Sites to Assess**

2.21 In order to support future economic development in the County Borough's economy over the Local Plan period and beyond, it is important that the area has a suitable portfolio of employment sites that are capable of meeting local business needs.

2.22 This study therefore provides a review and update of the County Borough's 31 existing employment land sites in both quantitative and qualitative terms in order to provide a clearer understanding of which sites will be best placed to continue to support future economic development needs going forward.

1. Of these, there are 28 employment sites in the County Borough that are currently safeguarded for employment use in Policy EMP/4 of the adopted Local Plan. These are as follows: , Tir Llwyd Business Park, Kinmel Bay (35.7 ha);
2. Cader Avenue/St Asaph Avenue, Kinmel Bay (1.89 ha);
3. Peel Street, Abergele (1.12 ha);
4. Threeways Garage, Abergele (2.15 ha);
5. Abergele Business Park (3.86 ha);
6. Pensarn Trading Estate, Pensarn, Abergele (4.42 ha);
7. Llys Erias Offices, Colwyn Bay (1.37 ha);
8. Quinton Hazel, Mochdre (5.01 ha);
9. Former Dairy Site, Mochdre (1.02 ha);
10. Council Tip, Mochdre (21.45 ha);
11. Bron Y Nant Road, Mochdre (1.15 ha);
12. Glan Y Wern Road, Mochdre (3.05 ha);
13. Builder Street/Council Street, Llandudno (11.45 ha);
14. Tre Marl (1), Llandudno Junction (4.8 ha);
15. Tre Marl (2), Llandudno Junction (0.49 ha);
16. Tre Marl (3), Llandudno Junction (4.18 ha);
17. Tre Marl (4), Llandudno Junction (4.96 ha);
18. East of Tre Marl (1), Llandudno Junction (1.13 ha);
19. East of Tre Marl (2), Llandudno Junction (1.03 ha);

- 20. Former Hot Point Factory, Llandudno Junction (8.85 ha);
- 21. Sarn Mynach WG Office, Llandudno Junction (3.85 ha);
- 22. Richard Williams, Llandudno Junction (1.08 ha);
- 23. Morfa Business Park, Conwy (14.67 ha);
- 24. Cae ffwt Business Park, Glan Conwy (1.4 ha);
- 25. Former Fisheries Research Site, Benarth Road, Conwy (0.68 ha);
- 26. Llanfairfechan Industrial Estate (1.05 ha);
- 27. Station Yard, Llanrwst (0.23 ha);
- 28. Ty Gwyn, Llanrwst (6.85 ha).

2.23 13 of the sites assessed are also EMP/5 Office and Industrial Employment Improvement Areas. These are as follows:

- Builder Street/Council Street, Llandudno (11.45 ha);
- Arch Motors, Llandudno (1.26 ha);
- Former Fisheries Research Site, Benarth Road, Conwy (0.68 ha);
- Glan y Mor Road and Vale Road, Llandudno Junction (4.84 ha);
- East of Tre Marl (1), Llandudno Junction (1.13 ha);
- Tre Marl (1), Llandudno Junction (4.8 ha);
- Bron y Nant Road, Mochdre (1.15 ha);
- Glan y Wern Road, Conwy Road, Mochdre (3.05 ha);
- Pensarn Trading Estate, Pensarn, Abergele (4.42 ha);
- Peel Street, Abergele (1.12 ha);
- Cader Avenue/St Asaph Avenue, Kinmel Bay (1.89 ha);
- Station Yard, Llanrwst (0.23 ha); and,
- North Station Yard, Llanrwst (1.32 ha).

2.24 Three of these sites (Arch Motors, Glan-y-Mor Road and North Station Yard) are additional sites over and above those identified by Policy EMP/4. The 9 remaining sites identified by EMP/5 are also identified by Policy EMP/4. As a consequence, there are 31 sites in total considered as part of this study (3 identified solely by EMP/5, 9 identified by both EMP/4 and EMP/5, and a further 19 identified solely by EMP/4).

## Approach

2.25 The assessment has been undertaken in accordance with the Welsh Government's aforementioned Practice Guidance, and examines the following:

- Accessibility (road connectivity, public transport and other modes of access) and Sequential Location (a centres first approach where appropriate);

- Internal environment (positive and negative characteristics within the site curtilage);
- Surrounding external environment (positive and negative characteristics outside the site curtilage);
- Local opportunities (demand for uses);
- Constraints;
- Viability (deliverability and market attractiveness); and,
- Identify Policy considerations.

2.26 The appraisal exercise has expanded upon these seven initial criteria, taking into account a wide range of site assessment factors that are typically included within assessment work of this type to draw conclusions on the extent to which these sites remain suitable for employment use. These are outlined in Table 2.1.

Table 2.1 Site Assessment Criteria

Assessment Criteria	Key Consideration and Scoring: Very Good to Very Poor
<b>Site Context</b>	<ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites.</li> <li>• Summarises how the site fits into the overall portfolio.</li> </ul>
<b>Local Development Plan Designation</b>	<ul style="list-style-type: none"> <li>• Current status/ existing land use/employment.</li> <li>• Recent changes that have occurred in each site.</li> </ul>
<b>Planning History</b>	<ul style="list-style-type: none"> <li>• Brief description of any relevant extant or recent planning permissions affecting the site.</li> <li>• Picks up any current planning applications that have yet to be determined.</li> </ul>
<b>Current Use and Land Type</b>	<ul style="list-style-type: none"> <li>• Occupancy type, mix and vacancy.</li> <li>• Employment provision.</li> <li>• Existing buildings' typology, features, and condition.</li> <li>• Parking availability.</li> <li>• Market attractiveness.</li> </ul>

Assessment Criteria	Key Consideration and Scoring: Very Good to Very Poor
<b>Occupier Profile</b>	<ul style="list-style-type: none"> <li>Names and business types if partly developed.,</li> <li>% Of available land and levels of vacancy onsite.</li> </ul>
<b>Recent Completions on site / pipeline development</b>	<ul style="list-style-type: none"> <li>Recent B-Class floorspace completions within the Industrial Estate.</li> <li>Sites with extant planning permission for employment uses on site.</li> </ul>
<b>Mix of B Class Uses (including size of properties)</b>	<ul style="list-style-type: none"> <li>Size of properties.</li> <li>% of floorspace comprising B1, B2, B8 or other.</li> <li>Estimated size of such properties.</li> </ul>
<b>Strategic Road Access</b>	<p>Strategic roads are defined as comprising the main A and B roads in the Local Authority, specifically the A55, A470, A547, A548 and A5.</p> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: Direct access to main A road.</li> <li>Very Poor: over 5 km from strategic road junction or access, and/or through constrained or local roads, and/or through town centre or residential areas.</li> </ul>
<b>Local Road Access</b>	<ul style="list-style-type: none"> <li>Traffic congestion.</li> <li>Quality of roads.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good local access: via free moving good roads avoiding residential areas/difficult junctions.</li> <li>Very Poor: difficult/narrow road access, via residential roads, difficult junction, congested roads.</li> </ul>

Assessment Criteria	Key Consideration and Scoring: Very Good to Very Poor
<b>Proximity to urban areas and ease of access to labour &amp; services</b>	<ul style="list-style-type: none"> <li>Urban areas weighted according to the Council's LDP Settlement Hierarchy.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: near Llandudno, Colwyn Bay, Abergele, Conwy, Llandudno Junction, Llanfairfechan, Llanrwst or Penmaenmawr (i.e. within 1km); good pedestrian access to residential areas and public transport connections (i.e. on a regular bus route to residential areas and in close proximity to a bus/rail stop).</li> <li>Very Poor: remote site, no services or residential areas nearby (i.e. over 5km away) and very poor public transport accessibility.</li> </ul>
<b>Compatibility of adjoining uses</b>	<ul style="list-style-type: none"> <li>Amenity impacts experienced by occupiers (current or future) and neighbouring areas.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: within larger employment area/ no incompatible surrounding land use.</li> <li>Very Poor: B2/B8 adjoining residential/other sensitive uses.</li> </ul>
<b>Extent of potential flood risk</b>	<ul style="list-style-type: none"> <li>Nature and severity of the flood risk; whether the site is contained with a designated special area of conservation.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: generally level site, regular shape, over 1 ha in size; well served by good quality site infrastructure; no significant other constraints on development.</li> <li>Very Poor: sloping/uneven site; under 0.1 ha, irregular/narrow shape; lack of site infrastructure;</li> </ul>

Assessment Criteria	Key Consideration and Scoring: Very Good to Very Poor
	other severe constraints (i.e. within HSE exclusion zone, flood zone 3b etc.).
<b>Barriers to Delivery and Mitigation</b>	<ul style="list-style-type: none"> <li>e.g. infrastructure required, groundworks and remediation, ownership constraints if available.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: site available and in single ownership and limited infrastructure / mitigation required for delivery.</li> <li>Very Poor: site unavailable and/or in many small separate ownerships with risk of ransom strips, requires adjoining land to be developed first, abnormal infrastructure requirements contamination constraints, electricity pylons etc</li> </ul>
<b>Market Attractiveness</b>	<ul style="list-style-type: none"> <li>including appropriateness for industrial/commercial development, vacancy and market activity on site for the type of development proposed.</li> <li>Outcomes from discussions with Local Agents on wider market conditions in the local area e.g. levels of supply, changes in rents, property values, absorption rates, length of time marketing site, level of demand, types of demand.</li> </ul> <p>Scoring:</p> <ul style="list-style-type: none"> <li>Very Good: viewed as attractive by agents/occupiers; area of strong demand for intended use; low vacancy levels; high profile location (i.e. visually adjoining a trunk road/key junction/beside a successful existing business park or industrial estate) etc. Market signals could include low supply, increasing rents, marketing times reducing, high demand.</li> </ul>

Assessment Criteria	Key Consideration and Scoring: Very Good to Very Poor
	<ul style="list-style-type: none"> <li>Very Poor: area of low demand; difficult to attract occupiers; high vacancy levels; low-profile location. Low demand market signals could include: high supply, decreasing rents, increasing marketing times, low demand.</li> </ul>
<b>Employment Role</b>	<ul style="list-style-type: none"> <li>indigenous or sub-regional.</li> </ul>
<b>Opportunities to expand / improve site</b>	<ul style="list-style-type: none"> <li>by how much, in hectares.</li> </ul>

Source: Lichfields Analysis

2.27 No individual weightings are attached to different criteria and due to the method of scoring, no overall total or score for each individual site has been reached.

2.28 The bulk of the work was undertaken via a desk-based review of existing documentation and data such as the Valuation Office Agency [VOA], Office for National Statistics [ONS] and the online business survey that took place for four weeks between mid-January and mid-February 2021 to underpin the Conwy Town Centres First Study.

2.29 **The desk-based assessment was supplemented by sites visits conducted in June/July 2022.**

2.30 Commercial property market data from CoStar has been used to gain more insight on industrial and office floorspace. CoStar is an online commercial property database maintained by a team of market researchers which tracks in detail properties that appear on the market. Whilst this means that CoStar does not capture 100% of properties and floorspace as tracked by the VOA, it is considered as reasonably accurate for larger properties and provides insight and market analysis that would not otherwise be available.

### **Market Signals Analysis**

2.31 The pro forma is underpinned by an analysis of market signals, incorporating a review of the current stock of employment space in Conwy, as well as recent trends in development and supply, such as losses to other uses and emerging space in the development pipeline.

2.32 This provides a detailed understanding of the nature of, and influences upon, each area's commercial property market and how this has changed in recent years, and the specific existing/potential role of each of the 31 designated safeguarded and improvement employment sites. It draws on data from CoStar and the VOA, Council monitoring data, web-based property availability registers and local market intelligence.

2.33 Specific outputs of this task include a summary of:

- current quantum and mix (amount/type/size) of uses (B1, B2 and B8) for each of the 31 employment sites to be appraised and how this has changed over time;
- broad distribution of stock across the study area;
- age of premises across the 31 sites;
- commercial property values and asking rents;
- amount of available/vacant floorspace in each site;
- completions of employment space by type, size and location; and,
- losses of employment space by type, size and location (and to what use).

2.34 The market is analysed for different types of employment premises in the area type by type (i.e. office, factory / manufacturing and warehouses / distribution).

2.35 **This has been supplemented by wider agency intelligence gathered during consultations with local agents.**

**Suitability and Deliverability of the Identified Safeguarded Sites**

2.36 This study then reaches a conclusion for each of the 31 employment sites regarding their suitability for continued protection for future employment use, identifies which sites are no longer suitable, recognises specific sectors/areas which are key to the County Borough's economy, reviews existing boundaries and considers potential extensions to the employment sites. For each site, an assessment is provided of whether it should be safeguarded / improved or combination of the two bearing in mind the characteristics of the site.

2.37 The boundary of each site is reviewed, with recommendations made as to whether the site should be expanded, reduced or remain the same.

2.38 This process also identifies poorer quality sites where initiatives for upgrading, or release to other uses could be considered as part of the Council's second phase of work with the Revised LDP.

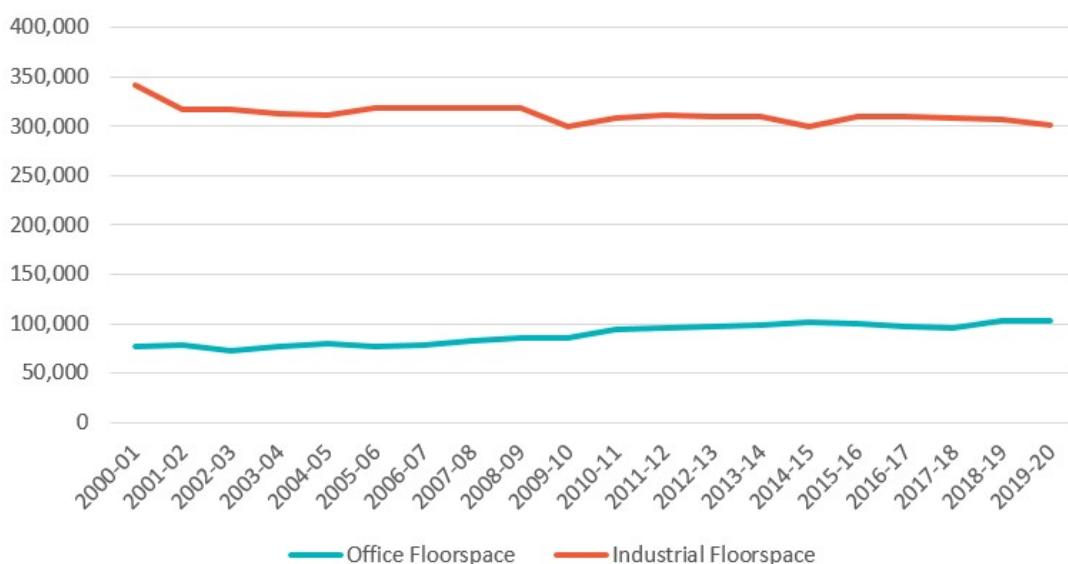
2.39 A summary of the outputs per employment area is presented in Section 4.0. Appendix 1 provides 31 pro formas including photographs from the site visits.

## 3.0 Market Signals Analysis

### Floorspace Trends

3.1 According to the latest data from the VOA, the County Borough had a total of around 404,000 sq. m of employment floorspace in 2019/20, having decreased by 14,000 sq. m or 3.3% since 2000/01. In comparison, the amount of employment floorspace across Wales fell by 0.1% over the same period, and by 0.6% across England and Wales. This indicates that the amount of employment floorspace is falling more quickly in the County Borough than the Welsh average.

Figure 3.1 Office and industrial floorspace in County Borough, 2001 - 2020



Source: VOA (2022)

3.2 Office floorspace in the County Borough totalled around 103,000 sq. m in 2019/20, having grown by 26,000 sq. m or 33.8% since 2000/01. This is a much higher level of growth than has been seen across Wales (24.7%) and England and Wales (10.5%) over the same period. This indicates that whilst the amount of office floorspace in the County Borough is relatively small, it has seen strong growth over the past two decades.

3.3 Conversely, the amount of industrial floorspace in the County Borough has fallen by 40,000 sq. m or 11.7% since 2000/01, compared to falls of 3.5% across Wales and 3.1% across England and Wales, indicating that the County Borough is losing industrial space at more than three times the rate of Wales.

### Age and Quality of Stock

3.4 CoStar's star rating system uses market-tested criteria which allows for analysis of the quality of existing office and industrial stock. CoStar's criteria take account of architectural design, structures / systems, amenities, site / landscaping / exterior, and certifications.

## Office

3.5 Table 3.1 shows the quality of existing office stock within Conwy, broken down by properties and floorspace. **The County Borough is dominated by properties rated as two- or three-star quality, accounting for 86.5% of all properties.** In total 11 properties (8.7%) are rated as one-star, whereas six (4.8%) are rated as four-star quality with zero achieving the highest classification.

3.6 In terms of floorspace the 11 one-star properties are all small, adding to just 1,628 sq. m or 2.6% of the total stock. 70.3% of all floorspace is rates as two- or three-star, with just under 17,000 sq. m or a relatively high 27.1% of stock rated as being four-star quality across six properties.

3.7 Four of the six office properties rated as being four-star quality are located at The Point in Llandudno Junction, with the remaining two being in Colwyn Bay, including the new Council Offices at Colwyn Bay and a property at Heritage Park.

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Table 3.1 Quality of office stock in the County Borough

	# Properties	% Properties	Floorspace Sq. m	Floorspace Sq. ft	Floorspace %
1 Star	11	8.7%	1,628	17,524	2.6%
2 Star	58	46.0%	20,196	217,390	32.2%
3 Star	51	40.5%	23,882	257,066	38.1%
4 Star	6	4.8%	16,974	182,708	27.1%
5 Star	0	0.0%	0	0	0.0%

Source: CoStar (September 2022)

3.8 Table 3.2 shows the age of office properties and floorspace in the County Borough. It should be noted that not all properties within CoStar include a build date, so the table only provides an indication of age patterns based on the available data. The table indicates that newer office properties tend to be larger, with 28.7% of all floorspace built since 2010 consisting of just six properties (five of these are rated as four-star quality out of the six discussed above). Meanwhile at the other end of the scale, 54.6% of properties were built pre-1950, although these account for only 31.6% of floorspace, indicating that **there is a large amount of old and smaller stock across the County Borough.**

Table 3.2 Age of office stock in County Borough

	# Properties	% Properties	Floorspace Sq. m	Floorspace Sq. ft	Floorspace %
After 2010	6	6.2%	15,200	63,613	28.7%
2000's	11	11.3%	8,288	89,212	15.7%
1990's	7	7.2%	6,990	75,240	13.2%
1980's	5	5.2%	771	8,299	1.5%
1970's	2	2.1%	346	3,724	0.7%
1960's	6	6.2%	1,050	11,302	2.0%
1950's	7	7.2%	3,542	38,126	6.7%
Pre 1950	53	54.6%	16,699	179,748	31.6%

Source: CoStar (September 2022)

### Industrial

3.9 Table 3.3 shows the quality of industrial properties and floorspace within the County Borough and indicates that most industrial properties and floorspace are of a medium quality, with 58.5% and 75.8% of properties and floorspace being of three-star quality respectively. Whilst the amount of poor quality floorspace is low (2.9% of floorspace across 12 small properties), there is also only two properties or 1.8% of floorspace rated as four-star quality and none given the highest rating. The two four-star properties are both buildings at Mochdre Commerce Park constructed in 2009.

Table 3.3 Quality of industrial stock in County Borough

	# Properties	% Properties	Floorspace Sq. m	Floorspace Sq. ft	Floorspace %
1 Star	12	12.8%	3,693	39,751	2.9%
2 Star	37	39.4%	28,400	305,698	22.4%
3 Star	55	58.5%	96,168	1,035,152	75.8%
4 Star	2	2.1%	2,262	24,348	1.8%
5 Star	0	0.0%	0	-	0.0%

Source: CoStar (September 2022)

3.10 Table 3.4 shows the age of industrial properties and floorspace in the County Borough and reveals that the number of properties and quantum of floorspace delivered since 2010 is around half that delivered in the previous decade, with just 10.9% and 14.9% of properties and floorspace respectively delivered since 2010. It is, however, positive that a majority (52.9%) of the County Borough's industrial floorspace has been built since 2000.

Table 3.4 Age of industrial stock in County Borough

	# Properties	% Properties	Floorspace Sq. m	Floorspace Sq. ft	Floorspace %
After 2010	10	10.9%	17,415	187,455	14.9%

	# Properties	% Properties	Floorspace Sq. m	Floorspace Sq. ft	Floorspace %
2000's	24	26.1%	44,368	477,577	38.0%
1990's	13	14.1%	12,521	134,776	10.7%
1980's	16	17.4%	11,046	118,899	9.5%
1970's	8	8.7%	4,725	50,860	4.0%
1960's	6	6.5%	14,083	151,589	12.1%
1950's	9	9.8%	9,665	104,034	8.3%
Pre 1950	6	6.5%	2,877	30,968	2.5%

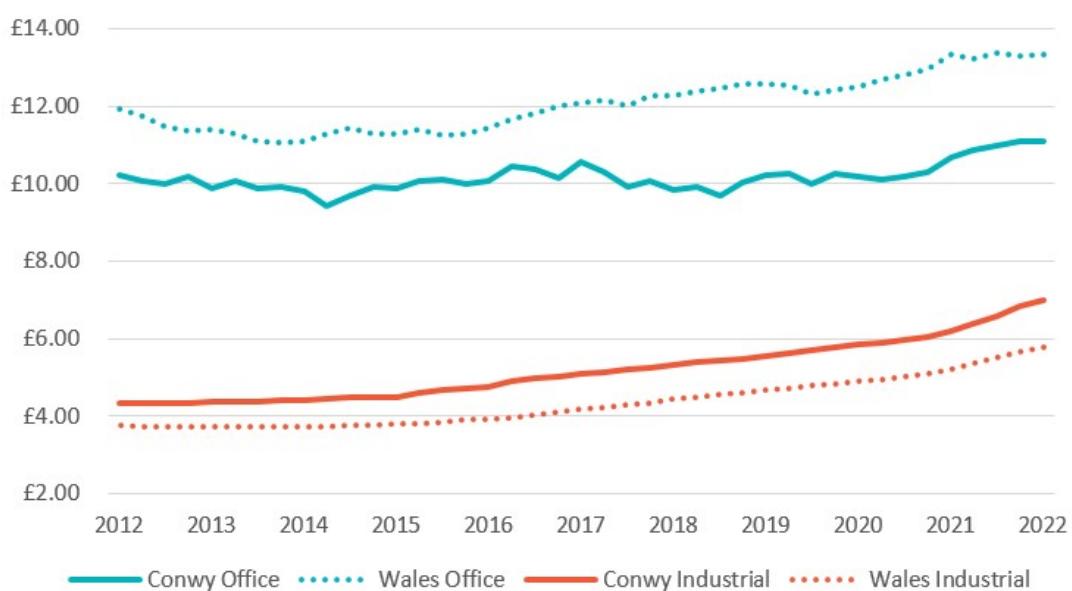
Source: CoStar (September 2022)

### Rental Levels

3.11 As shown in Figure 3.2, the average market rent for office space in the County Borough stood at around £11.10 per sq. ft. in Q2 2022. Rents in the County Borough have begun to rise since 2020 following a long period of relative stagnation since 2012, the 10-year average being about £10.50 per sq. ft. Average rents across Wales have risen more steadily over this period from a low of £11.00 per sq. ft. in 2014 to just over £13.34 in the latest quarter.

3.12 Industrial rents have grown with less volatility, from around £4.30 per sq. ft. in 2012 to just under £7.00 per sq. ft. in Q2 2022. Unlike office, industrial rents in the County Borough are higher than the Wales average, which stood at around £5.80 in Q2 2022.

Figure 3.2 Market rent per sq. ft. in County Borough and Wales



Source: CoStar (March 2022)

### Development Rates

3.13 Data on gross completions for the period 2007/08 to 2019/20 has been analysed. The data did not specify annual completions or the use class of most

developments before 2017/18, but indicated there had been 11.7 ha developed over this time period. Since then, a further 2.63 ha has been developed over three years. The total gross amount of land developed for B-Class employment use between 2007/08 and 2019/20 was therefore recorded as **14.33 ha**. This averages **1.10 ha per year over the 13-year period**.

3.14 Over the past three years (since 2017/18), there have been some relatively significant completions, which include:

- Former dairy site, Station Road, Mochdre – 0.7 hectares (approx. 3,000 sq. m) of B1 & B8 light industrial/storage and distribution;
- Esgyrynn, Narrow Lane, Llandudno Junction – 0.2 hectares (approx. 750 sq. m) of B1 office space;
- 0.85 hectares (approx. 1,500 sq. m) of B1 light industrial and office space at Parc Ty Gwyn, Llanrwst;
- Coed Pella Council Offices, Colwyn Bay - 0.3 ha B1a (which was not included in the 2018/19 AMR as the site was not allocated or designated in the LDP);
- Vale Road (ex NWWN site), Llandudno Junction - 0.15 ha B1/B8;
- Garage – Parc Ty Gwyn Industrial Estate, Llanrwst within a safeguarded employment site - 0.18 ha B2; and,
- Tir Llwyd – Pure Commercial Buildings 1 & 2, Kinmel Bay - 0.25 ha B1, B2, B8 (within a safeguarded employment site).

3.15 Whilst the take-up of employment land has generally been suppressed with the exception of 2017/2018, the overall delivery distribution has been in line with the target LDP Growth Strategy.

### **Losses**

3.16 The Council has also provided details of the extent of losses to B-Class employment land. Between 2007/08 and 2019/20, losses of B-Class employment land was identified at four sites. However, regarding the 4.7 ha Tre Marl 1 site, the situation has now changed. This was originally included as a loss of employment land due to an approved planning permission for a new food superstore and restaurant. However, subsequent discussions with the Council have indicated that this permission was never implemented and has now lapsed. Furthermore, although within a Safeguarded Employment site, it is understood that most of the uses on there would be classified as Sui Generis rather than B-Class. For these reasons, the site has been removed from the schedule of losses.

3.17 There have been no additional losses recorded since the 2019 ELR (i.e. for years 2018/19 or 2019/20, although it is noted that the site adjacent to Linney Cooper, Builder Street, Llandudno has had its B1 office building demolished (0.33 ha). Planning permission has subsequently been granted (ref. 0/47438) in September 2020 for replacement B1/B2/B2 industrial buildings (ref 0/47438). This does not include 'stand-alone offices' but will be focussed towards

industrial with ancillary offices. Thus, it is not 'lost' for employment purposes and has been simply redeveloped for a different form of employment.

3.18 Total losses therefore reduce to **4.65 ha** (excluding Tre Marl 1 as set out above), or **0.358 ha a year (over 13 years)**. The losses are summarised in Table 3.5. There was a 50/50 split between B1 and B2/B8 losses.

Table 3.5 Losses of B-Class employment land between 2007/08 and 2019/20

Site	Nature of loss	ha	Former Use class
Abergele Business Park	Partial loss of the allocated site to development of a dementia care centre	0.45	B1
Esgyryn	Partial loss of the allocated site to residential development and a school	2.9	B1
Former NWWN site	Loss of improvement site for the development of a supermarket	1.3	B2 / B8
<b>Total</b>			<b>4.65</b>

Source: CCBC Monitoring Data

3.19 Over the period 2007/08 and 2019/20, setting gross completions of 14.33 ha against losses of 4.65 ha means that there a net gain of 9.68 ha of B-Class employment land, or 0.74 ha annually. This is summarised in Table 3.6.

Table 3.6 Summary of gross and net completions (2007/08 to 2019/20)

		Hectares
Gross completions	Total	14.33
	<b>Annual average</b>	<b>1.10</b>
Losses	Total	4.65
	<b>Annual average</b>	<b>0.36</b>
<b>Net completions</b>	Total	<b>9.68</b>
	<b>Annual average</b>	<b>0.74</b>

Source: CCBC Monitoring Data

### Future Pipeline

3.20 The Revised LDP also proposes five Key Strategic Sites with associated infrastructure and suggested phasing over the Plan Period. Four of these sites are in the defined Coastal Development Strategy Area [CDSA]:

1. Llanfairfechan – Mixed Use Housing (400 Homes), Affordable Housing, Primary School, Allotments and Recreational Space. The site is phased between 2021 and 2029
2. Llanrhos – Mixed Use Housing (250 Homes), Affordable Housing, Primary School, 1 Hectare of B1 Employment Land, Allotments and Recreational Space. The site is phased between 2024 and 2031.
3. Old Colwyn – Housing (450 Homes), Affordable Housing, Allotments and Recreational Space. The site is phased between 2024 and 2033.
4. Abergele – Mixed Use Employment (4.7 Hectares of B1, B2 & B8), Retail, Recreational Space and a Primary School. The site is phased between 2021 and 2027.

3.21 The remaining site is located in the defined Rural Development Strategy Area [RDSA]:

5. Llanrwst Key Service Centre - Housing (200 Homes), Affordable Housing, Allotments and Recreational Space. *The site is phased between 2021 and 2026.*

## 4.0 Land Supply Assessment and Key Findings

### Introduction

4.1 This section of the report introduces the sites which have been assessed as part of the safeguarded employment sites considered by the study in the County Borough and provides a summary of the individual site assessments by centre.

4.2 All of the 31 sites have been assessed and are distributed as follows:

- 2 in Kinmel Bay;
- 4 in Abergele;
- 1 in Colwyn Bay;
- 5 in Mochdre;
- 2 in Llandudno;
- 10 in Llandudno Junction;
- 3 in Conwy;
- 1 in Llanfairfechan; and,
- 3 in Llanrwst.

4.3 The assessments include an analysis of CoStar data for each town in the study to provide a commentary on the quantity, floorspace, location and quality of office and industrial stock to better contextualise the respective protected employment sites. CoStar's star rating system uses market-tested criteria which allows for the analysis of the quality of existing office and industrial stock. CoStar's criteria take account of architectural design, structures / systems, amenities, site / landscaping / exterior, and certifications.

4.4 The appraisals also use mapping tools from Natural Resource Wales [NRW] and Conservation Area boundaries from the Welsh Government to highlight any key flood risks that may hinder any potential development. The site appraisals also make reference to whether any of the sites are contained within a Special Area of Conservation to highlight the potential for any constraints that may arise from such designation.

4.5 The appraisals assess the quality and connectivity between the sites and strategic roads and to surrounding public transport. This provides an indicative assessment of both the ability for commuters to access employment opportunities and for employers to be able to sufficiently operate.

4.6 The Council provided data on vacancy / occupancy from October 2021 for all employment premises in the County Borough. This includes data on site occupants according to class use as well as the floorspace of any vacant buildings at the time. The data are dated from October 2021 and so reflect the level of occupancy and vacancy at that time. The site assessments therefore combine the report with desk-based research to determine a more accurate vacancy and occupancy profile for individual sites / buildings.

4.7 Where appropriate, the site assessments below make recommendations for potential boundary alterations that include / exclude relevant use classes that are not considered a source of B-Class employment or to recommend the inclusion of suitable parcels of land proximate to sites where development for employment uses may be suitable.

## **Abergele**

4.8 An analysis of CoStar data indicates there are twelve commercial office buildings in Abergele with a combined floorspace of around 46,800 sq. ft (net internal area [NIA]). The office offer in Abergele is concentrated along, or proximate to, the A547 with six buildings located in Abergele Business Park to the north-west with the remaining eight buildings located in or around the town centre. All but one of the buildings identified on Abergele Business Park are rated three-stars in quality. Building 5350 is the only two-star rated building at 5,000 sq. ft. on the business park though images of the building do indicate a relatively modern, steel portal construction with windows suggesting that the poor quality score may be due to the buildings' internal offer. The six buildings on Abergele Business Parks are all new builds erected between 2007 and 2009 and average between 5,000 to 9,000 sq. ft. in size.

4.9 The remaining office offer is relatively more spread through the town centre, though remains proximate to the A547 passing through the town. There is a notable drop in the quality of offices within the town centre with some being converted residential dwellings as opposed to purpose-built office space. Copthorne House, the most westerly building at 1,777 sq. ft. has a one-star quality rating with the redbrick and small window design reflecting the 1965 build year. Three office buildings are clustered close to the junction between Market Street and Chapel Street. 55b Market Street is a small (447 sq. ft.) corner office building with a two-star quality rating; 34 Market Street corner is a larger (3,618 sq. ft.) three-star quality building built in 1951; and 1-2 Chapel Street is a 1,313 sq. ft. two-star quality office in a converted stone residential dwelling. Market rent data from CoStar indicates that the market rent per square footage of office space currently sits at £9.14 in Q3 2022, an increase from £9.06 in the previous quarter.

4.10 A further 11 industrial and light industrial buildings make up Abergele and Pensarn's industrial stock with a total floorspace of 67,200 sq. ft. (NIA). The industrial stock is split evenly with six buildings to north in Pensarn and five buildings proximate to the Town Centre. The buildings in Pensarn of relatively poor quality with only the buildings (2,500 sq. ft.) at Station Business Park, built in 1980, of three-star quality - the remaining buildings are all two-star quality. Three buildings at Pensarn Industrial Estate to the west of the train station, 1,782 sq. ft., 5,497 sq. ft. and 5,298 sq. ft. respectively, are rated two-star quality and built in the early 1970s with a relatively even split of steel or redbrick building materials.

Table 4.1 Quality of Properties in Abergele

	Abergele		County Borough	
	Properties	%	Properties	%
Office	12	0	126	
1-2 Stars	5	41.7%	68	54.0%
3 Star	7	58.3%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
Total Industrial	11		118	
1-2 Stars	9	81.8%	59	50.0%
3 Star	2	1.7%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
Total	23		244	
1-2 Stars	14	60.9%	127	52.0%
3 Star	9	39.1%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) // Lichfields Analysis.

4.11 Table 4.1 summarises the breakdown of office and industrial properties in Abergele by star rating against the County Borough average. The data indicates that Abergele is heavily skewed towards lower quality premises with 1- and 2-star properties accounting for 41.7% of office, 81.8% of industrial and 60.9% of all properties. This is a higher share of lower quality premises than across the County Borough (52.0%). It is notable than Abergele has no properties awarded either 4 or 5 stars for quality.

4.12 A weighted average of 2.42 stars of the quality of office stock across Abergele largely reflects the County Borough average of 2.42. In contrast, the quality of industrial stock is notably lower with a weighted quality average of just 2.1 stars compared to the County Borough average of 2.41.

Table 4.2 Floorspace in Abergele

	Abergele	County Borough Total
<b>Office</b>		
Floorspace	46,747 sq. ft.	692,541 sq. ft.
Available	2,000 sq. ft.	4,749 sq. ft.
Available %	4.3%	0.7%
<b>Industrial</b>		
Floorspace	52,155 sq. ft.	1,545,462 sq. ft.
Available	0 sq. ft.	143,427 sq. ft.
Available %	0.00%	9.28%
<b>Total</b>		
Floorspace	43,747 sq. ft.	2,238,003 sq. ft.
Available	0 sq. ft.	148,176 sq. ft.
Available %	0.00%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.13 Table 4.2 shows the availability of floorspace in Abergele, comprising any space that is currently being marketed. Availability is very low across the board with just 4.3% of total office floorspace and no available industrial floorspace on the market.

4.14 Where available, CoStar provides the build year for office and industrial buildings. Of the seven office buildings that provide a construction year, the average construction year of office buildings across Abergele is 1993. The average age of Abergele's industrial stock is notably older with an average build year of 1976.

### **Abergele Site Assessments**

4.15 Within Abergele, there are four sites that are safeguarded for employment use:

- Pensarn Trading Estate (4.42 ha);
- Abergele Business Park (3.86 ha);
- Threeways Garage (2.15 ha); and,
- Peel Street (1.12 ha).

4.16 The key findings and recommendations for each site in Abergele are set out in detail in the proformas at Appendix 1 and are summarised below.

#### **Pensarn Trading Estate, Abergele**

4.17 Pensarn Trading Estate is the largest safeguarded employment site in Abergele at 4.42 ha gross. The site is located to the north of Abergele and contains predominantly B-class uses with few A1 and D2 uses. The site is a long linear site sandwiched between the A55 and the main railway line, and is bisected by Sea Road which provides access to the Abergele and Pensarn train station and the beach.

4.18 The LDP identifies the site as falling within the provisions of Policies EMP/1, EMP/4, and EMP/5. The site is narrow and is located adjacent to the northern side of the A55 roundabout connecting to the A548 and lies adjacent to Abergele and Pensarn train station.

4.19 Most buildings located to the west of Sea Road are B-class uses and a mix of corrugated steel cladding portal frame buildings (with ancillary offices) and or older buildings constructed from red brick. JRS Mechanical Services occupy the western-most building complete with a large yard to the rear. Moving east, occupiers include William Technical Services Ltd and Coastal Carpets, and Pilgrim Fitness. At the site entrance and occupying a large part of the road frontage (extending to 0.4 ha) is the former Lloyds Caravan Sales Company which is now a container based self-storage facility.

4.20 To the east of Sea Road, Abergele and Pensarn train station sits to the north of the Original Factory Shop (a retail shop). There is a finger of predominantly B-class use industrial buildings (including KHS Mechanical and Alwyn Services

and Repairs). The buildings include some other uses such as the Training Station Gym and fitness centre. Most of the buildings are single-storey and built of redbrick with corrugated steel roofing.

4.21 There is a small area of the land to the west of Sea Road that is now empty and used for informal car parking. This area has the potential to be developed for a small building / yard. Similarly, if the c.0.4 ha area used for storage containers is cleared there is potential for further, more intensive, development.

4.22 The eastern section of the site is accessed entrances off the A548 close to Sea Road and the roundabout at Junction 23A.

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Figure 4.1 Pensarn Trading Estate, Abergel



4.23 Ageing brick and steel industrial buildings make the estate feel a little outdated with patchy hard surfacing broken up by overgrowth, rusty fencing, and refuse.

4.24 In addition to Abergel and Pensarn train station, there are several bus stops in both directions located along the A548 to the south of the site. Routes connect the Trading Estate to Colwyn Bay as well as Llanfair and Llandudno.

4.25 In terms of flood mapping from NRW, this indicates that most of the site is at low risk of flooding from rivers or the sea, although there are small areas at greater risk. The site is not located within the Abergel Special Area of Conservation.

4.26 The vacancy and occupancy data provided by the Council indicates that on this Estate there was just a single vacant building that measures 83 sq. m in size and a further undeveloped plot (as referenced above).

4.27 **Overall, the site is relatively small and consists mainly of dated, light industrial buildings with few vacancies. There are few practical measures to expand the site given the proximity of surrounding strategic roads, beach front and railway line running through the site. Given that the site**

**fulfils a local function, it should be retained in the RLDP as an employment site and employment improvement area and could be targeted with specific environmental enhancements. There are no changes recommended to the site boundaries identified in the LDP.**

### **Peel Street, Abergale**

4.28 The site at Peel Street is located close to the centre of Abergale and is the smallest safeguarded employment site in the town, at 1.12 ha gross. The site comprises of the existing Abergale Peel Street Estate, which contains a range of A1 retail uses, B-class uses and sui generis uses. The adopted LDP identifies Policies EMP/1, EMP/4, and EMP/5 of relevance to the site.

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Figure 4.2 Peel Street, Abergale



4.29 Figure 4.2 shows a warehouse in the north-eastern part of the site and is indicative of the design of many of the site's other buildings. The combination of red brick and steel cladding gives a relatively dated feeling to the site's light industrial buildings. The site has good parking for most buildings and is complete with a surrounding security fence. There are patches of overgrowth on site, particularly to the south as the site borders the grounds of Abergale Fitness Centre.

4.30 The site is largely surrounded by residential dwellings including opposite the site entrance along the northern boundary as well as to west which may restrict B2 operators. Despite this, access to the A548 is just c.250 metres to the west and so the site access avoids surrounding residential roads.

4.31 The site is relatively well served via public transport networks with bus stops in both directions close to the junction for Peel Street and the A548 to the west connecting to Llandudno, Llanfair, and Rhyl. Though Abergale and Pensarn

train station is c. 1.3km further north, the station is directly accessible via the A548, complete with connecting bus routes and therefore is an accessible commute. The site is also located c.700 metres west of junction 24 of the A55, which provides access to the site and the south of Abergele from both directions.

- 4.32 In terms of NRW flood mapping, this indicates the north-eastern and southwestern corners of the site are at low risk of river flooding.
- 4.33 The vacancy and occupancy data provided by the Council identifies two vacant buildings on site, both 315 sq. m in size. Given that the site is fully developed, no other plots of land are designated for development.
- 4.34 **In summary, this is a small industrial estate just beyond Abergele Town Centre. The largest building on the site is occupied by a motorcycle showroom and parts supplier, and most other buildings are occupied by B8 storage and trade counter uses, as well as a gymnasium. There is also a separate builder's yard operation within the site boundary. The site is located within an otherwise residential area, although the A55 is only a short distance away down a quiet road. The estate contains a number of indigenous occupiers and serves an important local need within Abergele.**
- 4.35 **The site appraisals recommend that the site should be retained and protected for employment use in the RLDP, although it is considered that the site should no longer be considered for environmental improvements.**

#### **Abergele Business Park, Abergele**

- 4.36 The site comprises the existing Abergele Business Park which in the LDP extends to 3.86 ha gross and contains a range of A1, B-class, C2, D2 and sui generis uses. It is now known as the North Wales Business Park. The adopted LDP identifies the site as falling within the provisions of Policy EMP/1 and EMP/4. Despite the relatively modest size of the site, space is well utilised and the business park houses a varied list of occupiers.

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Figure 4.3 Abergele Business Park, Abergele



4.37 To the north of the site is a housing development currently underway by Macbryde Homes. This was despite the land being initially earmarked to extend the Business Park. Planning permission was granted in 2017 for the development of 156 new homes on part of the site.

4.38 The buildings currently on site were built from 2009/2010 onwards, and as such are modern builds, with large windows and skylights that appear well-maintained (see Figure 4.3).

4.39 The site's southern boundary is with the A547 with direct access to the business park via the existing roundabout. There is a connecting footpath to the south of the site to provide pedestrian access to the nearby residential area. Access to the A55 is approximately 2km to the east, via the A547 running through Abergele Town Centre to Junction 24, or via Junction 23 at Llanddulas 3km to the west.

4.40 In terms of flood mapping from NRW, whilst there are areas of flood risk around the site, the site itself is largely unaffected except for pockets of surface water drainage issues, which are unlikely to constrain development with appropriate management / mitigation. Furthermore, the site is not located within the Abergele Special Area of Conservation.

4.41 The site benefits from a bus stop in the centre of the site connecting it to Rhyl, Llandudno, and Colwyn Bay. Abergele and Pensarn train station is over 2 km north of the site, though connecting bus routes are available.

4.42 The vacancy and occupancy data provided by the Council identifies up to seven vacant buildings, four at 103 sq. m and a further three at 191 sq. m. There

remains one undeveloped plot of land at 0.53 ha gross, 0.2 ha of which is a distinct parcel which has been levelled and designated for future development.

4.43 **Overall, this is a modern and well-maintained business park to the northwest of Abergel. It features several modern office buildings as well as a health clinic and pharmacy. The park also has several other health operators and a Dementia Care clinic outside the northern boundary. The newly-built housing estate to the north provides an accessible labour pool. The site is proving successful as a cluster of health-related services and offers modern office space that is generally in short supply across Conwy Borough. The site should therefore retain its status for employment use in line with the RLDP policy on safeguarding employment land.**

4.44 **Furthermore, the boundary should be expanded to include the Cartrefi Conwy offices, Dementia Care Centre and development land. This would increase the gross site area to around 5.8ha and increase the net developable land within the boundary to around 0.9 ha (from 0.4 ha currently).**

#### **Threeways Garage, Abergel**

4.45 The Threeways Garage site comprises the existing estate, extends to 2.15 ha gross and is adjacent to junction 24 of the A55 and north of Rhuddlan Road. The site is bisected by Faenol Road and splits the site into two portions to the north and south. The estate contains predominantly Sui Generis uses with the Threeways Garage being the main occupants at 2,009 sq. m on the northern part of the site selling a range of new and used vehicles. Further Sui Generis uses include a petrol station and a Suzuki show room to the north with Threeways motorhomes dealership occupying much of the site to the south of Faenol Road. The adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

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Figure 4.4 Threeways Garage, Abergele



4.46 Adjacent to the site's western boundary as well as to the southwest, are residential dwellings which may restrict the suitability / marketability of the site for noisier uses (e.g. B2). To the southeast of the site is a parcel of land extending to circa 3.7 ha which appears to be farmland and to the northwest are playing fields (circa 1.45 ha). The southwest corner of the site boundary is irregularly shaped and does not match the true extent of the site and so should be amended to include this area.

4.47 Given that the site boundary borders both the A55 and the A547, the site has excellent access to the strategic road network. Junction 24 provides access the A55 in both directions, east on to Rhuddlan via the A547 as well as west along the A547 through Abergele and further west through Llandulas.

4.48 The closest public transport service to the site are bus stops to the northwest (~0.3km) and to the southwest (~0.4km). Routes connect the site to Llanfair, Prestatyn, and Llandudno. Further afield, Abergele & Pensarn train station is ~1.5km northeast of the site.

4.49 In terms flood mapping, NRW indicates that the north-eastern section of the site is at low risk of flooding from the river to the north of the site. Some small parts of the southern portion of the site, along with the southern access point to the A547, are also at low risk of flooding from surface water and small watercourses. The site is not located within the Abergele Special Area of Conservation.

4.50 The vacancy and occupancy data provided by the Council indicates that at that time there were no vacant buildings on site with no further land plots designated for development.

4.51 Overall, this is a large site primarily used for car showrooms, associated vehicle storage and other Sui Generis uses. The site's key strengths are its immediate access to surrounding strategic roads and an onsite petrol station. There are currently no vacant buildings on the site. The site appraisal recommends that the site be retained in the RLDP as a designated employment site in line with the policy for safeguarding employment. Furthermore, the appraisal recommends that the site boundary be amended to include the full site perimeter at the southwestern corner. This would increase the overall size of the site and provide a developable parcel within the site which increases in size from around 0.17 ha to c. 0.22 ha.

### Abergele Site Summary

4.52 In summary, it is recommended that all of Abergele's safeguarded employment sites should be retained in the RLDP, with Abergele Trading Estate earmarked for environmental improvements. It is suggested that the site at Peel Street should no longer be identified for employment improvements. Furthermore, the site assessments recommend boundary changes to Abergele Business Park and the site at the Threeways Garage. The recommendations and boundary changes are summarised in Table 4.3.

Table 4.3 Summary of Site Recommendations in Abergele.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Abergele, Pensarn Trading Estate	4.42	0	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Retain in the RLDP as an employment improvement area.
Abergele, Peel Street	1.12	0	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Unnecessary to retain in the RLDP as an employment improvement area.
Abergele, Abergele Business Park	3.86	0.4	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
				Amend site boundary.
Abergele, Threeways Garage	2.15	0.17	Good	Retain and protect for employment use in accordance with RLDP. Amend site boundary.
<b>Existing Abergele Total</b>	<b>11.55</b>	<b>0.57</b>		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
Abergele, Abergele Business Park	5.8	0.9
Abergele, Threeways Garage	2.17	0.22
<b>Revised Abergele Total</b>	<b>13.51</b>	<b>1.12</b>

## Colwyn Bay

4.53 An analysis of CoStar data indicates that there are 36 commercial office buildings in Colwyn Bay with a combined floorspace of around 249,100 sq. ft (NIA). The office offer in Colwyn Bay is concentrated in the town centre with eight buildings on Wynnstay Road, six buildings on Princes Drive and four on Coed Pella Road. All buildings on Wynnstay Road, and indeed many surrounding offices in Colwyn Bay generally, are converted residential town houses with driveway parking. Many of the buildings on Wynnstay Road were built in the late 1800s/early 1900s and range from 1,367 sq. ft to 4,148 sq. ft in floorspace. There is also a small quantity of office buildings that are further away from the centre with three buildings proximate to the Bay View pedestrianised shopping centre area. At 6,942 sq. ft, 7,470 sq. ft and 8,547 sq. ft respectively, the buildings are larger than those to the west. The highest quality buildings (and indeed, the most modern) are the Council offices at Coed Pella - a four-storey 100,000 sq. ft building constructed in 2018 that centralised much of the County Borough's governmental and administrative services. CoStar data indicates that the market rent per square footage of office space currently sits at £11.94 as of Q3 2022, an increase from £11.98 over the previous quarter.

4.54 Eight industrial and light industrial buildings make up Colwyn Bay's industrial stock with a total floorspace of 56,200 sq. ft (NIA). The town's industrial stock is generally located to the southeast of the Bay View area and is of a lower quality than the Town's office stock. Of the eight buildings identified by CoStar, three are rated one-star in quality and the remaining five rated just two-stars with many of the buildings appearing dated and some in a state of disrepair. CoStar data indicates that the market rent per square footage of industrial space currently sits at £6.73 as of Q3 2022, an increase from £6.59 over the previous quarter.

4.55 A weighted average of 2.41 for the quality of office stock across Colwyn Bay reflects the Conwy Borough average of 2.42 stars. Conversely, the quality of industrial stock is notably considerably lower at an average of just 1.63 stars.

Table 4.4 Quality of Properties in Colwyn Bay

	Colwyn Bay		County Borough	
	Properties	%	Properties	%
Office	37	0	126	
1-2 Stars	22	59.5%	68	54.0%
3 Star	14	37.8%	52	41.3%
4-5 Stars	1	2.7%	6	4.8%
Total Industrial	8		118	
1-2 Stars	8	100.0%	59	50.0%
3 Star	0	0.0%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
Total	45		244	
1-2 Stars	30	66.7%	127	52.0%
3 Star	14	31.1%	109	44.7%
4-5 Stars	1	2.2%	8	3.3%

Source: CoStar (2022) // Lichfields Analysis

4.56 Table 4.4 summarises the breakdown of office and industrial properties in Colwyn Bay by star rating against the County Borough average. The data indicates that Colwyn Bay's offer is skewed towards lower-quality premises, with 1-and 2-star properties accounting for 59.5% of office, 100% of industrial stock and 66.7% of all buildings. This is a higher share of lower quality premises than across the County Borough as a whole (52.0%).

Table 4.5 Floorspace in Colwyn Bay

	Colwyn Bay	County Borough Total
<b>Office</b>		
Floorspace	249,104 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.00%	0.7%
<b>Industrial</b>		
Floorspace	54,749 sq. ft	1,545,462 sq. ft
Available	34,276 sq. ft	143,427 sq. ft
Available %	62.6%	9.3%
<b>Total</b>		
Floorspace	1,500 sq. ft	2,238,003 sq. ft
Available	0 sq. ft	148,176 sq. ft
Available %	0.00%	6.6%

Source: CoStar (2022) / Lichfields Analysis

4.57 Table 4.5 shows the current availability of floorspace in Colwyn Bay, comprising any space that is currently being marketed. It indicates that there is no available office floorspace though the level of available industrial floorspace is much more significant with 34,276 sq. ft (62.6%) on the market.

4.58 Where available, CoStar provides the build year for office and industrial buildings. Of the 36 office buildings that provide a construction year, the average construction year of office buildings across Colwyn Bay is 1919. The average age of the Town's industrial stock is much more modern with an average build year of 1965. Data from CoStar does not indicate that any sites underwent any form of renovation or improvement recently.

### Colwyn Bay Site Assessments

4.59 The site at Llys Eirias Offices is the only safeguarded employment site in Colwyn Bay at 1.37 ha gross. The key findings and recommendations for the site in Colwyn Bay are set out in detail in the proformas at Appendix 1 and summarised below.

#### Llys Eirias Offices, Colwyn Bay

4.60 The safeguarded employment site comprises the existing Llys Eirias Offices adjacent to the roundabout junction between the A547 and Groes Road to the west and features few occupants on site that are B1 office use. The adopted LDP identifies the site as falling within the provisions of policies EMP/1 and EMP/4.

4.61 Residential buildings border the eastern, southern, and western site boundaries whilst access to the site is provided via the A547 to the north. The site is located immediately to the south of Eirias Park which includes Stadiwm CSM and Colwyn Leisure Centre.

4.62 Eirias Park Car Park is immediately north of Eirias Offices and so can provide parking overflow for the offices as well as for the community amenities to the north.

Figure 4.5 Llys Eirias Offices, Colwyn Bay.



4.63 In terms of flood mapping from NRW, this indicates that although there are areas of flood risk of around the site, the site itself is largely unaffected except for a very small pocket of surface water drainage issues to the south east. The site is not located within the Colwyn Bay Special Area of Conservation.

4.64 Public transport links to the site are strong with bus stops in both directions on the A547 approximately 50 metres from the site entrance and connect the site to Rhyl, Llandudno, Llysfaen as well as to the centre of Colwyn Bay. Though Colwyn Bay train station is around 1.3 km to the northwest of the site, the connecting bus routes along the A547 render the train a viable option for employees to commute.

4.65 **Overall, the Eirias Offices are moderately-sized and represent an attractive proposition of office space in a modern and well-maintained building. The site is well connected to public transport and is a short distance from Colwyn Bay and Old Colwyn centres. It is recommended that the site should be retained and protected for continued employment use in line with the RLDP Policy on safeguarding employment land. The site is fully developed with no practical room available for expansion given the surrounding uses.**

### Colwyn Bay Site Summary

4.66 In summary, the safeguarded employment site in Colwyn Bay should be retained in the emerging RLDP in accordance with the policy on safeguarding employment land. The recommendations are summarised in Table 4.6.

Table 4.6 Summary of Site Recommendations in Colwyn Bay

Site Name	New Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Colwyn Bay Llys Eirias Offices	1.37	0	Very Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
<b>Existing Colwyn Bay Total</b>	<b>1.37</b>	<b>0</b>		

**Effects of recommended boundary changes:**

Site Name	New Gross site area (ha)	New Net developable area (ha)
No proposed change	-	-
<b>Revised Colwyn Bay Total</b>	<b>1.37</b>	<b>0</b>

## Conwy

4.67 An analysis of CoStar data indicates that there are just three commercial office buildings in Conwy Town with a combined floorspace of around 14,304 sq. ft (NIA). This includes Conwy Morfa to the northeast on Penmaen Road, which is rated by CoStar as being a one-star quality building at 1,904 sq. ft. The Bodlondeb Offices at the edge of centre are the Town's highest quality office site, rated three-stars, with all 10,000 sq. ft occupied by the Council. Conwy Court at 16-18 Bangor Road offers 2,400 sq. ft of office space and is located centrally. CoStar data indicates that the market rent per square footage of office space currently sits at £10.50 as of Q3 2022, an increase from £10.41 over the previous quarter.

4.68 There are 10 industrial buildings concentrated to the Northeast of Conwy Town proximate to junction 17 of the A55 with a small (1,133 sq. ft), one-star quality single building located centrally on High Street. The cluster of buildings are all relatively modern steel portal builds with the majority built in the early 2000s. Conwy Morfa Industrial Unit was built in 2020 and offers 111,944 sq. ft of floorspace. Only two of the buildings are rated two-star quality, with the remaining eight rated three-star quality highlighting the general quality of industrial buildings in Conwy Town. CoStar data indicates that the market rent per square footage of industrial space currently sits at £7.03 as of Q3 2022, an increase from £6.84 over the previous quarter.

4.69 An average weighting of the quality of office stock of 2 stars is lower than the County Borough average of 2.42. This stands in contrast to the quality of Conwy's industrial stock with a weighted average of 2.64 stars which is above the County Borough average of 2.41.

Table 4.7 Quality of Properties in Conwy Town

	Conwy Town		County Borough	
	Properties	%	Properties	%
Office	3	0	126	
1-2 Stars	2	66.7%	68	54.0%
3 Star	1	33.3%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
Total Industrial	11		118	
1-2 Stars	3	27.3%	59	50.0%
3 Star	8	72.7%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
Total	14		244	
1-2 Stars	5	35.7%	127	52.0%
3 Star	9	64.3%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.70 Table 4.7 summarises the breakdown of office and industrial properties in Conwy Town by star rating compared to the County Borough. The data indicates that the quality of properties across Conwy Town is relatively strong, although analysis should caveat that the total property pool is very small with just two office buildings rated 1-2 stars (66.6%) and a further single office rated 3-stars (33.3%). The industrial offer includes three (27.3%) 1 to 2-star rated buildings compared to the remaining eight (72.7%) that are rated 3-stars. In total, 3-star quality properties account for 64.3% of total B-Class stock in Conwy Town. This is a higher share of higher quality premises than across the County Borough (44.7%). It is notable that Conwy Town has no properties awarded either 4 or 5 stars for quality.

Table 4.8 Floorspace in Conwy Town

	Conwy Town	County Borough Total
<b>Office</b>		
Floorspace	14,304 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.0%	0.7%
<b>Industrial</b>		
Floorspace	185,672 sq. ft	1,545,462 sq. ft
Available	12,789 sq. ft	143,427 sq. ft
Available %	6.89%	9.28%
<b>Total</b>		
Floorspace	199,976 sq. ft	2,238,003 sq. ft
Available	12,789 sq. ft	148,176 sq. ft
Available %	6.40%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.71 Table 4.8 presents the availability of floorspace in Conwy Town, comprising any space that is currently being marketed. Availability is very low across the board, with no office floorspace recorded as available and just 6.9% of total industrial floorspace currently on the market.

4.72 Where available, CoStar provides the build year for office and industrial buildings. Of the three office buildings recorded, the average construction year was 1928. For the town's industrial stock, the average build year was 1989, although this is skewed by the single light industrial building located centrally built in 1879; discounting this would increase the average build year to 2002.

### **Conwy Town Site Assessments**

4.73 Within Conwy Town there are three sites that are safeguarded for employment use:

- Glan Conwy Cae ffwt Business Park (1.4 ha);
- Conwy Morfa Business Park (14.67 ha); and
- Former Fisheries Research Site (0.68 ha).

4.74 The key findings and recommendations for each site in Conwy Town are set out in detail in the proformas at Appendix 1 and summarised below.

#### **Glan Conwy Cae ffwt Business Park, Conwy**

4.75 The safeguarded employment site Glan Conwy Cae ffwt Business Park is located on the western side of Conwy Road around 1.3 km south of junction 19 of the A55. The site comprises the existing Cae ffwt Business Park at 1.4 ha gross in size and includes a range of A1, B-class, and D2 uses. The Adopted Local Development Plan identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

4.76 Figure 4.6 illustrates the easternmost building on the site and is occupied by You're Gorgeous and Penrhyn Blinds, both A1 occupants, and reflects the age

and condition of most of the buildings on site. The buildings are small, single-storey light industrial buildings made of corrugated steel frames, with single windows, roller doors and skylights. B-class uses on site include a vehicle paint and repair service and Geovista, a manufacturer.

Figure 4.6 Glan Cowny Cae ffwt Business Park, Conwy.



4.77 Pendraw R Llan road provides access from the north-eastern corner of the site via Conwy Road and leads to two communal parking areas: the northern parking area has an estimated 20 spaces whilst the smaller car park to the south has an estimated 11 parking bays for visitors.

4.78 The site is very well-served by public transport as Glan Conwy train station borders the southern boundary and there are bus stations in both directions on the A470 along the eastern boundary. Bus routes connect the site to Eglwysbach and Llandudno.

4.79 In terms of flood mapping from NRW, this indicates the southern portion of the site is at low risk of sea flooding that increases on approach to the north of the site. Furthermore, the site is not located within any Special Area of Conservation.

4.80 Glan Conwy Football Club and sports facilities are located on site, comprising a 5-a-side football pitch and tennis court. These represent distinct non B-Class Uses and could be excluded from the site boundary, unless the Council wishes to exercise control if they were to come forward for redevelopment (in which case they would be suitable for employment purposes). If removed, this would reduce the overall gross site area by around 0.2 ha.

4.81 The vacancy and occupancy data provided by the Council indicates that there were no vacant buildings on site with no undeveloped plots of land. Given the

proximity of the train station immediately south, the access road to the east, River Conwy to the west and football pitch to the north, there remains no room to practically expand the site.

4.82 **Overall, this is a small business park outside of Conwy Town that offers a small number of light industrial buildings that were built c.1997. The site appears well maintained and benefits from sufficient parking for visitors and employees. As such, the site fulfils an important local function and should retain its protection for employment use in line with the RLDP policy on Safeguarding employment land. Furthermore, the site appraisals recommend that the Council consider whether to amend the site boundary to exclude the 5-a-side football pitch to the north. This would reduce the gross site boundary by 0.2ha to 1.2ha gross.**

#### **Morfa Business Park, Conwy**

4.83 The safeguarded employment site Morfa Business Park is located to the northwest of Conwy town centre to the south of junction 17 and comprises the existing Conwy Morfa Business Park, is 14.67 ha gross, and contains a range of A1, D2, and B-class uses on site. The site is bisected by the A547 and so portioning the site into a western and eastern portion. The Adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4. Given that the A547 passes through the middle of the site to connect to the A55 at junction 17, the site can be assessed in portions to provide a more accurate assessment of tenants.

4.84 The western portion (Figure 4.7) of the site is occupied in the main by B-Class uses with few, small A1 uses. In terms of quality, most of the buildings in the western portion of the site are relatively new, although there remains one or two individual buildings that could potentially benefit from further renovation and improvements.

Figure 4.7 Morfa Business Park (western section)



4.85 The eastern portion of the site includes Parc Caer Seion industrial estate and is occupied by a greater mix of uses including B-class uses with some D2 uses. Conwy Football Club and Stadium are located to the most south-eastern corner of the site and is adjacent to Y Morfa venue space that, combined, occupy an estimated 2.2 ha of designated non B-class use.

4.86 As Figure 4.8 indicates, most buildings on the eastern side of the site are larger, modern builds with glass frontages, steel frameworks and roller-style doors.

Figure 4.8 Morfa Business Park, Parc Caer Seion



4.87 In terms of flood mapping from NRW, this indicates that much of the site is free from flood risk except for small discrete patches at low risk of flooding from surface water and small watercourses. Furthermore, the site is not contained within the Conwy Town Special Area of Conservation.

4.88 The site is very well connected to strategic roads given that the A547 passes directly through the centre of the site from the south and connects to the A55 at junction 17 to provide visitors access from both directions. The A547 is raised and provides sloped access to both the eastern and western portions of the site via Ffordd Sam Pari Road. The site can also be accessed via Penmaen Road to the east.

4.89 The site is well connected via public transport with accessible bus stops to the south of the site along the A547. Routes connect the site to Llandudno, Bangor, and Colwyn Bay. Although the railway line does pass through the site at the south with Conwy station and is 2 km to the east, bus routes provide a convenient means of commute for visitors and employees.

4.90 Vacancy and occupancy data provided by the Council does not identify any vacant buildings on the site with no plots marked for development with the site fully developed.

4.91 It is recommended that consideration be given to amending the site boundary to exclude Y Morfa Stadium and include the parcel of land to the northeast of the site to increase the gross site area to 16.3 ha and raise the net developable area within the site to 1.8ha.

4.92 **Overall, this is a large business park adjoining the A55/A547. Due to the site's excellent strategic road links the site is likely to be attractive to the market, particularly the proposed new buildings on the eastern side of the A547. The site is performing an important local function and should retain its current protection for employment use in line with RLDP policy on safeguarding employment land. It is further recommended that the site boundary be amended to exclude the football club and include the newly developed parcel to the east to raise the gross area to 16.3 ha and the net developable area to 1.8 ha.**

#### **Former Fisheries Research Site, Conwy**

4.93 The safeguarded employment site Former Fisheries Research Site is a small site located southeast of Conwy Town on the southern side of the River Conwy along Benarth Road. The site comprises the existing Riverside Business Park, is 0.68 ha gross, and contains mostly a mix of B1 office use, plus minor B8 storage. The adopted LDP identifies the site as falling within the provisions of Policies EMP/1, EMP/4 and EMP/5.

4.94 Most buildings on the site are in B1 office use. The primary office building on the site is Connaught House providing small office space to a wide array of occupants including professional service providers, IT and media specialists, scientists, consultants, and public sector services.

4.95 2021 Conwy occupancy floorspace data identifies as many as 30 organisations across 1,075 sq. m of office space with most office buildings 27 sq. m in size with a handful occupying offices 50 sq. m in size.

Figure 4.9 Former Fisheries Research Site, Conwy



4.96 The site is relatively isolated with very few surrounding amenities requiring employees to take the short walk north along Llanrwst Road into Conwy town. The western boundary includes an access road from Benarth Road surrounded by a small line of trees.

4.97 Figure 4.9 illustrates one of the site's modern buildings with large windows across the office building and stone foundations that are reflective of the local architecture across Conwy Town.

4.98 There are bus stops c.350 metres west along Llanrwst Road and c.400 metres north on the A547. Routes connect the site to Old Colwyn, Llandudno, Llanrwst and Llanfairfechan. Conwy train station is located c.500 metres to the northwest.

4.99 In terms of flood mapping from NRW, much of the site is free from flood risk except for a small section of the site entrance that is at high risk of sea flooding. There is a gradual downward slope to the north on approach to the River Conwy. Furthermore, the site is not located within the Conwy Town Special Area of Conservation.

4.100 Access into the town and the strategic road network is constrained with a busy narrow single-track access road with a restricted height and width bridge / viaduct under the railway close to the castle that may pose a difficulty to large vehicles trying to access the site.

4.101 Vacancy and occupancy data provided by the Council identifies as many as nine vacant plots, eight of which are 27 sq. m and a larger building at 93 sq. m. The site is fully developed with no practical room for expansion and no undeveloped plots of land.

4.102 **Overall, the former fisheries site has been converted into a small, modern business park offering flexible office space in a picturesque setting, with views over the River Conwy. The site is occupied primarily by B1 office use with some B8 storage. The site likely depends on Conwy town for all local amenities and access to strategic roads is relatively constrained. The business park fulfils an important local function and should retain its status for employment use in line with RLDP policy on safeguarding employment land. The site appraisals indicate that the site is in a good environmental state and so should no longer be retained in the RLDP as an employment improvement area.**

### Conwy Town Site Summary

4.103 In summary, it is recommended that all of Conwy Town's safeguarded employment sites should be retained in the RLDP and suggested that the Former Fisheries Research Site no longer be designated for environmental improvements. Furthermore, the site assessments recommend boundary changes to Glan Conwy and Morfa Business Parks which would increase the net developable area available to 1.8 ha. The recommendations and boundary changes are summarised in Table 4.9.

Table 4.9 Summary of Site Recommendations in Conwy Town

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Glan Conwy Cae ffwt Business Park	1.4	0	Good	Retain and protect for ongoing employment uses in accordance with RLDP policy.  Amend site boundary.
Conwy Morfa Business Park, Conwy	14.67	0	Good/Very Good	Retain and protect for employment use in accordance with RLDP policy.  Amend site boundary.
Conwy, Former Fisheries Research Site	0.68	0	Good	Retain and protect for employment use in accordance with RLDP policy.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
				Do not retain in the RLDP as an employment improvement area.
<b>Existing Conwy Total</b>	<b>16.75</b>	<b>0</b>		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
Glan Conwy Cae ffwt Business Park	1.2	0
Conwy Morfa Business Park, Conwy	16.3	1.8
<b>Revised Conwy Total</b>	<b>18.18</b>	<b>1.8</b>

## Kinmel Bay

4.104 An analysis of CoStar data does not identify any commercial office buildings across Kinmel Bay. The 11 industrial and light industrial buildings are distributed across two key clusters, both south of Foryd Road offering a combined floorspace of around 193,000 sq. ft (NIA). A cluster of five industrial buildings are located approximately 200 metres south of Foryd Road along St Asaph Avenue. The buildings at Cader Avenue are the only three-star rated quality buildings and represent the most significant offer of industrial floorspace across Kinmel Bay comprising 130,000 sq. ft (NIA).

4.105 The remaining four buildings, all located on Bay Trading Estate, are rated two-stars in quality and vary in size – the two smaller buildings comprise a 2,654 sq. ft building and a 5,465 sq. ft building. The remaining two buildings are relatively larger premises at 12,557 sq. ft (NIA) and 29,500 sq. ft (NIA) respectively. All these buildings are relatively dated.

4.106 The second cluster of industrial buildings in Kinmel Bay are located to the east along the on Clwyd Bank between the River Clwyd. The 3,773 sq. ft building located on Old Manor Way remains the only 3-star quality rated unit. The remaining buildings located further south on Green Avenue and Clwyd Bank, all two-star in quality, are comparable in size and quality ranging from 2,000 sq. ft to 2,650 sq. ft of floorspace. The buildings are a combination of brick and steel cladding constructions erected in the 1960s.

4.107 A weighted average of the quality of the industrial buildings across Kinmel Bay of 2.27 stars is slightly below the County Borough average of 2.41.

Table 4.10 Quality of Properties in Kinmel Bay

	Kinmel Bay		County Borough	
	Properties	%	Properties	%
Office	0	0	126	
1-2 Stars	0	0.0%	68	54.0%
3 Star	0	0.0%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
<b>Total Industrial</b>	<b>11</b>		<b>118</b>	
1-2 Stars	8	72.7%	59	50.0%
3 Star	3	27.3%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
<b>Total</b>	<b>11</b>		<b>244</b>	
1-2 Stars	8	72.7%	127	52.0%
3 Star	3	27.3%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.108

Table 4.10 presents a breakdown of office and industrial properties in Kinmel Bay by star rating against County Borough as a whole. The data indicates that the offer in Kinmel Bay is heavily skewed towards lower-quality premises, with 1- and 2-star properties accounting for 72.7% of all properties. This is a higher share of lower quality premises than across The County Borough (44.7%). It is also notable that Kinmel Bay has no properties awarded either 4 or 5 stars for quality.

Table 4.11 Floorspace in Kinmel Bay

	Kinmel Bay	County Borough Total
Office		
Floorspace	0 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0%	0.7%
Industrial		
Floorspace	193,094 sq. ft	1,545,462 sq. ft
Available	483 sq. ft	143,427 sq. ft
Available %	0.25%	9.28%
Total		
Floorspace	193,094 sq. ft	2,238,003 sq. ft
Available	483 sq. ft	148,176 sq. ft
Available %	0.25%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.109

Table 4.11 shows the availability of floorspace in Kinmel Bay, comprising of any space that is currently being marketed. Availability is scarce across the town,

with just 0.25% of total floorspace being on the market compared to 6.62% across the County Borough.

4.110 Where available, CoStar provides the build year for office and industrial buildings. Of the 9 industrial and light industrial buildings that provide a construction year, the average build year across Kinmel Bay is 1969. Data does not indicate any buildings have undergone any form of recent renovation or improvement.

### **Kinmel Bay Site Assessments**

4.111 There are two sites that are safeguarded for employment use within Kinmel Bay:

- Tir Llwyd Business Park (35.72 ha); and
- Cader Avenue (1.89 ha).

4.112 The key findings and recommendations for each site in Kinmel Bay are set out in detail in the proformas at Appendix 1 and are summarised below.

#### **Tir Llwyd Business Park, Kinmel Bay**

4.113 The safeguarded employment site comprises the existing Tir Llwyd Business Park, is 35.72 ha gross, and contains a range of A1, B-class uses, as well as large parcels of undeveloped land. The site is located on the western side of St Asaph Avenue and directly south of the trainline that runs perpendicular to the A-road. The adopted LDP identifies the site as falling within the provisions of Policy EMP/4.

4.114 Tir Llwyd is the largest protected employment site across the County Borough and can be portioned into smaller sub-areas to evaluate the site in its entirety. Around 29.5 ha of the existing site boundary consists of large undeveloped plots, particularly to the north and south of the DPD Abergele unit as well as to the west and south of Magpie Salvage and Reclamation Yard. Key occupants include Prism Medical UK (A1) at 3,233 sq. m, DPD Abergele (B8) at 5,682 sq. m, and Northwest Biomass Limited (B2) at 3,231 sq. m with an ancillary A1 trade counter.

4.115 Figure 4.10 illustrates one of the modern buildings spread across the site.

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Figure 4.10 Tir Llwyd Industrial Estate, Kinmel Bay



4.116 Despite the drainage channels throughout the site located in between the individual development parcels, much of the site at Tir Llwyd remains at particular risk of flooding with flood mapping from NRW suggesting that the entire site is at low risk of flooding from the sea. NRW's consultation response to application 0/43536 (the latest to receive approval with conditions) stated that the development platform should be at least 5.1m Above Ordinance Datum [AOD] due to flood risk, with existing site levels ranging from 3.71m to 5.11m AOD. A condition to this effect was attached to the approval. The response also noted that **future developments should consider the cumulative effects of land raising on overall flood risk in the area**. This issue will continue to present a constraint for future development within the site and may make full development of the site more challenging.

4.117 The site boundary is irregularly shaped in the south-eastern corner, with several B-class operators within the business park but technically outside the site boundary. **The site boundary could be extended to include these areas, as well as the employment uses on the south side of Quarry Line Path and the water treatment facility to the south-west to increase the gross site area to 41.28 ha.**

4.118 There are existing access roads that pass through the site though they are currently blocked with concrete barriers. Large parts of the site and its access roads are overgrown and would need clearing with any new development.

4.119 St Asaph Avenue provides access to the site and is a relatively unconstrained road leading north to the A458 and south towards the A55. St Asaph Avenue provides access to surrounding residential areas and Kinmel bay to the North. The site has good local and strategic road access and with new permissions and applications in place could be a significant employment site.

4.120 **Overall, Tir Llwyd has the potential to be a significant employment site with around 85% of the site currently undeveloped. Developable plots have been marked out and access roads put in place. Plots are advertised as having B1 – B8 planning consent. The site should be extended to include B-Class uses in southeast corner of site and south of Quarry Line Path.**

4.121 **The site benefits from reasonable local and strategic road access and with new permissions and applications in place has the potential to establish itself as a significant employment site in the Conwy Borough context. The key issue that has prevented the site's delivery to date comprises the potential flood risk issues with the need to raise development platforms having the potential to impact on the site's viability. Further work is recommended to facilitate a further comprehensive flood mitigation scheme at the site to enable developments to come forward with reduced risk/ costs.**

4.122 **The site is already performing an important local function without potential development and so should retain status for employment use in line with the RLDP policy on safeguarding employment land.**

4.123 **Due to the need for anti-flood measures, flood monitoring and the deterioration of the unused parts of the site and access roads, the Council may wish to consider the site to be allocated as an employment improvement area under Policy EMP/5.**

**Cader Avenue, Kinmel Bay**

4.124 The safeguarded employment site at Cader Avenue comprises the existing Cader Avenue industrial estate at 1.89 ha gross and includes a mix of A1, B-class uses as well as several currently vacant properties. The site is located on the western side of St Asaph Avenue at the junction with Cader Avenue. The adopted LDP identifies the site as falling within the provisions of Policies EMP/1, EMP/4, and EMP/5.

4.125 C.L. Jones Ltd, a building materials supplier appears to be the only occupant on site and is predominantly B8 use class with an ancillary A1 trade counter.

4.126 Figure 4.11 illustrates that the site has recently undergone full redevelopment and modernisation, with the roofs and walls of the existing structures replaced with individual steel portal buildings as well as a builder's yard, new surfacing, parking, and electric vehicle charge points.

4.127 In terms of flood mapping from NRW, this indicates that the entire site faces a low risk of sea flooding. Furthermore, the perimeter of the existing warehouse is at low risk of flooding from surface water and small watercourses. The site is not located within or near any Special Area of Conservation [SAC].

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Figure 4.11 Cader Avenue, Kinmel Bay.



4.128 The site is not proximate to any designated strategic roads, though as established, is accessible via the junction at Cader Avenue and St Asaph Avenue and therefore should still be considered an accessible site. In terms of public transport connections, the site and indeed the wider Kinmel Bay area are not served by a train station though there is a bus stop located to the southwest of the site along Cader Avenue that offers several bus routes.

4.129 As of August 2022, St David's Commercial agents lists six buildings for let, with three under offer. Buildings are available at £4.50 per sq. ft and are listed as follows:

- Building 1 – 5,227 sq. ft – Available
- Building 2 – 5,227 sq. ft – Under offer
- Building 3 – 4,900 sq. ft – Available
- Building 4 – 4,200 sq. ft – Available
- Building 5 – 4,900 sq. ft – Under offer
- Building 6 – 4,900 sq. ft – Under offer

4.130 **In Summary, the site is relatively small and has undergone recent modernisation and redevelopment to provide new buildings and fixtures. The site is accessible and proximate to Kinmel Bay centre and its available amenities. Despite surrounding residential uses likely restricting B2 uses, the site remains an attractive proposition for other B-class uses with limited alternatives available in the local market elsewhere. The site should therefore be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. Furthermore, the site assessment recommends that**

**the boundaries should remain unchanged. Given the recent investment into modernisation, the site appraisals recommend that the site no longer needs to retain its status as an employment improvement area in line with the RLDP policy.**

### **Kinmel Bay Sites Summary**

4.131 In summary, it is recommended that all of Kinmel Bay's safeguarded employment sites should be retained in the RLDP. Given recent modernisation, the site appraisals recommend that the site at Cader Avenue should be removed from the designated employment improvement area as part of the RLDP EMP/5.

4.132 Furthermore, the site assessments recommend boundary changes to the site at Tir Llwyd Business Park to include B-Class uses in the southeast corner of the site and south of Quarry Line Path. Further work may be required by the Council to facilitate a further comprehensive flood mitigation scheme at Tir Llwyd to ensure that the site can be viably developed. As such, it is recommended that the site be designated as an employment improvement area under Policy EMP/5. The recommendations and boundary changes are summarised in Table 4.12.

Table 4.12 Summary of Site Recommendations in Kinmel Bay

<b>Site Name</b>	<b>New Gross site area (ha)</b>	<b>Net developable area (ha)</b>	<b>Overall site rating</b>	<b>Recommendation</b>
Kinmel Bay, Tir Llwyd Business Park	35.72	30	Average	<p>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</p> <p>Designate as an employment improvement area under Policy EMP/5.</p> <p>Amend Boundary.</p>
Kinmel Bay, Cader Avenue	1.89	0	Good	<p>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</p> <p>Do not retain designation in the RLDP as an employment improvement area.</p>

Site Name	New Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Existing Kinmel Bay Total	37.61	30		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
Kinmel Bay, Tir Llwyd Business Park	41.28	30
<b>Revised Kinmel Bay Total</b>	<b>43.17</b>	<b>30</b>

## Llandudno

4.133 An analysis of CoStar data indicates that there are 21 commercial office buildings across Llandudno with a total floorspace of around 56,800 sq. ft (NIA). In terms of spatial distribution, a total of around 11,500 sq. ft of office space is located on Madoc Street and a further 15,800 sq. ft in the immediate vicinity of the street. The office offer is mostly concentrated within Llandudno Town Centre with only four buildings at the edge or out-of-centre: Kingdom Hall on Knowles Road; a medical office on Oxford Road; Mostyn House on Mostyn Broadway and Livingstone House on Llewelyn Avenue. Market rent for office space in Llandudno stood at around £9.55 per square foot in Q3 2022 compared to £9.54 in the previous quarter.

4.134 CoStar identifies a further 14 industrial and light industrial premises across Llandudno, with a floorspace of around 126,200 sq. ft [NIA]. The industrial offer is mostly concentrated to the south of Llandudno train station with 10 buildings (around 96,800 sq. ft) on or adjacent to Builder Street. There remaining four are located at the periphery of the town. Market rent for industrial space across Llandudno in Q3 2022 is £7.77, compared to £7.52 in Q2.

4.135 In terms of quality, one office building has a 1-star rating with most rated two (13) and three (7) star quality. CoStar identified no 4-star office buildings across Llandudno. Collectively, offices in Llandudno had an average star rating of 2.29 out of five stars which is above the County Borough average rating of 2.42. The quality of industrial stock across Llandudno reflects that of the office stock with two 1-star rated buildings; six 2-star rated buildings, six 3-star rated buildings, and no 4-star rated buildings. This provides an average star rating of 2.29 out of five – a figure below the average rating of 2.41 across the Conwy Borough.

Table 4.13 Quality of Properties in Llandudno

	Llandudno		County Borough	
	Properties	%	Properties	%
Office	21	0	126	
1-2 Stars	14	66.7%	68	54.0%
3 Star	7	33.3%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
<b>Total Industrial</b>	<b>12</b>		<b>118</b>	
1-2 Stars	8	66.7%	59	50.0%
3 Star	4	33.3%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
<b>Total</b>	<b>33</b>		<b>244</b>	
1-2 Stars	22	66.7%	127	52.0%
3 Star	11	33.3%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.136

Table 4.13 presents a breakdown of office and industrial properties in Llandudno by star rating against the County Borough. The data indicates that Llandudno has a high proportion of lower quality premises, with 1 and 2-star properties accounting for two thirds of all office and industrial properties. This is a higher share of lower quality premises than across the Conwy Borough (52.0%). It is also notable that Llandudno has no properties of 4 or 5 star quality.

Table 4.14 Floorspace in Llandudno

	Llandudno	County Borough Total
<b>Office</b>		
Floorspace	56,776 sq. ft	692,541 sq. ft
Available	2,749 sq. ft	4,749 sq. ft
Available %	4.8%	0.7%
<b>Industrial</b>		
Floorspace	113,430 sq. ft	1,545,462 sq. ft
Available	5,010 sq. ft	143,427 sq. ft
Available %	4.42%	9.28%
<b>Total</b>		
Floorspace	170,206 sq. ft	2,238,003 sq. ft
Available	7,759 sq. ft	148,176 sq. ft
Available %	4.56%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.137

Table 4.14 shows the availability of floorspace in Llandudno, comprising any space that is currently being marketed. Availability is low across Llandudno,

with just 4.8% of total office floorspace and 4.4% of total industrial floorspace being on the market.

4.138 The 15 office buildings that CoStar can provide data for indicate an average build year of 1912 for Llandudno's office stock with the only office building with documented renovation was the Old Board School on Lloyd Street in 2021. The seven industrial buildings where CoStar provides data for the year of construction have an average build year of 1953.

### **Llandudno Site Assessments**

4.139 Within Llandudno, a site at Builders Street (11.45 ha) is safeguarded for employment use under Policy EMP/4. A second site at Arch Motors (1.26 ha) is not safeguarded but is a designated employment improvement area under Policy EMP/5.

4.140 The key findings and recommendations for each site in Llandudno are set out in detail in the proformas at Appendix 1 and summarised below.

#### **Builder Street, Llandudno**

The safeguarded employment site at Builder Street is the only safeguarded employment site in Llandudno, totalling 11.45 ha gross. The most northern part of the site is on the southern side of Llandudno train station and extends south along Builder Street up to the residential dwellings on Mariah Road. Current onsite uses include a range of A-class, B-class, non-residential institutions, and Sui Generis. The LDP identifies the site as falling within the provisions of Policies EMP/1, EMP/4 and EMP/5.

Cwrt Roger Mostyn is located to the north of the site between Builder Street and Norman way and supports a mix of A-Class, B-Class and D-Class uses. The area was formerly in use as a dairy and cold store and now includes eight modern light industrial buildings.

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Figure 4.12 Builder Street, Llandudno.



4.141 Further Southwest of Cwrt Roger Mostyn down to Council Street is a smaller group of industrial units offering vehicular repair, cleaning services and other general motor services. Most of the buildings are older and built from stone and red brick. Moving further southwest, the site expands to include Builder Street Coach Park (0.5 ha); Llandudno Football Club (2.1 ha); and Cae Back Industrial estate (c.2,000 sq. m).

4.142 The south of the site along Builder Street is occupied by a number of smaller, mostly light industrial buildings including Brandon Hire Station along the southern border of the site, adjacent to the residential dwellings that front onto Mariah Road.

4.143 The northern part of the site is c.200 metres southwest of the A470. Likewise, the southwestern border is c.250 metres north of the A546 along Builder Street West and so the site has a strong level of accessibility. The site also has strong public transport connections with Llandudno train station at the north-eastern site boundary and a bus stop on site along Builder Street as well as a further stop on Oxford Road to the northeast.

4.144 Flood mapping from NRW indicates that much of the site is at low risk of sea flooding except for the south-south-eastern portion of the site where Llandudno Football Club is located. Furthermore, the northern portion of the site that is adjacent to Llandudno train station is also contained within the Llandudno Special area of Conservation.

4.145 The vacancy and occupancy data provided by the Council identifies three vacant buildings with a total floorspace of 922.32 sq. m and a further two undeveloped plots for a combined size of 0.41 ha.

4.146 **Overall, the site is Llandudno's main industrial estate and benefits from a mix of uses, albeit an increasing prevalence of Sui Generis uses across**

**the site is apparent. Except for the buildings south of Cwrt Roger Mostyn, most buildings are relatively modern. The three reported vacant buildings on the site, combined with the two undeveloped plots of land totalling 0.41 ha suggests, at least in the short-term, there is no need to expand the boundaries.**

4.147 **Furthermore, consideration should be given whether to amend the boundary to exclude Llandudno Football club and the adjacent skate park and associated parking as this constitutes a distinct parcel of non-B-class use. If implemented this would reduce the site area to approximately 9.2 ha gross.**

4.148 **The site performs an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. Some of the units are relatively dated and would benefit from repairs and improvements and so the site appraisals recommend that the site retains its designation in the RLDP as an employment improvement area.**

#### **Arch Motors, Llandudno**

4.149 The employment site Arch Motors comprises the existing estate and has a gross site area of 1.26 ha. The site is located south of Ysgol John Bright at the junction of Maesdu Road and Bodnant Road with current uses comprising B8 and Sui Generis uses. The adopted LDP identifies the site as falling within the provisions of policies EMP/1 and EMP/5. Royal Mail Group (B8) at 2,447 sq. m and Arch Motors (Sui Generis) at 4,700 sq. m are the only two occupants on site.

4.150 The image in Figure 4.13 looks south from Maesdu Road with the Royal Mail sorting office to the right of the photograph. The building is built with red brick and wrap-around steel cladding on the first floor and roof. Metal fencing borders the building with a visitor car park accessible via Maesdu Road supporting around 30 parking bays and three disabled bays.

4.151 Flood mapping from NRW indicates that the northern and north-western portions of the site are at low risk of sea flooding. The site is not located within the Llandudno Special Area of Conservation.

4.152 The site is c.500 metres away from the A546 to the west and the A470 to the east. There are bus stops in both directions along Maesdu Road as well as along Bodnant Road to the east. Further afield, Llandudno train station is located c. 1.1km to the north, with bus services connecting to the bus stops identified above.

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Figure 4.13 Arch Motors, Llandudno.



4.153 The vacancy and occupancy data provided by the Council does not identify existing vacancies on site with Royal Mail Group and Arch Motors occupying the entire site.

4.154 **In Summary, the Arch Motors site is a small site with two active occupants, with the Royal Mail sorting office in better condition than the Arch Motors scrapyard. Expansion to the site is not feasible given the residential uses to the south and the west of the site. Moreover, the Council may wish to consider whether the current scrap yard use is compatible with surrounding uses.**

4.155 **As such it is recommended that the site is not safeguarded for employment use through Policy EMP/4 to allow for alternative uses to come forward in the longer term. It is recommended that site should retain its current designation in the RLDP as an employment improvement area.**

### **Llandudno Sites Summary**

4.156 In summary, it is recommended that Llandudno's employment sites should retain their designation for environmental improvements, whilst the Builder Street site should retain its designation as safeguarded employment land under Policy EMP/4. Furthermore, the site assessments recommend the consideration of possible boundary changes to the Builder Street site to exclude Llandudno Football Club as it is clearly a non B-class use. The recommendations and boundary changes are summarised in Table 4.15.

Table 4.15 Summary of Site Recommendations in Llandudno

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Llandudno, Builder Street	11.45	0.41	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Retain in the RLDP as an employment improvement area. Consider whether to amend site boundary to exclude football pitch.
Llandudno, Arch Motors	1.26	0	Poor	Retain in the RLDP as an employment improvement area.
<b>Existing Llandudno Total</b>	<b>12.71</b>	<b>0.41</b>	<b>2</b>	

**Effects of recommended boundary changes:**

Site Name	New Gross site area (ha)	New Net developable area (ha)
Llandudno, Builder Street	9.2	0.41
<b>Revised Llandudno Total</b>	<b>10.46</b>	<b>0.41</b>

## Llandudno Junction

4.157 CoStar analysis indicates eight commercial office buildings in Llandudno Junction Town with a total floorspace of around 74,600 sq. ft (NIA). The spatial distribution of offices across Llandudno Junction is evenly distributed across the centre with a small cluster located south of Parc Cae Derw that offers several high-quality office buildings. Point 4 on Ffordd Maelgwyn offers four four-star quality buildings at 29,250 sq. ft, 10,411 sq. ft, 11,855 sq. ft and 8,187 sq. ft, respectively. All the buildings are modern constructions erected in 2014. CoStar data indicates that the market rent per square footage of office space currently sits at £13.35 as of Q3 2022, an increase from £13.25 on the previous quarter.

4.158 There are three main clusters of industrial stock across Llandudno Junction. Three buildings to the west of the train station offer relatively small, lower quality buildings with two two-star rated buildings at 3,296 sq. ft and 6,000 sq. ft and a further three-star rated building on Vale Road at 12,000 sq. ft. There are a group of six buildings on the Tre Marl industrial estate to the south of the railway

line with all buildings rated three-stars in quality and are modern builds with the oldest erected in 1990. This grouping of buildings includes the building occupied by Booker Wholesalers at 42,465 sq. ft as well as units 101 to 106 totalling 13,000 sq. ft. CoStar data indicates that the market rent per square footage of industrial space currently sits at £7.96 as of Q3 2022, an increase from £7.70 on the previous quarter.

4.159 An average quality rating of the office stock of 3.25 stars significantly exceeds the County Borough average of 2.42 and demonstrates an excellent office offer across the town. This trend is also reflected in Llandudno Junction's industrial stock with an average quality rating of 2.5 stars, exceeding the Borough average of 2.41.

Table 4.16 Quality of Properties in Llandudno Junction

	Llandudno Junction		County Borough	
	Properties	%	Properties	%
Office	8	0	126	
1-2 Stars	2	25.0%	68	54.0%
3 Star	2	25.0%	52	41.3%
4-5 Stars	4	50.0%	6	4.8%
<b>Total Industrial</b>	<b>14</b>		<b>118</b>	
1-2 Stars	7	50.0%	59	50.0%
3 Star	7	50.0%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
<b>Total</b>	<b>22</b>		<b>244</b>	
1-2 Stars	9	40.9%	127	52.0%
3 Star	9	40.9%	109	44.7%
4-5 Stars	4	18.2%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.160 Table 4.16 presents a breakdown of office and industrial properties in Llandudno Junction by star rating against County Borough as a whole. The data indicates that the quality of premises in the town is relatively strong, with 1- and 2-star properties accounting for 25% of office properties, 50% of industrial properties and 40.9% of all properties. This is a lower share of poorer quality premises than across the County Borough (52.0%). Furthermore, 18.2% of all properties analysed were rated 4-5 stars in quality – a figure significantly higher than the 3.3% across the County Borough.

Table 4.17 Floorspace in Llandudno Junction

	Llandudno Junction	County Borough
<b>Office</b>		
Floorspace	74,755 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.0%	0.7%
<b>Industrial</b>		
Floorspace	131,445 sq. ft	1,545,462 sq. ft
Available	12,421 sq. ft	143,427 sq. ft
Available %	9.45%	9.28%
<b>Total</b>		
Floorspace	206,200 sq. ft	2,238,003 sq. ft
Available	12,421 sq. ft	148,176 sq. ft
Available %	6.02%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.161 Table 4.17 shows the availability of floorspace in Llandudno Junction, comprising any space that is currently being marketed. There was no available office space across Llandudno town however up to 9.45% of total industrial floorspace, slightly above the 9.28% across the County Borough.

4.162 Where available, CoStar provides the build year for office and industrial buildings. Of the eight office buildings with data, the average construction year was 1980. For the town's industrial stock, the average build year was slightly later in 1992.

### **Llandudno Junction Site Assessments**

4.163 Llandudno Junction has nine sites that are currently safeguarded for employment use:

- East of Tre Marl (1) (1.13 ha);
- East of Tre Marl (2) (1.03 ha);
- Former Hot Point Factory (8.85 ha);
- Richard Williams (1.08 ha);
- Sarn Mynach, Welsh Government Offices (3.85 ha);
- Tre Marl (1) (4.8 ha);
- Tre Marl (2) (0.49 ha);
- Tre Marl (3) (4.18 ha); and
- Tre Marl (4) (4.96 ha).

4.164 An additional site at Glan Y Mor Road (4.84 ha) is not protected under Policy EMP/4 but is a designated employment improvement area under Policy EMP/5.

4.165 The key findings and recommendations for each site in Llandudno Junction are set out in detail in the proformas at Appendix 1 and summarised below.

### **East of Tre Marl (1), Llandudno Junction**

4.166 The safeguarded employment site East of Tre Marl (1) is located to the east of Llandudno Junction and sits adjacent to Junction 19 of the A55 and the Royal Welsh Way. The site is 1.13 ha gross and comprises a former brickworks facility that has been in use as a car storage premises. The adopted LDP identifies the site as falling within the provisions of policies EMP/1, EMP/4, and EMP/5.

4.167 H. L. Motors were the only occupant on site and occupied a total floorspace of 3,376 sq. m. Their services included vehicular recycling as well as the breakdown of cars and sale of second hand spare parts. H. L. Motors' website indicates that the business has since ceased trading – no date of closure is specified though occupancy data provided by the council indicates that as of October 2021 the company continued to trade.

4.168 The site is surrounded by several other industrial uses to comprises an industrial hub in the Southeast corner of Llandudno Junction town all with expedient access to the A55. The western border of the site is adjacent to a further safeguarded site East of Tre Marl (2) and shares the same access road via Conway Road. Uses to the east include a small range of B1, B2 and B8 uses. To the west of the site, the safeguarded site Tre Marl (4) is occupied by car dealerships (Sui Generis), car garages (B2) as well few wholesale/retail warehouses (A1). Safeguarded site Richard Williams sits to the northeast of the site and is occupied by B8 uses with associated yard and parking spaces.

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Figure 4.14 East of Tre Marl (1), former H. L. Motors.



4.169 The site has excellent strategic road access with the site connecting to the A55 via Conway Road and 100m from junction 19 of the A55.

4.170 The nearest bus stop is around 350m northwest of the site along Conway Road with routes including routes 13 (Prestatyn to Llandudno), 24 (Colwyn Bay to Mochdre), A55 (Colwyn Bay to Bangor) and T19 (Blaenau Ffestiniog to Llandudno). Llandudno Junction train station is c.1.3km to the west of the site via Conway Road though connecting bus routes are available.

4.171 Flood mapping from NRW indicates that the entire site is at low risk of sea flooding. Furthermore, the site is not contained within any designated Conwy Special Area of Conservation in Llandudno Junction.

4.172 Vacancy and occupancy data provided by the Council does not indicate any onsite vacancies though desk-based research found that the building was formerly occupied by H. L. Motors and is currently vacant. There are no undeveloped plots on the safeguarded site.

4.173 **Overall, the site comprises an old brickworks facility to the east of Llandudno Junction. The sole building on site is dilapidated and in a state of disrepair. In addition to the overall condition of the site, security and signage could be improved to enhance marketability. Given the lack of proximate residential dwellings, surrounding uses are not likely to limit future uses for the site. Despite the apparent lack of occupancy, the current industrial usage remains appropriate. For this reason, the site should retain its designated protection for employment use in line with the RLDP policy on safeguarding employment land and be retained as an employment improvement area.**

#### **East of Tre Marl (2), Llandudno Junction**

4.174 The safeguarded employment site East of Tre Marl (2) is located towards the southeast corner of Llandudno Junction centre and is adjacent to the East of Tre Marl (1) site at the junction for the A55 and the Welsh Royal Way. The site comprises B1, B2 and B8 uses, various independent businesses including food specialists, motor garages and NHS blue-light services. The site is 1.03 ha gross and the Adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

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Figure 4.15 East of Tre Marl (2), Llandudno Junction



4.175 Given that an Employment Land Demand and Supply report published by the Council in August 2012 indicates that the buildings finished being constructed in 2010, the buildings are relatively modern<sup>1</sup>. Figure 4.15 indicates that most buildings are a combination of brick and steel cladding roof finishes with metal roller doors. The buildings include small forecourts with space for vehicles, skips and out-of-building storage. Sufficient on-site streetlights keep the site relatively well lit.

4.176 The site has excellent access to strategic roads via junction 19 of the A55. The nearest bus stop is an c.450m northwest along Conway Road and routes include Prestatyn to Llandudno, Colwyn Bay to Mochdre, and connections to Conwy and to Bangor. Llandudno Junction train station is around 1.4km further west along Conway Road with connecting bus routes.

4.177 NRW flood mapping indicates that the site is at low risk of sea flooding. Vacancy and occupancy data provided by the Council does not indicate any vacant buildings on site and no undeveloped plots of land suggesting the site fully developed. Although the site is constrained to the west due to bordering a safeguarded employment land site, to the south by the A55 and to the north due to the railway line, there does remain land to the southeast of the site designated as Green Wedge and is also safeguarded for sand and gravel extraction. This area of land remains the only practical means to expand the site.

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<sup>1</sup>Conwy Deposit Local Development Plan 2007-2022 (revised edition 2011) – Employment Land Demand and Supply (2012)

4.178 **Overall, this is a small site primarily catering for a mix of indigenous businesses such as food manufacturing and vehicle repair garages. The buildings are modern and in good overall condition. The site benefits from excellent access to strategic road and is one of a wider group of safeguarded industrial sites forming an industrial hub. The site sustains an important local function and should therefore maintain its protection status for employment use in line with the RLDP policy on safeguarding employment land. The Council could also explore the possibility of expanding the site using the land to the east.**

#### **Former Hotpoint Factory, Llandudno Junction**

4.179 The safeguarded employment site Former Hotpoint Factory is the largest site in Llandudno Junction, at 8.85 ha gross, located towards the southeast of Llandudno Junction. The site comprises several parcels of land to form a large employment area and support a range of A1, B1, B8 and Sui Generis use classes. The site's largest employment offer is Point Estate which features several car dealerships. Conway Road passes through the site from east to west and provides a useful reference road to appraise the site.

4.180 Figure 4.16 indicates that many of the buildings are in use by car dealerships with ancillary office and service/repair facilities (Sui Generis/B2 uses). Many of the buildings are modern constructs built with steel cladding, glass frontages and sky lights with North Wales Volkswagen, North Wales Audi, and North Wales Seat to the north of Conway Road and Mercedes-Benz, Duncalf, and Ford to the south.

4.181 There are multiple access points from Conway Road with the central roundabout providing access to the northern portion of the site; there are also smaller access roads off Conway Road that provide access to buildings to the south. The site is well served by public transport with Llandudno Junction rail station around 600m to the east. Bus stops along Conway Road connect the site to Prestatyn, Llandudno, Colwyn Bay, Mochdre, Eglwysbach, and Conwy.

4.182 Flood mapping from NRW indicates that the south-eastern portion of the site is at low risk of sea flooding with medium to high risk patches of surface water flooding north and south of Conway Road.

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Figure 4.16 Former Hotpoint Factory, Llandudno Junction



4.183 There are two parcels of land which could be further developed. The first (0.18 ha in size) is situated within the centre of The Point area and is cleared land available for development. The second (0.32 ha) is to the south-west of the site and is previously developed land currently in use as an informal car park.

4.184 There is an area in the southwestern corner of the site boundary which includes a small residential area alongside some A1 and D2 leisure uses on Gwel Yr Afon that constitute distinct non B-class uses and so the site boundary should be amended to exclude this area. Similarly, the boundary is irregularly shaped at the northern boundary, cutting into the utility's depot site, and should be amended to include this area. These boundary changes would reduce the site area to approximately 7.4 ha gross (0.5 ha net).

4.185 Vacancy and occupancy data provided by the Council indicates that there are no currently vacant buildings on site.

4.186 **Overall, this site comprises several parcels of land forming a large employment area to the east of Llandudno Junction centre. The site is currently in use by several car dealerships, a builder's merchants, a tool hire shop, a cycle shop, and a utilities depot. The site has a modern feel and is in an attractive location adjacent to Llandudno Junction centre with the A547 running through the centre of the site. The site is performing an important local function and as such should be retained and protected in accordance with the RLDP policy on safeguarding employment land. The site boundary should be amended to exclude the residential area and further consideration should be given for the distinct non B-class uses and include the utility depot boundary.**

## Glan y Mor Road, Llandudno Junction

4.187 Glan y Mor Road is located towards the southwest of Llandudno Junction Town Centre and is bisected by Conway Road that heads southwest over the river to Conwy Town. The site is 4.84 ha gross and includes a range A-class, B1, Sui Generis uses as well as some C3 residential dwellings. The Adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/5.

4.188 The site features relatively few B-class uses and includes a used car dealership (Sui Generis) and a Lidl supermarket (A1) (Figure 4.17) north of Conway Road as well as a Caravan dealership (Sui Generis) and Network Rail offices (B1) to the south. A small group of residential dwellings are located towards most north-western corner of the building along Glan-Y-Mor Road adjacent to Gareth Hughes and Co Chartered Accountants (residential dwellings on the right in Figure 4.18).

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Figure 4.17 Lidl at Glan-Y-Mor Road, Llandudno Junction



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Figure 4.18 Glan-Y-Mor Road, Llandudno Junction



4.189 There are small clusters of residential dwellings throughout, some of which have been converted to employment / retail uses meaning the site's employment uses have been watered down with some residential streets. The residential areas to the west and north, along with the newly built Lidl supermarket should be removed from the site boundary. This would reduce the overall site area to approximately 2.7 ha gross.

4.190 In terms of flood mapping from NRW, this indicates that most of the site is at low risk of flooding from the sea.

4.191 The site is fully developed with no available land or space for expansion given the constraints established above. Vacancy and occupancy data provided by the Council indicates three vacant buildings on site – one building at 248 sq. m and two further buildings both at 296 sq. m.

4.192 **Overall, the site is a relatively unique proposition in a good location and is likely to continue to attract a wide range of uses. The site boundary should be amended to remove the residential dwellings and the Lidl as they constitute distinct non B-class uses. On balance, whilst the remaining site performs a local employment function its relatively small size and limited function mean that there is little benefit from safeguarding. However, it would continue to benefit from being retained as a designated employment improvement area.**

**Richard Williams, Llandudno Junction**

4.193 The safeguarded employment site Richard Williams is located to the southeast of Llandudno Junction Town Centre on Conway Road and c.100 metres north of junction 19 of the A55. It is 1.08 ha in size and comprises an area off Conway Road, close to the larger Former Hotpoint Factory designated site and is occupied by a small mix of B8 (with ancillary A1) and Sui Generis. MKM Building Supplies (formerly Richard Williams) at 4,743 sq. m is the largest

occupant. The adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

4.194 The site is located within a large group of safeguarded employment sites that form an industrial hub. Access to the site is provided by several discrete entrances with Narrow Lane to the north providing access to the western portion of the site. Pabo Lane to the south provides access to Wolseley and Crest Co-Operative along the southern boundary.

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Figure 4.19 Richard Williams, Llandudno Junction



4.195 The image in Figure 4.19 is taken from the junction at Narrow Lane and Conway Road and depicts a relatively modern, large build that is built mainly from brick. The ancillary office space on the first floor is also visible.

4.196 The site benefits from excellent access to strategic roads with both entrances along Narrow Lane and Pablo Lane no more than 80 metres from Conway Road which joins at junction 19 of the A55 a short distance south. Access to The Royal Welsh Way is also available via the junction.

4.197 The site is well served by public transport with a bus stop in both directions along Conway Road that links the site to Prestatyn and Llandudno, Colwyn Bay and Mochdre, Bangor and Llandudno. Connecting bus routes also connect the site to Llandudno Junction Train Station 1.1km to the west.

4.198 In flood mapping from NRW, this indicates that despite a degree of flood risk surrounding the site, the site itself is not at particular risk of flooding.

4.199 The vacancy and occupancy data provided by the council indicates that there were no vacant buildings on site with no plots of land designated for development.

4.200 Overall, the site is a small industrial estate to the east of Llandudno Junction that benefits from excellent strategic and local road access as well as being within walking distance from Llandudno Junction centre. There appears to be no vacant buildings on site. The site is fully developed however, the agricultural land to the north of the site could possibly be used for future development. The site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

#### **Sarn Mynach, Llandudno Junction**

4.201 The safeguarded employment site Sarn Mynach is located to the east of Llandudno Junction Town Centre on the eastern side of Narrow Lane and around 200 metres north of the junction with Conway Road. The site is 3.85 ha gross and comprises the existing Sarn Mynach Welsh Assembly Government building (B1). The Adopted LDP identifies the site as falling within the provisions of policies EMP/1 and EMP/4.

4.202 The Welsh Government are the only tenants on site, and occupy a total of 16,434 sq. m across the three main buildings. Desk-based research suggests site buildings were completed in 2010 and constitute one of three sites (Aberystwyth, Merthyr Tydfil and Llandudno Junction) for the Welsh Government to establish a stronger presence across Wales.

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Figure 4.20 Sarn Mynach Offices, Llandudno Junction



4.203 Figure 4.20 demonstrates the modern architecture of the building. It is the greenest building in the Welsh Government's estate with features including a pond for cooling the office's fresh-air supply, water recycling and a biomass

boiler. Local materials were used where possible during the construction phase. Slate from Penrhyn quarry is prominent on the exterior, where detailing in copper is a reference to years of historical copper mining on the Great Orme.

4.204 Flood mapping from NRW does not indicate the site faces any significant flood risk.

4.205 Similar to the surrounding safeguarded employment sites, the site at Sarn Mynach benefits from excellent strategic road connections being c.200 metres north of Conway Road along the eastern side of Narrow Lane. The site also possesses strong public transport connections with bus stops in both directions along Conway Road and Llandudno Junction train station around 1.2km to the west via Conway Road.

4.206 The site is fully developed with no practical room available for expansion. Given the site is occupied by the Welsh Government in its entirety, there are no vacant buildings onsite and no plots designated for future development.

4.207 **In summary, the site comprises the Welsh Assembly Government Buildings at Sarn Mynach and offers some of the most contemporary, high quality office space across Conwy Borough. The site benefits from good strategic and local road access and is within walking distance of Llandudno Junction centre. The site is fully occupied by Welsh Government and is therefore performing an important function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.**

#### **Tre Marl (1), Llandudno Junction**

4.208 The safeguarded employment site Tre Marl (1) is located to the south of Llandudno Junction town centre and is sandwiched between Llandudno Junction train station to the north junction 18 of the A55 to the south. Ffordd Maelgwn bisects through the site before ending along the site's western border. The site is 4.8 ha gross, comprises the westernmost parcel of the existing Tre Marl industrial estate and is occupied mainly by B2 and B8 uses. The Adopted LDP identifies the site as falling within the provisions of Policies EMP/1, EMP/4 and EMP/5.

4.209 The site is currently in B2 and B8 use with several small industrial buildings alongside large areas used for the storage of shipping containers and vehicles. The site assessment indicates that much of the site to the north of Ffordd Maelgwn Road is occupied by World Care Wales Ltd that provide skip hire, recycling, and general waste management services. A large car storage/car scrap yard is situated to the north-western portion of the site though the owner of the site is currently unknown.

Glyn O. Evans occupies the site to the south of Ffordd Maelgwn Road and offers a range of mobile accommodation buildings including 'anti-vandal' buildings, 'all in one' self-powered buildings and general storage units. The company also offers its own haulage fleet of flat-bed wagons complete with cranes and trailers.

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Figure 4.21 Tre Marl (1), Llandudno Junction



4.210 Figure 4.21 illustrates the presence of smaller industrial buildings alongside hardstanding areas used for the storage of shipping containers, cars, and parts. Much of the site is overgrown and the site appears poorly maintained compared to other parcels of the Tre Marl employment area. The site also lies furthest from strategic road access requiring visitors to head east along Ffordd Maelgwyn through the safeguarded employment sites Tre Marl (3) and (4). The site is likely to be attractive mainly for B2 uses unless there is redevelopment of the whole site however for these occupiers the site is likely to prove attractive due to a lack of comparable sites elsewhere in County Borough.

4.211 In terms of flood mapping from NRW, this indicates that the site is at low risk of flooding from surface water and small watercourses to the southeast.

4.212 The site has a relatively poor level of access generally with the pedestrian bridge that passes over the railway line to the north only providing access to the retail/leisure park to the west of the site. The closest serviceable bus stop is immediately outside the Tesco Superstore to the west, an estimated 700m to the east however would require pedestrians to navigate junction 18 of the A55.

4.213 The site is fully developed with no room for expansion. There is potential to improve the condition of the site if uses and/or occupiers were changed however the lack of such B2 employment space across the Borough may be a key factor as to why such occupiers are based on the site.

4.214 **Overall, the site comprises the western most parcel of land of the existing Tre Marl industrial estate and includes B2 and B8 uses. Relative to many of the surrounding sites in the southeast portion of Llandudno Junction Town Centre, the site possesses relatively poor public transport and**

**strategic road access. The site is fully occupied by a smaller number of companies and due to a lack of similar B2/B8 sites in Conwy Borough, is performing an important local function. As such, the site should be retained and protected in line with the RLDP policy on safeguarding employment land. The site should also be retained as a designated employment improvement area.**

#### **Tre Marl (2), Llandudno Junction**

4.215 The safeguarded employment site Tre Marl (2) is located to the south of Llandudno Junction town centre, immediately south of the train station and is the smallest safeguarded site in Llandudno Junction at just 0.49 ha gross. The adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4. The site comprises the existing Conwy Business Centre (use class B1).

4.216 Conwy Business Centre provides business support services, conference and meeting rooms, and office space for renters ranging in size from 10.46 sq. m to as large as 28.94 sq. m with prices beginning at £40 per week including services fees. The Business Centre also works with local caterers to offer buffet menus for events.

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Figure 4.22 Tre Marl (2), Llandudno Junction



4.217 Conwy Business Centre (Figure 4.22) is a relatively new and modern redbrick construction. Much of the frontage is floor-to-ceiling glass windows that accommodate a large amount of natural light. There are an estimated 20 car parking spaces at the front of the Centre including three disabled parking bays. A further estimated 15 parking bays are to the rear.

4.218 The site boundary is constrained by the railway line to the north, by Junction Leisure Park to the east and safeguarded site Tre Marl (1) to the south.

4.219 Public transport connections to the site are relatively poor with an informal footpath to the east of the site at the end of Junction Way Road connecting the site to Conway Road to the north via Queens Road. Pedestrians can expect to walk around 800 metres from the Business Centre to Llandudno Junction train station though the footpath is far from purpose-built and not particularly well-lit.

4.220 The site has good access to strategic roads with Junction Way connecting to the A546 a short distance west via the roundabout, which itself is around 200 metres north of junction 18 of the A55.

4.221 Flood mapping from NRW indicates a small section in the middle of the site is at low risk of flooding from surface water and small watercourses.

4.222 Although the vacancy and occupancy data provided by the council do not identify any vacant buildings on site, at the time of the site visit by Lichfields it was indicated that office space was available to occupiers. It is therefore unclear how much office space currently remains available across the site.

4.223 **Overall, the site is located to the south of Llandudno Junction centre and comprises of Conwy Business Centre. The office site benefits from good strategic and local road access as well as fast-food restaurants and town centre amenities. The business centre offers relatively high-quality office space for Conwy Borough in an accessible location, making the site an attractive proposition for office occupiers. The level of vacancy is unclear, but space is advertised as available. The site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.**

#### **Tre Marl (3), Llandudno Junction**

4.224 The safeguarded employment site Tre Marl (3) is located to the south of Llandudno Junction centre and is immediately east of the safeguarded site Tre Marl (1) along Ffordd Maelgwyn Road. The site is 4.18 ha gross and comprises the central parcel of the existing Tre Marl Industrial Estate, which includes a range of A1, B1 and B8 uses. The largest and main occupier includes Yodel Delivery Services (B8) at 2,982 sq. m. The Adopted LDP Identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

4.225 Advertisement material from Mason Partners Chartered Surveyors from 2020 indicates a total of 21 buildings to the north of Ffordd Maelgwyn Road providing a total of 5,030 sq. m (54,142 sq. ft) of floorspace with individual premises ranging from 96 sq. m to 2,007 sq. m (1,032 sq. ft to 21,607 sq. ft).

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Figure 4.23 Tre Marl (3), Llandudno Junction



4.226 The site boundary is constrained by the railway line along the northern border, by a further parcel to the east that is occupied by Lock Stock Self Storage, by the A55 to the south and safeguarded employment site Tre Marl (1) to the east. Given these constraints, there remains no practical opportunity to expand the site.

4.227 The site has poor public transport connections with the nearest available bus station is around 1 km east along Ffordd Maelgwyn and north along Conway Road; a further distance west of c.1.2 km is Llandudno Junction train station.

4.228 In terms of flood risk, mapping from NRW indicates that Ffordd Maelgwyn Road, the only road that provides access to safeguarded sites Tre Marl (1), (3) and (4), is at low risk of flooding at the very south-eastern corner of the site from seawater. The southwest portion of the site, where Ffordd Maelgwyn extends into Tre Marl (1), is also at a medium risk of surface water flooding.

4.229 Ffordd Maelgwyn Road is the only road connecting the site to Conway Road c.700m to the east. Vacancy and occupancy data provided by the Council does not indicate any vacancies on site though an online advertisement from St. Davids Commercial in September 2022 indicates buildings 17 and 18 are available for rental at £7,750 and £7,885 per annum, respectively and requires a three-year minimum rental term. Both buildings were under offer.

4.230 **Overall, the site is a relatively large industrial estate within the wider Tre Marl employment area that includes several relatively modern, light industrial buildings that are occupied by several mechanical/automotive works (B1), a postal distribution hub (B8) and some storage/trade counter uses (B8/A1). The site is well maintained with sufficient parking and benefits from being relatively proximate to the A55. Adjoining appear compatible with B1/B8 uses however the caravan park to the northwest**

**may limit B2 uses. The site may be an attractive proposition for smaller B1/B8 operators although, subject to the buildings under offer, there are no vacant buildings onsite. The site therefore sustains an important local function and should be retained protected in line with the revised LDP policy on safeguarding employment land.**

#### **Tre Marl (4), Llandudno Junction**

4.231 The safeguarded employment site Tre Marl (4) is located to the southeast of Llandudno Junction Town Centre, north of junction 19 of the A55, south of the railway line with access provided via Conway Road from the sites eastern border. The site area totals 4.96 ha gross and comprises the most eastern parcel of the existing Tre Marl Industrial Estate and predominantly includes Car Dealerships (Sui Generis uses). The site is also occupied by two B2-class vehicle repair operators and a Booker wholesaler (A1). The adopted LDP identifies the site as falling within the provisions of Policies EMP/1 and EMP/4.

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Figure 4.24 Tre Marl (4), Llandudno Junction



4.232 Most of the car dealership buildings on site are large, modern builds using steel portal frames with glass frontages with Premier Toyota the only dealership to the south of Fford Maelgwyn Road and BMW & Mini, Conwy Land Rover, and Jones Motor Company all north of Fford Maelgwyn Road. Furthermore, some of the buildings include ancillary yards for vehicle servicing and repairs. Flood lights line access roads and parking bays to provide sufficient lighting across the site and much of surrounding grass verges and foliage appears to be well maintained.

4.233 Booker wholesaler, along the western boundary and north of Fforedd Maelgwyn Road, is the largest building on site, and is older than most of the car dealership buildings (built in 1993).

4.234 The site's northern boundary is constrained by the railway line whilst to the east whilst a treeline separates both the southern boundary from the A55 and the western boundary from a storage container company and a further parcel of the Tre Marl industrial estate to the west. Given these constraints, there remains no practical room to expand the site.

4.235 In terms of flood mapping from NRW, this indicates that the entire site is at low risk of sea flooding. The site possesses very good access to strategic roads with access road Ffordd Maelgwyn connecting directly to Conway Road along the eastern boundary and is c.30m from junction 19 on the A55.

4.236 The site has relatively strong public transport connections with the closest proximate bus stop located around 200 metres north along Conway Road. Routes connect the site to Prestatyn and Llandudno, Colwyn Bay and Mochdre, Conwy town centre and Bangor. Additionally, though Llandudno Junction rail station is around 1.2 km to the west along Conway Road, several bus routes provide a connection to the above bus stop.

4.237 The vacancy and occupancy data provided by the council does not indicate any vacant buildings on site with no plots of land designated for development.

4.238 **Overall, this is a large industrial estate south of Llandudno Junction with large, modern buildings mostly occupied by Sui Generis car dealerships though there are few B2-use vehicle repairs garages. Most car dealerships buildings have an ancillary yard used for vehicles servicing and repairs. The site benefits from very strong strategic road access and relatively strong public transport connections. The site assessment does not indicate the requirement for any notable improvements and the site continues to be a strong source of local employment hence and so should continue to be protected in line with the RLDP policy on safeguarding employment land. There are no changes recommended to the site boundaries identified in the adopted LDP.**

#### **Llandudno Junction Sites Summary**

4.239 In summary, it is recommended that all of Llandudno Junction's safeguarded employment sites should be retained in the Revised LDP, with sites Tre Marl (1), Glan Y Mor Road, and East of Tre Marl (1) retaining their designation for environmental protections. Furthermore, the site assessments recommend boundary changes to the Former Hotpoint Factory to exclude the residential uses to the southwest and restructure the boundary to the northwest to appropriately include existing B-class uses. The boundary at Glan Y Mor Road should also be amended to remove the residential and retail uses on site. The recommendations and boundary changes are summarised in Table 4.18.

Table 4.18 Summary of Site Recommendations in Llandudno Junction.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Llandudno Junction, East of Tre Marl (1)	1.13	0	Average / Poor	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Retain in the RLDP as an employment improvement area.
Llandudno Junction, East of Tre Marl (2)	1.03	0	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
Llandudno Junction, Former Hot Point Factory	8.85	0.5	Very Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Amend site boundary.
Llandudno Junction, Glan Y Mor Road	4.84	0	Average	Retain in the RLDP as an employment improvement area. Amend site boundary.
Llandudno Junction, Richard Williams	1.08	0	Good / Very Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
Llandudno Junction, Sarn Mynach WG Offices	3.85	0	Good / Very Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
Llandudno Junction, Tre Marl (1)	4.8	0	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land. Retain in the RLDP as an employment improvement area.
Llandudno Junction Tre Marl (2)	0.49	0	Very Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Llandudno Junction Tre Mal (3)	4.18	0	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
Llandudno Junction Tre Marl (4)	4.96	0	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
<b>Existing Llandudno Junction Total</b>	<b>35.21</b>	<b>0.5</b>		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
Llandudno Junction, Former Hot Point Factory	7.4	0.5
Llandudno Junction, Glan Y Mor Road	2.7	0
<b>Revised Llandudno Junction Total</b>	<b>31.62</b>	<b>0.5</b>

## Llanfairfechan

4.240 An analysis of CoStar data indicates just two commercial office buildings across Llanfairfechan with a combined floorspace of around 21,600 sq. ft (NIA). Llanfairfechan Health Centre is located to the south on Village Road, adjacent to Afon Llanfairfechan. The building was built in 1962 and has a total floorspace of 4,219 sq. ft. Further north is Plas Menai Surgery medical offices along Penmaenmawr Road with a total floorspace of 17,436 sq. ft. Both of the buildings are around a 10-minute walk north to Llanfairfechan train station.

4.241 Llanfairfechan Health Centre has a two-star rating whilst Plas Menai Surgery has a rating of three-stars providing an average of 2.5 stars across the two offices. The price of market rents in Llanfairfechan stand at £10.08 per sq. ft in Q3 2022, slightly higher than the price in the previous quarter of £10.02 however market rent for office space has increased markedly from a 2019 Q1 low of £7.71 with a year-on-year increase. CoStar data does not identify any

industrial buildings across Llanfairfechan and therefore no price data is provided.

Table 4.19 Quality of Properties in Llanfairfechan

	Llanfairfechan		County Borough	
	Properties	%	Properties	%
Office	2	0	126	
1-2 Stars	1	50.0%	68	54.0%
3 Star	1	50.0%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
<b>Total Industrial</b>	<b>0</b>		<b>118</b>	
1-2 Stars	0	0.0%	59	50.0%
3 Star	0	0.0%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%
<b>Total</b>	<b>2</b>		<b>244</b>	
1-2 Stars	1	50.0%	127	52.0%
3 Star	1	50.0%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.242

Table 4.19 presents a breakdown of office and industrial properties in Llanfairfechan by star rating against the County Borough average. Although CoStar only records the profiles of two offices, the data indicates that the quality of premises in the town is relatively mixed with one 2-star rated property and a further 3-star rated property. This is a lower share of lower quality premises than across the County Borough (52.0%).

Table 4.20 Floorspace in Llanfairfechan

	Llanfairfechan	County Borough Total
<b>Office</b>		
Floorspace	21,655 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.0%	0.7%
<b>Industrial</b>		
Floorspace	0 sq. ft	1,545,462 sq. ft
Available	0 sq. ft	143,427 sq. ft
Available %	0%	9.28%
<b>Total</b>		
Floorspace	21,655 sq. ft	2,238,003 sq. ft
Available	0 sq. ft	148,176 sq. ft
Available %	0.00%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.243 Table 4.20 shows the availability of floorspace in Llanfairfechan, comprising any space that is currently being marketed. There is no available floorspace currently being marketed in the town for either office or industrial floorspace.

### **Llanfairfechan Site Assessments**

4.244 Llanfairfechan Industrial Estate is the only safeguarded site in the town at 1.05 ha gross. The key findings and recommendations for the site in Llanfairfechan is set out in detail in the proformas at Appendix 1 and summarised below.

#### **Llanfairfechan Industrial Estate, Llanfairfechan**

4.245 The safeguarded employment site Llanfairfechan Industrial estate is located on the western side of Llannerch Road connecting to the A-road Aber Road c. 400 metres to the north via Caeffynnon Road. The site comprises the existing estate land, is 1.05 ha gross and contains a range of B1 and B2 uses as well as some D1 uses on a relatively small site. The adopted LDP identifies the site as falling with the provisions of Policy EMP/4.

4.246 A site visit indicated that most of the buildings and workshops on the estate are modern with a construction year between the 1990s and early 2000s. Figure 4.25 indicates that the buildings are well-maintained, complete with on street lighting and secure fencing bordering the buildings demonstrates the site's good overall condition and enhances marketability.

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Figure 4.25 Llanfairfechan Industrial Estate, Llanfairfechan.



4.247 Access to the site is provided by Llannerch Road – a relatively narrow road passing north to south along the eastern border of the site. The site is not adjacent to nor close to a strategic road with a village immediately to the northeast. This requires commuters to travel alongside the residential area on

approach from Aber Road to the north or to approach from the south via Gwyllt Road through the fields that are south of the site. The estate is located around 1.55 km away from the Penmaenmawr Road and the A55.

4.248 In terms of flood mapping from NRW, this indicates that the site is at high risk of surface water flooding close to the southernmost building on the site. There is also a further low risk of surface water flooding on the grass verge on the north-western section of the site. There is also a telecommunications mast at the south-western corner of the site that would require any development to take account of. The site has restricted levels of parking, with the undeveloped grass verge (0.14 ha) currently used for ad hoc parking.

4.249 The vacancy and occupancy data provided by the Council indicates a single vacant building on the industrial estate at 195.62 sq. m total floorspace.

4.250 **Despite the small size of Llanfairfechan industrial estate, the site supports a range of B1 and B2 uses with some D2 uses. The site is in good overall condition with few vacancies. A combination of narrow local roads, surrounding residential dwellings, and Llanfairfechan golf course to the southeast provide no practical room for site expansion and given the use of the grass verge, surrounding parking should be formalised. The site should retain its status as a safeguarded employment site in accordance with the RLDP policy on safeguarded employment land.**

#### Llanfairfechan Sites Summary

4.251 In summary, the Llanfairfechan Industrial Estate should be retained in the RLDP in accordance with the policy on safeguarding employment land. The site appraisals make no recommendations to change in site boundaries. The recommendations are summarised in Table 4.21.

Table 4.21 Summary of Site Recommendations in Llanfairfechan.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Llanfairfechan Industrial Estate	1.05	0.14	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
Existing Llanfairfechan Total	1.05	0.14		

### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
No site boundary changes	-	-
Revised Llanfairfechan Total	1.05	0.14

## Llanrwst

4.252 An analysis of CoStar data indicates that there are eight commercial office buildings with a combined floorspace of around 27,400 sq. ft (NIA). The office offer across Llanrwst is mainly concentrated within the town centre and proximate to the train station along Station Road. Indeed, four of the eight office buildings identified by CoStar are based on Station Road. The offices located above ground floor retail buildings are relatively small with the four buildings offering a combined floorspace of just 6,310 sq. ft. The remaining four office buildings include a one-star quality building on Scotland Street to the north of Llanrwst train station that offers 2,464 sq. ft of floorspace, two buildings on Betws Road that provide three-star quality offices at 5,000 sq. ft and 8,157 sq. ft, respectively, and a larger three-star quality office premises on Nebo Road.

4.253 CoStar analysis identifies just two industrial buildings in Llanrwst. Though both buildings are relatively small – the building at Betws Road offers a modest 7,500 sq. ft floorspace and the building at Parc Ty Gwyn with 8,800 sq. ft – both are modern, three-star quality buildings built in 2019 and 2000 respectively.

4.254 A weighted average of 2.5 stars of the quality of office stock across Llanrwst is slightly above the County Borough average of 2.42 stars. This trend is also reflected across the two three-star industrial buildings compared to the County Borough average of 2.41.

Table 4.22 Quality of Properties in Llanrwst

	Llanrwst		County Borough	
	Properties	%	Properties	%
Office	8	0	126	
1-2 Stars	3	37.5%	68	54.0%
3 Star	5	62.5%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
Total Industrial	2		118	
1-2 Stars	0	0.0%	59	50.0%
3 Star	2	100.0%	57	48.3%
4-5 Stars	0	0.0%	2	1.7%

	Llanrwst		County Borough	
	Properties	%	Properties	%
<b>Total</b>	<b>10</b>		<b>244</b>	
1-2 Stars	3	30.0%	127	52.0%
3 Star	7	70.0%	109	44.7%
4-5 Stars	0	0.0%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.255 Table 4.22 shows a breakdown of office and industrial properties in Llanrwst by star rating against the County Borough average. The data indicates that most properties are of good quality with 62.5% of office, 100% of the town's industrial stock, and 70% in total are of 3-star quality. This is a significantly higher share of higher quality premises than across the county Borough as a whole (44.7%).

Table 4.23 Floorspace in Llanrwst

	Llanrwst	County Borough Total
<b>Office</b>		
Floorspace	27,396 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.0%	0.7%
<b>Industrial</b>		
Floorspace	16,351 sq. ft	1,545,462 sq. ft
Available	0 sq. ft	143,427 sq. ft
Available %	0.00%	9.28%
<b>Total</b>		
Floorspace	43,747 sq. ft	2,238,003 sq. ft
Available	0 sq. ft	148,176 sq. ft
Available %	0.00%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.256 Table 4.23 summarises the availability of floorspace in Llanrwst, comprising any space that is currently being marketed. It indicates that at present there is no available office or industrial floorspace currently being marketed in the town.

4.257 Where available, CoStar provides the build year for offices and industrial buildings. Of the eight office buildings that provide a construction year, the average build year is 1937, indicating a relatively old office stock across Llanrwst. A construction year was not provided for either of the two identified industrial buildings.

### Llanrwst Site Assessments

4.258 Within Llanrwst, there are two sites that are safeguarded for B1, B2 and B8 employment uses:

- Ty Gwyn (6.85 ha); and,
- Station Yard (0.23 ha);

4.259 A third site, Station Yard North (1.32 ha), is not safeguarded but is a designated employment improvement area under Policy EMP/5.

4.260 The key findings and recommendations for each site in Llanrwst are set out in detail in the proformas at Appendix 1 and summarised below.

### **Station Yard, Llanrwst**

4.261 Station Yard Industrial Estate is located towards the northern edge of Llanrwst, immediately adjacent to North Llanrwst rail station and on the southern side of Gower Road. The site is small with a total size of just 0.23 ha gross and comprises of a single 535 sq. m workshop dating from the 1990s that is split into six buildings. The buildings accommodate a range of B1c, B2 (food processing) and Sui Generis companies. The Adopted LDP identifies the site as falling within the provisions of Policy EMP/4 – Safeguarding B1, B2 & B8 office and Industrial sites and EMP/5 (I) - Office and Industrial Employment Improvement Areas.

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Figure 4.26 Station Yard Industrial Estate, Llanrwst



Source: Lichfields, June 2022

4.262 Figure 4.26 depicts the entrance from Gower Road to the north and shows that the site is flat and regular in size with adequate lighting, car parking for around 20 vehicles and gated security.

4.263 Flood risk mapping from NRW suggests that none of the site is at particular flood risk.

4.264 The vacancy and occupancy data provided by the council indicates that there are no vacant buildings on the site.

4.265 **In conclusion, the estate appears to be fully occupied by a range of B1/B2 and Sui Generis uses. Expansion is considered unlikely given adjoining uses and flood risk. It is performing an important local function and**

**should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.**

4.266 **Given that the site is well maintained and fully occupied, there is no longer a pressing need for the site to be retained as a designated employment improvement area.**

#### **Station Yard North, Llanrwst**

4.267 Station Yard North is located towards the northern edge of Llanrwst, immediately adjacent to North Llanrwst rail station and on the northern side of Gower Road. It is a 1.3 ha site (gross) and comprises A1, B1, B2, B8, Sui Generis uses, with the bulk of the site comprising storage and coach/bus sales.

4.268 The adopted LDP identifies the site as falling within the provisions of EMP/5 (I) - Office and Industrial Employment Improvement Areas.

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Figure 4.27 Station Yard North, Llanrwst



Source: Lichfields, June 2022

4.269 Given there is no road passing through the site to effectively demarcate occupants, the site appraisal will assess occupants beginning with uses in the south. The first area, which takes up the south-west corner and has its own access point, is occupied by Nant Conwy tyres and comprises a number of storage buildings for tyres. The southern part of the site also accommodates a workshop housing Jones Joinery. The main (central) part of the site to the north comprises Llew Jones' / Jones Coach and Bus Sales, comprising a large area of open storage of coaches plus some workshops/garage space and several portacabins. Finally, to the north on a separately accessed part of Station Yard North, is another storage building occupied by Gwasg Carreg Gwalch, a Welsh online bookseller and Dave Thomas & Sons Windows.

4.270 Flood risk mapping from NRW suggests that much of the site is at risk of river flooding with the severity of risk increasing to the west. There are also pockets of surface water across the site. The adjacent station buildings are Grade II listed, and whilst there are some attractive underused buildings on the site they are not listed.

4.271 The vacancy and occupancy data provided by the Council indicates there were five vacant buildings on the site, totalling 396 sq. m (ranging from 19 sq. m to 225 sq. m). From a market perspective, the vacant units include the Victorian former railway buildings which are in a very poor state of repair along the eastern boundary. The site lacks in prominence as it is on a side road off the main road with access issues for wider vehicles and is somewhat dilapidated in appearance.

4.272 **In summary, the site is relatively small and consists of a range of uses. There are few practical measures to expand the site. There is some scope to redevelop the site, either for smaller scale employment uses (bearing in mind the slightly awkward access) or alternative uses (although there are some flooding constraints). There are no changes recommended to the site boundaries identified in the adopted LDP. Given the site's appearance and lack of kerb appeal, it is considered that the site be retained in the RLDP as an employment improvement area under Policy EMP/5.**

**Ty Gwyn Industrial Estate, Llanrwst**

4.273 The safeguarded employment site Ty Gwyn Industrial Estate is the largest safeguarded employment area in Llanrwst, totalling 6.85 ha gross. It is the Town's principle industrial area and contains a range of B1, B2, B8, retail and trade counter uses. The adopted LDP identifies the site as falling within the provisions of Policy EMP/4 – Safeguarding B1, B2 & B8 office and Industrial sites.

4.274 The site is sandwiched between Ffordd Berthddu to the southwest and Nebo Road to the northeast. The Industrial Estate comprises several discrete areas. At the western entrance to the site is Parc Ty Gwyn, a small development carried out by the Welsh Development Agency in the 1990s which features 7,000 sq. m of industrial buildings. Floorspace ranges from 750 sq. ft to 2,000 sq. ft, the buildings are constructed using steel portal frame construction with concrete floors, and steel cladding roofs which incorporate translucent roof lights.

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Figure 4.28 Ty Gwyn Industrial Estate, Llanrwst – Former G M Jones Ltd HQ buildings



Source: Lichfields June 2022

4.275 Moving further north in the estate is a 1,115 sq. m building on the western side occupied by CL Jones, Timber & Builders Merchants, with a large open storage yard to the north. Immediately opposite is Wynnstay Stores, a one-stop depot for agricultural and horticultural products.

4.276 On land immediately to the east is a modern light industrial building in occupation for food processing by a bakery, Siwgr a Sbeis. A newly constructed building taking up the south-eastern portion of the site is in occupation by Garej ty Gwyn, Car and Commercial Vehicle Repairs with open storage to the rear.

4.277 Opposite, in the south-western corner, are new office premises that were intended to be the £1.3m headquarters for Llanrwst-based G M Jones Ltd to build their new 13,700 sq. ft premises. The expansion was supported by £400,000 from the Wales Economic Fund to create and safeguard jobs and to enable the business to expand, exploit new business opportunities and meet the growing demand for its services. However, in March 2019 G M Jones went into administration with nearly 40 workers made redundant. Pharma Group Holdings took on the two properties at Parc Ty Gwyn in January 2022. It is understood that the buildings are providing expansion capacity for Pharma Group, as well as potentially generating rental income through attracting local businesses to occupy surplus office and warehouse space at the site. Part of the buildings remain vacant at the time of writing.

4.278 A plot of undeveloped land of approximately 0.424 ha lies to the north of the former GM Jones offices.

4.279 The site boundary also includes another separate employment area to the north, which is disconnected from the southern Parc and can only be accessed via Nebo Road (B5427) to the north. This land contains two modern office buildings to the south containing NFU Mutual and Menyns Private Hire Taxis / JMJ Travel.

4.280 The site has very good strategic road access as it immediately adjoins the A470 to the south, which also features a bus layby beside the Parc's entrance offering regular services to Llandudno, Blaenau Ffestiniog, Llanberis and Betws-y-Coed. The site is well maintained and the council could consider expansion to the east on agricultural land. Further expansion in the longer term may also be possible to the north-west on existing agricultural land.

4.281 Flood mapping from NRW suggests that much of the southern part of the containing the currently vacant office buildings is at low risk of river flooding and medium risk of surface water flooding from rivers.

4.282 **In summary, Ty Gwyn Industrial Estate benefits from a good mix of uses, although it is starting to become dominated by retail and Sui Generis uses which risk watering down its B-Class offer. The buildings are generally of a good quality and modern in style, particularly the excellent HQ office space to the south. Vacant buildings on site combined with an existing vacant plot of land within the site's boundaries suggests that there is no need to expand the Industrial Estate's boundaries for the foreseeable future. The site continues to perform an important local function and therefore should be retained and protected for employment use in line with the RLDP policy on safeguarded employment land.**

### **Llanrwst Sites Summary**

4.283 In summary, the two existing safeguarded employment sites in Llanrwst should be retained in the RLDP in accordance with policy on safeguarding employment land. Station Yard North should retain its designation for environmental improvements in the RLDP, although the site assessments recommended that the safeguarded employment site Station Yard no longer needs to retain its designation for employment improvements. Furthermore, the site assessments do not recommend any amendments to the existing boundaries of the safeguarded sites within Llanrwst. The recommendations are summarised in Table 4.24.

**Table 4.24: Summary of Llanrwst Site Recommendations**

<b>Site Name</b>	<b>Gross site area (ha)</b>	<b>Net developable area (ha)</b>	<b>Overall site rating</b>	<b>Recommendation</b>
Station Yard	0.23	0	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
				No longer retain its designation for employment improvements.
Station Yard North	1.32	0	Poor	Retain its designation as an employment improvement area.
Ty Gwyn Industrial Estate	6.85	0.424	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.
<b>Existing Llanrwst Total</b>	<b>8.4</b>	<b>0.424</b>		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
No site boundary changes	-	-
<b>Revised Llanrwst Total</b>	<b>8.4</b>	<b>0.424</b>

## Mochdre

4.284

An analysis of CoStar data indicates that there are four commercial office buildings in Mochdre with a combined floorspace of 46,800 sq. ft (NIA). Two of the four office buildings are located centrally on Station Road and include a two-storey office premises of 909 sq. ft above a retail building and the much larger, higher quality Creamery Business Parc at 25,800 sq. ft. The remaining two office premises are to the south of Mochdre town on the existing Commerce Park and Mochdre Industrial Estate – St Davids House on Eagle Farm Road has a total floorspace of 12,417 sq. ft and the smaller Orme House on Blackmarsh Road has a floorspace of 7,675 sq. ft. CoStar data indicates that the market rent per square footage of office space currently sits at £10.41 as of Q3 2022.

4.285

A further 15 industrial and light industrial buildings comprise Mochdre's industrial stock with a total floorspace of 436,700 sq. ft (NIA). Mochdre's industrial stock is spread across much of the southern half of the town with two buildings located on the south side of Station Road, three buildings off Blackmarsh Road, three buildings adjacent to Mochdre Sports Association, and a further five buildings at the very south at Mochdre Commerce Park. Notable buildings include buildings 3-8 of Mochdre Commerce Parc at Conwy Road

which account for 175,000 sq. ft (40%) and buildings 1-4 at Parc Elwy on Blackmarsh Road which account for (77,400 sq. ft). CoStar data on the price of industrial floorspace per square foot in Mochdre stood at £6.99 in Q3 2022 – an increase from £6.83 in the previous quarter.

Table 4.25 Quality of Properties in Mochdre

	Mochdre		County Borough Total	
	Properties	%	Properties	%
Office	4	0	126	
1-2 Stars	2	50.0%	68	54.0%
3 Star	2	50.0%	52	41.3%
4-5 Stars	0	0.0%	6	4.8%
Total Industrial	15		118	
1-2 Stars	6	40.0%	59	50.0%
3 Star	7	46.7%	57	48.3%
4-5 Stars	2	13.3%	2	1.7%
Total	19		244	
1-2 Stars	8	42.1%	127	52.0%
3 Star	9	47.4%	109	44.7%
4-5 Stars	2	10.5%	8	3.3%

Source: CoStar (2022) / Lichfields Analysis

4.286 Table 4.25 indicates the quality of office stock in Mochdre and suggests stocks are relatively poor with just one 1-star rated building, one 2-star rated building, and two 3-star rated buildings – Mochdre has no 4-star rated office premises. This provides an average ranking of 2.25 stars out of five, a figure notably lower than the 2.42 star-rating across Conwy. The quality of industrial stock across Mochdre is considerably higher with one 1-star rated building, five 2-star buildings, seven 3-star rated buildings, and two 4-star buildings resulting in a weighted average 2.67 stars out of five – a figure higher than the Conwy Borough average of 2.41.

Table 4.26 Floorspace in Mochdre

	Mochdre	County Borough Total
<b>Office</b>		
Floorspace	46,822 sq. ft	692,541 sq. ft
Available	0 sq. ft	4,749 sq. ft
Available %	0.0%	0.7%
<b>Industrial</b>		
Floorspace	342,917 sq. ft	1,545,462 sq. ft
Available	59,688 sq. ft	143,427 sq. ft
Available %	17.41%	9.28%
<b>Total</b>		
Floorspace	943,819 sq. ft	2,238,003 sq. ft
Available	0 sq. ft	148,176 sq. ft
Available %	0.00%	6.62%

Source: CoStar (2022) / Lichfields Analysis

4.287 Table 4.26 summarises the availability of floorspace in Mochdre, comprising any space that is currently being marketed. It indicates that there was no available office floorspace in Mochdre however almost twice the share of industrial floorspace at 17.41% than across the County Borough at 9.28%.

4.288 CoStar provides the build year for two of the four office buildings in the town, with St David's house on Eagle Farm Road built in 1980 and Orme House, Blackmarsh Road built 10 years later in 1990. Although as many as nine of the 15 industrial buildings were built after 2000, the build year of the remaining six buildings are spread over the previous 70 years with the oldest building, Commercial House on Eagles Farm Road, built in 1937. One building was built in 1957, another in 1965 and a further two towards the end of the 1970s. Data from CoStar does not indicate any sites underwent any form of renovation or improvement.

### **Mochdre Site Assessments**

4.289 Within Mochdre, there are five sites that are safeguarded for employment use:

- Former Dairy Site (1.02 ha);
- Mochdre Council Tip (21.45 ha);
- Glan Y Wern Road (3.052 ha);
- Bron Y Nant Road (1.15 ha); and,
- Quinton Hazel Enterprise Parc (5.01 ha).

4.290 Key findings and recommendations for each site in Mochdre are set out in detail in the proformas at Appendix 1 and summarised below.

### **Former Dairy Site, Mochdre**

4.291 The Former Dairy Site comprises the existing Cartrefi Conwy Business Park, is 1.02 ha gross, and contains a range of B1 and B2 uses with some A1 retail use.

The site located east of the A55, west of Conway Road and on the northern side of Station Road. The Adopted LDP identifies the site as falling within the provisions of Policy EMP/1 and Policy EMP/4.

4.292 As can be seen in Figure 4.29, all buildings on the site are modern constructions, built in 2012/2013 using steel portal frames, roller doors and secure fencing around the site perimeter. The two larger buildings are located proximate to the eastern entrance via Station Road whilst the smaller buildings on site are accessed via the western entrance.

Figure 4.29 Former Dairy Site, Mochdre.



4.293 Though the site is enveloped by residential dwellings to the north, east and south this would likely only restrict B2 uses and so the site would still be appropriate for potential B1 and B8 occupants.

4.294 In terms of public transport provision, the site's eastern entrance along Station Road is around 250m from the A547 to the west which has several bus stops to the north and south connecting the site to a number of local towns including Prestatyn, Llandudno, and Colwyn Bay. The railway line to the west of the site bypasses Mochdre town and therefore provides no rail connection to the site.

4.295 The vacancy and occupancy data provided by the Council identifies just one single vacant building at a size of 104 sq. m. There are no plots marked for development.

4.296 **Overall, this is a small but modern business park in Mochdre with several small B1 office/light industrial buildings, with some A1 retail use. Given the site is set within a residential area, this limits the potential for general B2 uses. The site is in a good condition, is well maintained, and benefits from good strategic road access. Furthermore, the relative lack of smaller modern buildings available on most sites across the County Borough makes the site an attractive proposition for small business or as a satellite office location. The site appraisals recommend that the site should be**

**retained for employment use in accordance with the RLDP policy on safeguarding employment land.**

### **Mochdre Council Tip, Mochdre**

4.297 The safeguarded employment site at Mochdre Council Tip comprises the existing Commerce Park and Mochdre Industrial Estate, is 21.45 ha gross, and contains a range of A-class, B-class, D-Class, and Sui Generis uses. The site is located south of the safeguarded former Dairy site and is contained by the A55 to the north-west and Conway Road to the south-east. It is the largest safeguard employment site in Mochdre and the adopted LDP identifies the site as falling with the provisions of Policy EMP/1 and EMP/4.

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Figure 4.30 Mochdre Council Tip, Mochdre.



4.298 Mochdre Business Park is the main provider of industrial floorspace towards the north of the site providing a total floorspace of 77,314 sq. ft (NIA). The Park was built in 1978 and is a two-storey masonry build with CoStar indicating no current vacancies onsite. The site also includes Mochdre Sports Association and cricket ground in the centre, which are distinct non B-class uses. Consideration should be given as to whether the site boundary should be amended to exclude these uses. If they were excluded, the overall site area would reduce to approximately 17.2 ha.

4.299 Application 0/47790 granted conditional approval in May 2021 for the demolition of existing buildings and redevelopment of existing A1 retail site to form three A1 use class retail buildings (building 3 to revert to B1/B8 should business cease to trade from that building in the future).

4.300 In terms of flood mapping from NRW, this indicates that the site is at high risk of surface water flooding along the southern access road via Conway Road. There is also a high risk of surface water flooding to the area east of Mochdre

Sports Association playing fields. It is understood that some buildings in the south of the site have issues with floor沉降.

- 4.301 The southeast boundary of the site is adjacent to Conwy Road (A547) with access to the southern, central, and north parts of the site provided by a series of access roads all connecting to Conway Road. Commuters can access the southern section of the site via junction 19 of the A55 as well as the northern section via junction 20.
- 4.302 The site is relatively well connected via public transport networks with bus routes in both directions along the A547 connecting Mochdre to Colwyn Bay in the northeast and Llandudno Junction to the southeast.
- 4.303 The vacancy and occupancy data provided by the Council indicates as many as 13 fully vacant buildings with a total floorspace of 2,076 sq. m (the three larger buildings total 811 sq. m, 217 sq. m, and 207 sq. m, respectively whilst the remaining 10 are much smaller buildings at 83 sq. m). Furthermore, the data show a further building with 1,848 sq. m of 10,751 sq. m was currently vacant. As of October 2021, the site also has a 1.1 ha gross undeveloped plot to the southwest of the building.
- 4.304 **Overall, Mochdre Council Tip is mainly occupied by B-Class industrial and storage use though there are a smaller quantity of A-class and D-class uses also on site. The occupiers on site contribute to a significant area of employment which performs an important local function, and as such should be retained and be protected for employment use in accordance with RLDP policy on the use of safeguarded employment land. The site appraisal recommends that consideration be given to redrawing the site boundary and potentially excluding the cricket ground at Mochdre Sports Association as well as the small portion south of the A547 as there are no B-class uses present, reducing the gross developable area to 17.2 ha.**

#### **Glan Y Wern Road, Mochdre**

- 4.305 The safeguarded employment site at Glan Y Wern Road in Mochdre comprises the existing Glan Y Wern Industrial Estate, is 3.05 ha gross, and includes a mix of B1, B2 and Sui Generis uses. The adopted LDP identifies the site as falling within the provisions of policy EMP/1, EMP/4, and EMP/5. The site comprises predominantly of Sui Generis and B2 use-classes.
- 4.306 The site is located south of the A55 and c.200m west of junction 20 and is a triangular piece that is sandwiched between the A55 and Conway Road. The site has several discrete access points along the A547 as well as a further two access roads along the western boundary on Glan Y Wern Road.
- 4.307 As can be seen in Figure 4.31, most of the buildings on the site are light industrial buildings, built from corrugated steel cladding except for the Environment, Road and Facilities provided by the Council which are housed in a two-storey redbrick build in the centre of the site. There are also pockets of overgrowth on the site particularly at the site's southern boundary which detract from its general market attractiveness.

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Figure 4.31 Glan Y Wern Road.



4.308 The western boundary of the site sits along Glan Y Wern Road, a narrow road that provides access to Quinton Hazell Enterprise Parc and to Colwyn Bay Crematorium to the north. Westbound access to the A55 is also provided around 400m east along the A547.

4.309 In terms of flood mapping from NRW, this indicates that the northeast corner of the site is at low risk of surface water flooding.

4.310 The vacancy and occupancy data provided by the Council indicates that there are no vacant buildings on site nor any plots of undeveloped land which concurs with a recent site visit that found that the site to be fully developed with no practical room for expansion. The residential dwellings to the south of the site are also a limit to the presence of B2 use onsite going forward.

4.311 **Overall, the site at Glan Y Wern Road is predominantly occupied by B-class industrial and storage uses. The site is a well-established industrial estate on the eastern side of Mochdre with relatively dated light industrial buildings. The site fulfils an important local function and should be retained and protected for employment use in accordance with the RLDP policy on safeguarding employment land. The general condition and quality of the site could be improved and so the site appraisals recommend the site should be retained in the RLDP as an employment improvement area.**

**Bron Y Nant Road, Mochdre**

4.312 The site at Bron Y Nant Road comprises a mix of private businesses and council services. It is 1.15 ha gross, and contains a mix of A1, B1, B2, B8 and Sui Generis uses. The adopted LDP identifies the site as falling with the provisions of Policies EMP/1, EMP/4, and EMP/5.

4.313 The site is contained on a very narrow finger of land on the south side of Bron Y Nant Road of land between Colwyn Bay crematorium to the north and the A55

to the south between junctions 19 and 20. There are several access points on Bron-Y-Nant Road along the northern boundary that provide access to discrete sections of the site.

Figure 4.32 Site at Bron Y Nant Road.



4.314 Glan Y Wern Road passes the western boundary of the site and extends to the north to provide access to Quinton Hazell Park. Dinerth Road provides access from the east connecting to the A547 immediately south of the A55 and extends north to the residential settlement and to Llandrillo-Yn-Rhos suggesting that the site is relatively well accessed.

4.315 Figure 4.32 illustrates some of the relatively basic, if modern, buildings on site with many built from corrugated steel and portal frames.

4.316 Flood mapping from NRW indicates that there are small patches across the site that are at low risk of surface water flooding.

4.317 Despite the proximity to other safeguarded employment sites in Mochdre, the site is not particularly well served by public transport. The nearest bus stop is along Bron Y Nant Road however provides just two bus services connecting the site to Colwyn Bay and Llandudno.

4.318 **Overall, the site at Bron Y Nant Road is a long and narrow industrial estate on the outskirts of Mochdre. The Council recycling centre is the main occupant of the site alongside a mix of A1, B-class, and Sui Generis uses. Access to the site is via relatively narrow roads and under low bridges in both directions. The general condition of the site is relatively poor and could be improved to fit within the surrounding uses and therefore should be retained in the RLDP as a designated employment improvement area. The site is fully developed, has no vacant buildings, and due to proximity of surrounding uses, there remains no practical room available for expansion. The site performs an important local function and as such**

**should be retained and protected for employment use in accordance with RLDP policy on the use of safeguarded employment land.**

### **Quinton Hazel Enterprise Parc, Mochdre**

4.319 The safeguarded employment site at Quinton Hazel Enterprise Parc is 5.01 ha gross, contains a range of mostly B-class and Sui Generis uses and is located at the most northern point of Glan Y Wern Road, west of Colwyn Bay crematorium. The Adopted Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 and EMP/4.

4.320 The site at Quinton Hazel is the second largest safeguarded employment site in Mochdre and was commissioned by Sitequest Offices Ltd in 2010 as a response to the need for high quality office and industrial space in North Wales. All buildings have access to telephony, broadband and WiFi services as standard with kitchen and WC facilities on all floors. Buildings include serviced office buildings as well as virtual office space that can accommodate a team of over 30 individuals.

4.321 The Parc also offers various industrial buildings ranging from 1,000 sq. ft workshop buildings to significantly larger buildings at 100,000 sq. ft for heavier B8 uses. Also onsite are open storage compounds that are fully fenced, double gated and have CCTV coverage to provide 24-hour access and offer additional security to any goods or vehicle storage within.

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Figure 4.33 Quinton Hazel Commerce Park.



4.322 The majority of buildings are modern builds, constructed with corrugated steel cladding, roofing and translucent skylights. Access to the site is provided via the most northern point of Glan-Y-Wern Road and is the only access point in and out of the site. Furthermore, access the A547 the A55 is provided by Glan-Y-Wern Road and Bron-Y-Nant to the south.

4.323 Flood mapping from NRW indicates that whilst there is a degree of flood risk surrounding the site, the site remains largely free from any particular flood risk.

4.324 There may be opportunities to expand the site to the south (~0.6 ha) as well as to the north to include land currently in use as storage (0.65 ha). There is also a field further north (1.28 ha) that could be included for future development, although its proximity to residential dwellings immediately to the east could restrict potential use types without suitable mitigation.

4.325 The vacancy and occupancy data provided by the Council identifies 11 buildings at 715 sq. m – 7,870 sq. m in total – that are currently vacant with no undeveloped plots.

4.326 **Overall, the site is relatively isolated and consists of a two-storey office building and a large single storey industrial building that has been subdivided. Despite a relatively high number of occupants on the site, the existing number of vacant buildings still available indicates no pressing need to expand the site to include further buildings.**

4.327 **The site fulfils an important local function and as such, should be retained and protected for employment use in accordance with the RLDP policy on safeguarding employment land whilst the site boundary should be amended to include the existing storage uses to the north to increase the gross site area to 5.77 ha.**

### **Mochdre Sites Summary**

4.328 In summary, it is recommended that all of Mochdre's safeguarded sites should be retained in the revised LDP with the sites at Glan Y Wern Road and Bron Y Nant Road retaining their designation for environmental improvement. Furthermore, the report also recommends that the boundary for the Mochdre Council Tip be amended to exclude Mochdre Sports Association and cricket ground as this is a distinct non B-class use and the existing boundary of Quinton Hazel does not fully reflect the true boundary of existing occupants on site and as such should be extended further north to include the existing storage yard. The recommendations and boundary changes are summarised in Table 4.27.

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Table 4.27 Summary of Site Recommendations in Mochdre

Site Name	Gross site area (ha)	Net developable area (ha)	Overall site rating	Recommendation
Mochdre, Former Dairy Site	1.02	0	Good	Retain and protect for employment use in line with RLDP policy on safeguarding employment land.
Mochdre Council Tip	21.45	1.1	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.  Consider amending the site boundary to exclude the sports uses.
Mochdre Glan Y Wern Road	3.05	0	Good	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.  Retain in the RLDP as an employment improvement area.
Mochdre, Bron Y Nant Road	1.15	0	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.  Retain in the RLDP as an employment improvement area.
Mochdre Quinton Hazel	5.01	0.5	Average	Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.  Amend site boundary.
<b>Existing Mochdre Total</b>	<b>31.68</b>	<b>1.6</b>		

#### Effects of recommended boundary changes:

Site Name	New Gross site area (ha)	New Net developable area (ha)
Mochdre Council Tip	17.2	1.1
Mochdre Quinton Hazel	5.77	0.5
<b>Revised Mochdre Total</b>	<b>28.19</b>	<b>1.6</b>

## 5.0 **Summary of County Borough's Employment Land Supply**

5.1 This report has provided an appraisal of the sites across the County Borough that were safeguarded for B1, B2 and B8 employment use or otherwise identified for environmental enhancements in line with the adopted LDP.

5.2 In total 31 sites were appraised across nine towns for their suitability for protection for future employment use, whether they remain suitable to Conwy's economy, their existing boundaries and whether any potential reductions or extensions to the sites were appropriate. The assessments were measured against a range of criteria that included:

- the site context;
- The current occupier profile and associated use classes on site;
- Recent completions on site or pipeline development (or lack thereof);
- The quality of strategic and local road access;
- The quality and quantity of surrounding amenities and public transport connections;
- Any potential developmental and environmental constraints posed to the site;
- An assessment of marketability;
- Opportunities to expand and/or improve the site; and,
- A summative recommendation on the future use and status of each safeguarded site.

5.3 28 sites were recommended to retain their protection as safeguarded employment land in accordance with RLDP policy on safeguarded employment land. The three other sites appraised were not safeguarded for employment use under Policy EMP/4, but were designated as employment improvement areas under Policy EMP/5.

5.4 13 of these sites are also *EMP/5 Office and Industrial Employment Improvement Areas*. Following the site assessments, it was recommended that due to changing circumstances it was no longer necessary for four of these sites to retain this designation:

- Former Fisheries Research Site, Benarth Road, Conwy (the site is in a good environmental condition with a relatively large, modern office building);
- Peel Street, Abergele (quality and condition of site presents no pressing need for improvement/refurbishment);
- Cader Avenue/St Asaph Avenue, Kinmel Bay (site has been upgraded to modern standards); and,

- Station Yard, Llanrwst (relatively modern light industrial buildings / workshops dating from the 1990s and is well maintained).

5.5 Table 5.1 summarises the remaining nine sites that the report recommends be retained in the RLDP and designated as employment improvement areas. Tir Llwyd is also recommended to join these sites as a new designated employment improvement area. Improvements to these sites would enhance the B1, B2 and B8 offer across Conwy County making the region more attractive to a wide array of businesses. The direct impacts of a more attractive office and industrial offer would not only encourage a greater level of diversification of the County's enterprise profile but would improve the skill-mix of the Conwy labour force as workers are incentivised to train and upskill to meet labour demands.

Table 5.1 Sites recommended for retention/designation in the RLDP as employment improvement areas.

Site	Town
Builder Street	Llandudno
Arch Motors	Llandudno
Glan Y Mor Road	Llandudno Junction
East of Tre Marl (1)	Llandudno Junction
Tre Marl (1)	Llandudno Junction
Bron Y Nant Road	Mochdre
Glan Y Wern Road	Mochdre
Pensarn Trading Estate	Abergele
Tir Llwyd Business Park	Kinmel Bay
North Station Yard	Llanrwst

5.6 Table 5.2 documents any recommended boundary changes across the 31 sites. This includes logical extensions to existing boundaries to include B-Class uses that were excluded (such as Tir Llwyd Business Park in Kinmel Bay), or to exclude parts of the site that do not fulfil an obvious B-Class function (for example Glan Conwy Business Park and Llandudno Builder Street should be amended to exclude the respective football grounds).

Table 5.2 Recommended Boundary Amendments

Town	Site Name	Existing Boundary		Recommended Boundary Changes	
		Gross Site Area (ha)	Net Developable Area (ha)	New Gross Site Area (Ha)	New Net Developable Area (Ha)
Abergele	Pensarn Trading Estate	4.42	0	4.42	<b>0</b>
	Peel Street	1.12	0	1.12	<b>0</b>

Town	Site Name	Existing Boundary		Recommended Boundary Changes	
		Gross Site Area (ha)	Net Developable Area (ha)	New Gross Site Area (Ha)	New Net Developable Area (Ha)
	Abergele Business Park	3.86	0.4	5.8	0.9
	Threeways Garage	2.15	0.17	2.17	0.22
	<b>ABERGELE TOTAL</b>	<b>11.55</b>	<b>0.57</b>	<b>13.51</b>	<b>1.12</b>
Colwyn Bay	Llys Eirias Offices	1.37	0	1.37	0
	<b>COLWYN BAY TOTAL</b>	<b>1.37</b>	<b>0</b>	<b>1.37</b>	<b>0</b>
Conwy	Glan Conwy Cae ffwt Business Park	1.4	0	1.2	0
	Conwy Morfa Business Park, Conwy	14.67	0	16.3	1.8
	Former Fisheries Research Site	0.68	0	0.68	0
	<b>CONWY TOTAL</b>	<b>16.75</b>	<b>0</b>	<b>18.18</b>	<b>1.8</b>
Kinmel Bay	Tir Llwyd Business Park	35.72	30.0	41.28	30.0
	Cader Avenue	1.89	0	1.89	0
	<b>KINMEL BAY TOTAL</b>	<b>37.61</b>	<b>30.0</b>	<b>43.17</b>	<b>30.0</b>
Llandudno	Builder Street	11.45	0.41	9.2	0.41
	Arch Motors	1.26	0	1.26	0
	<b>LLANDUDNO TOTAL</b>	<b>12.71</b>	<b>0.41</b>	<b>10.46</b>	<b>0.41</b>
Llandudno Junction	East of Tre Marl (1)	1.13	0	1.13	0
	East of Tre Marl (2)	1.03	0	1.03	0
	Former Hot Point Factory	8.85	0.5	7.4	0.5
	Glan Y Mor Road	4.84	0	2.7	0
	Richard Williams	1.08	0	1.08	0
	Sarn Mynach WG Offices	3.85	0	3.85	0
	Tre Marl (1)	4.8	0	4.8	0
	Tre Marl (2)	0.49	0	0.49	0
	Tre Marl (3)	4.18	0	4.18	0
	Tre Marl (4)	4.96	0	4.96	0
	<b>LLANDUDNO JUNCTION TOTAL</b>	<b>35.21</b>	<b>0.5</b>	<b>31.62</b>	<b>0.5</b>
Llanfairfechan	Llanfairfechan Industrial Estate	1.05	0.14	1.05	0.14

Town	Site Name	Existing Boundary		Recommended Boundary Changes	
		Gross Site Area (ha)	Net Developable Area (ha)	New Gross Site Area (Ha)	New Net Developable Area (Ha)
	<b>LLANFAIRFECHAN TOTAL</b>	<b>1.05</b>	<b>0.14</b>	<b>1.05</b>	<b>0.14</b>
Llanrwst	Station Yard	0.23	0	0.23	<b>0</b>
	Station Yard North	1.32	0	1.32	<b>0</b>
	Ty Gwyn Industrial Estate	6.85	0.424	6.85	<b>0.424</b>
	<b>LLANRWST TOTAL</b>	<b>8.40</b>	<b>0.424</b>	<b>8.40</b>	<b>0.424</b>
Mochdre	Former Dairy Site	1.02	0	1.02	<b>0</b>
	Council Tip	21.45	1.1	<b>17.2</b>	<b>1.1</b>
	Glan Y Wern Road	3.05	0	3.05	<b>0</b>
	Bron Y Nant Road	1.15	0	1.15	<b>0</b>
	Mochdre Quinton Hazel	5.01	0.5	<b>5.77</b>	<b>0.5</b>
	<b>MOCHDRE TOTAL</b>	<b>31.68</b>	<b>1.6</b>	<b>28.19</b>	<b>1.6</b>
<b>TOTAL CHANGES</b>		<b>156.33</b>	<b>33.64</b>	<b>155.95 (-0.38 ha)</b>	<b>35.99 (+2.35 ha)</b>

5.7 In summary, County Borough currently has 156.33 ha of gross employment land protected under Policy EMP/1 of the Adopted LDP. However, the actual net developable area within these 31 sites is just 33.64 ha of which the vast majority (30 ha) relates to just one site - Tir Llwyd Business Park. However, if the suggested boundary amendments are made, the gross site area decreases slightly, to 155.95 ha (a reduction of 0.38 ha) although the net developable area increases by 2.35 ha to 35.99 ha overall.

5.8 Given that the Council's forward portfolio is heavily reliant on just one large, and potentially constrained, site at Kimmel Bay, it is suggested that further deliverable sites be sought in areas of particularly strong market demand, particularly in and around Llandudno and Conwy.

5.9 Furthermore, as Tir Llwyd has potential flood risk issues that may require future developments to be delivered on raised platforms which may impact on viability, further work may be required by the Council to facilitate a further comprehensive flood mitigation scheme at the site to enable developments to come forward with reduced risk / costs.

## 6.0 Amendments to the Text of Policies EMP/4 and EMP/5

6.1 The adopted Local Development Plan [LDP] 2007-2022 (Adopted October 2013) has six policies relating to the Economic Strategy. Policies EMP/4 (Safeguarding B1, B2 & B8 office and industrial sites) and EMP/5 (Office and industrial employment improvement areas) relate specifically to the 31 sites appraised as part of this SES desktop study.

6.2 These policies are being redrafted by Council Officers to be included in the new Revised Local Development Plan currently in preparation.

6.3 The current text as drafted has been reviewed by Lichfields following the site assessments above. Recommended amendments to the text of both the policies (now ED/4 and ED/5) and the supporting text are as follows:

### **Policy ED/4 Safeguarding Employment Sites**

1. Safeguarded employment sites (as designated on the proposals map) are to be retained for the purposes of B1, B2 and B8 and operational employment generating uses only. Development that would lead to the loss of existing B1, B2, B8 uses on such sites, or vacant plots designated for employment land within the site boundaries, will not be permitted unless the following criteria are met:
  - a) Evidence demonstrates a lack of demand for any B1, B2, B8 employment uses at the location; and or
  - b) The proposed use constitutes an operational employment generating use on the site; and or
  - c) The proposed use does not compromise neighbouring employment uses and meets criteria within policies X, Y, Z (*insert DP policies/national guidance on retailing and town centres*) where applicable.
2. Proposals leading to a loss of existing B1, B2, B8 employment land or buildings which do not fall within a safeguarded employment site will be permitted where it can be demonstrated that there is no demand for any of the B class uses, and that the proposal is in line with criteria in national guidance.

6.4 It is further suggested that with regards to Policy ED/4 (1 c), the Council may wish to consider requiring a supporting statement to be provided that would demonstrate that the site has been adequately marketed at a realistic price that reflects the employment use. Such marketing should normally be undertaken for a minimum of 12 months (although this time scale may need to be reviewed if the market is slow at that time or if the site is large and/or more complex).

6.5 The supporting statement should be prepared by a suitably qualified professional, such as a Chartered Surveyor, that is active within, and familiar with County Borough's employment land and premises market.

6.6 Regarding Policy ED/4 (2), the Council may wish to consider requiring applicants to provide evidence in relation to both economic viability and whether there is a demand for the site. This could also include old unfit premises that do not meet modern requirements, and/or isolated premises, or premises where the use is incompatible with its surroundings.

**Policy ED/5 – Office and Industrial Employment Improvement Areas**

The Council will promote and encourage the improvement of the following B1, B2 & B8 Office and Industrial employment sites, as shown on the Proposals Map:

- a) Builder Street/Council Street, Llandudno;
- b) Arch Motors, Llandudno;
- c) ~~Former Fisheries Research Site, Benarth Road, Conwy;~~**
- d) Glan y Mor Road and Vale Road, Llandudno Junction;
- e) East of Tre Marl (1), Llandudno Junction;
- f) Tre Marl (1), Llandudno Junction;
- g) Bron y Nant Road, Mochdre;
- h) Glan y Wern Road, Conwy Road, Mochdre;
- i) Pensarn Trading Estate, Pensarn, Abergele;
- j) ~~Peel Street, Abergele;~~**
- k) ~~Cader Avenue/St Asaph Avenue, Kinmel Bay;~~**
- l) ~~Station Yard, Llanrwst;~~**
- m) North Station Yard, Llanrwst;
- n) Tir Llwyd Business Park, Kinmel Bay.**

6.7 Regarding Policy ED/5, the Council may wish to consider defining what is meant by the term 'improvement'. It may also be beneficial to cover site rationalisation and enhancement if they are not already addressed by other policies in the emerging Plan.

## **Appendix 1 Site Proformas**



## Site Name: Abergele, Abergele Business Park



**Gross Site Area – 3.86 ha**

**Estimated Net Developable Area – 0.4 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Abergele Industrial Estate, which contains a range of A1, B1, C2, D2 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b> servicing Cartrefi Conwy's headquarters at North Wales Business Park to provide an additional 25 spaces	0/48834 - Change of use from B1 (Office) to D1 - Ophthalmology surgery – approved with conditions 08/21  0/45126 - Proposed change of use of office to consulting training rooms – approved with conditions – 05/18  0/42163 - Expansion of the car park with a new vehicular access servicing Cartrefi Conwy's headquarters at North Wales Business Park to provide an additional 25 spaces. – approved with conditions 10/15.	
<b>Current Use and Land Type</b>	Mix of D1 health, B1 office and C2 training/education use	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupants include: <ul style="list-style-type: none"> <li>- Boots Pharmacy, A1 – 263 sq. m</li> <li>- Worldspan Creative, marketing agency, B1 – 289 sq. m</li> <li>- Nfu Mutual, B1 – 289 sq. m</li> <li>- TUMBI Ltd, estate agent, A2/B1</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Sandvik Mobile Screens and Crushers, manufacturer, B1</li> <li>- Spire North Wales Cosmetic Suite, D2 – 371 sq. m</li> <li>- British Red Cross First Aid Training, C2 – 678 sq. m</li> <li>- Wales Audit Office, government office, B1 – 346 sq. m</li> <li>- St. John Ambulance Cymru, education centre, C2</li> <li>- Health Clinic, D2 – 371 sq. m</li> </ul> <p>Directly north of the site boundary is a building occupied by Cartrefi Conwy (1,584 sq. m). Beyond this is a c.0.4 ha parcel of land available for development with access spur from road and marketing boards visible. Beyond this is a Dementia Care Centre.</p>	
<b>Recent Completions on site / pipeline development</b>	The buildings currently on the site were built in 2009/2010. The dementia care building to the north of the site boundary was completed in 2015.	
<b>Mix of B Class Uses</b>	The health centre, Boots Pharmacy, British Red Cross and St John's Ambulance uses are non-B class.	
<b>Strategic Road Access</b>	<p>Access to the A55 is approx. 2km east of the site via the A547; however this runs through Abergelie town centre – via a road which is narrow at points and regularly suffers from congestion.</p> <p>There is also access to the A55 3km west of site via A547, which is less constrained/congested although it does run through residential area of Llanddulas.</p>	<b>Average</b>
<b>Local Road Access</b>	Local road access is via A547 which runs through congested town/residential area of Abergelie to the east of the site, and residential area of Llanddulas to the west.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>There is a bus stop in the centre of the site immediately before the connecting roundabout to the A547. Routes include: 12 (Rhyl – Llandudno); 13 (Prestatyn – Llandudno); 21 (Colwyn Bay – Llandudno via Betws yn Rhos); 43 (Llanfair – Pensarn via Abergelie).</p> <p>Footpath connecting the very southern corner of the site to the residential area to the south and east of the site.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by</b>	<p>Few amenities adjacent to the site.</p> <p>Ty Cariad Dementia Care Centre to the northeast of the site.</p>	<b>Good</b>

CRITERIA	COMMENT	RATING
current/future occupiers and neighbouring areas)	<p>Abergele Golf Club to the south of the site with an access road to the southeast ~ 0.8km along the A547. The road also provides access to Manorafon Farm Park.</p> <p>The site is connected to a large new housing development to the north, with residential areas also to east separated from the site with trees.</p> <p>Overall, none of the adjoining uses are incompatible with the site's range of uses.</p>	
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Flat site; no restrictions to natural light; flood mapping from Natural Resources Wales indicates that certain sections of the site are at low risk of flooding from surface Water and Small Watercourses.</p> <p>There is a high risk of flooding from surface water both immediately to the north of the site and along the A547 close to the roundabout in both directions.</p>	Good
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	<p>The developable land is on the market with advertising boards displayed – no barriers to development.</p>	Very Good
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>This is a modern and well-maintained business park to the north west of Abergele. It features several modern office buildings as well as a health clinic and pharmacy. The business park has some vacant buildings as well as land available for further development. Access is via relatively congested roads but acceptable for local workers and non-HGVs.</p>	Good
<b>Employment Role</b> (indigenous or sub-regional)	<p>Indigenous, with some national operators in non B-uses on site.</p>	
<b>Opportunities to expand / improve site</b>	<p>Within the current site boundary there is around 0.4 ha of land available for further development, 0.2 ha of which is a distinct parcel which has been levelled and left unplanted for future development.</p> <p>The site boundary should be expanded to include the Cartrefi Conwy offices, Dementia Care Centre and development land. This would increase the site area to</p>	

CRITERIA	COMMENT	RATING
	<p>around 5.8ha and increase the developable land within the boundary to around 0.9 ha.</p> <p>The site is modern and well maintained. There is no room for further expansion once the boundary has been extended.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with RLDP policy on safeguarding employment land.</b></p> <p>Extend boundary up to Dementia Care facility to the north.</p>	

### Site Summary

This is a modern and well-maintained business park to the northwest of Abergele. It features several modern office buildings as well as a health clinic and pharmacy. The park also has several other health operators and a Dementia Care clinic outside the northern boundary.

The business park has some vacant buildings as well as land available for further development. Access is via relatively congested roads but OK for local workers and non-HGVs.

There is a new housing estate to the north of the site which shares access with the business park. The site can draw from a large pool of local labour, adjoining the wider residential area of Abergele.

Overall, the site is proving successful as a health cluster as well as offering modern office space of a type which is in relatively short supply in this part of Conwy. It is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land, with the boundary potentially extended north-eastwards.

**Site Name: Abergele, Peel Street**



**Gross Site Area – 1.12 ha**

**Estimated Net Developable Area – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	The site comprises the existing Abergele Peel Street Estate, which contains a range of D2, B1, B2, B8 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	0/47182 - Proposed change of use of building from an industrial building into a gymnasium (use class D2) – approved 03/20  0/43115 - Change of use for Buildings A2 and A3 of Building 1 Peel Street to use class B2. Both buildings will be used for the manufacture and storage of goods. (Retrospective) – approved 08/16	
<b>Current Use and Land Type</b>	B1(c), B2 and B8 industrial and trade counter use Sui generis sale of motor vehicles D2 gymnasium	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current Occupants include: - Abergele Gym and Fitness Centre, D2 – 358 sq. m - GWP Electrical, B1/A1	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Euro Car Parts Abergele, B8/A1 – 822 sq. m</li> <li>- Woods Motorcycles, Sui Generis – 924 sq. m</li> <li>- Abergele Building Supplies, B2/A1 – 264 sq. m</li> <li>- Designer Decking, B2/A1 – 315 sq. m</li> </ul> <p>North Wales Plastics, B2 – 358 sq. m</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	The site is predominantly B8 storage and trade counter use, with minor B1(c)/B2 use. Gymnasium and motorcycle sales non-B-Class use.	
<b>Strategic Road Access</b>	<p>Strategic road access is via A55 approx. 0.7km from the site which is accessed from Peel Street and Faenol avenue, both of which run through residential areas although are relatively unconstrained and free of congestion.</p> <p>The A547 lies 250 m south of the site at Abergele town centre and the A548 approx. 1km north of the site.</p>	Good
<b>Local Road Access</b>	The A547 lies 250 m south of the site at Abergele town centre and the A548 approx. 1km north of the site.	Good
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>There are bus stations c.0.2km east of the site on the A548 in both directions. Routes include: 12 (Rhyl – Llandudno); 43 (Llanfair - Pensarn via Abergele, Belgrano);</p> <p>Abergele and Pensarn train station is c.1.3km north of the site, accessible via the A548</p>	Very Good
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>A large residential area lies to the north and east of the site with dwellings opposite the site entrance. There are also dwellings to the west of the site and a residential care home to the southwest.</p> <p>Immediately south of the site is a brook, green area, PRoW and beyond this Abergele Leisure Centre.</p> <p>West of the site is Abergele bowling club, Sunshine House – a Chinese Takeaway, The Castle pub.</p>	Poor
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access;	Flat site with no obstructions to natural light; Natural Resources Wales flood mapping indicates the north-eastern and southwestern corners of the site are at low risk of flooding from the brook adjacent to the south.	Good

CRITERIA	COMMENT	RATING
roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None - site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a relatively small industrial estate with a mix of brick and steel buildings and light industrial buildings. The site has good parking for all buildings and has a surrounding security fence. No obvious lighting on site. Parts of the site perimeter are overgrown but otherwise site is well maintained. There is also a builders yard operation to the west of the site with its own access.  The site is constrained in all directions and has residential dwellings opposite site entrance. Despite residential surroundings access to A55 is good, avoiding congested main roads.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	
<b>Opportunities to expand / improve site</b>	Site is fully developed and constrained on all sides. No room for future expansion.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b>  <b>No pressing need to upgrade site or amend site boundaries, as such <b>may not need to be retained in the RLDP as an employment improvement area.</b></b>	

## Site Summary

This is a small industrial estate just beyond Abergele Town Centre. The largest building on the site is occupied by a motorcycle showroom and parts supplier, and most other

buildings are occupied by B8 storage and trade counter uses, as well as a gymnasium. There is also a separate builder's yard operation within the site boundary.

The site is located within a residential area, although the A55 is only a short distance away down a quiet road.

The estate contains indigenous occupiers and serves an important local need within Abergel. The site should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land but may not need to be retained in the RLDP as an employment improvement area.

**Site Name: Abergele, Pensarn Trading Estate**



**Gross Site Area – 4.42 ha**

**Estimated Net Developable Area – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"><li>• Location with regards to existing employment areas and other sites</li><li>• How the site fits into the overall portfolio</li></ul>	The site comprises the existing Pensarn Trading Estate to the north of Abergele, which contains a range of A1, D2, B1, B2 and B8 uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	0/49689 – Continued use of land for siting of storage containers – approved with conditions 04/22  0/47041 – Demolition of part industrial building and offices. Construction of new industrial building, office, and parking – approved with conditions 04/20 – not underway	
<b>Current Use and Land Type</b>	Mix of A1, D2, B1c, B2 and B8 industrial uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Currently occupied by: <ul style="list-style-type: none"><li>- JRS Mechanical Services Ltd, engineer, B2 – 316 sq. m</li><li>- Glyn Lloyd &amp; Sons Plant Sales, Sui Generis – 427 sq. m</li><li>- Chic Décor Interiors Abergele, A1 – 379 sq. m</li><li>- Williamson Technical Services Ltd, B1 – 122 sq. m</li></ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Coastal Carpets, B8/A1 – 523 sq. m</li> <li>- Davies Bros, roofing supply shop, B2 – 792 sq. m</li> <li>- Pilgrim Fitness, D2 – 249 sq. m</li> <li>- Abbeyford Leisure caravans, Sui Generis – 144 sq. m</li> <li>- Abergele Community Action Ltd, foodbank, Sui Generis</li> <li>- The Original Factory Shop, discount shop, A1 – 1,510 sq. m</li> <li>- KHS Mechanical Ltd, corporate office, B1</li> <li>- Alwyn Service and Repairs, vehicle repair shop, B2 – 59 sq. m</li> </ul> <p>Approx. 0.4 ha of the site is currently used for the storage of shipping containers.</p>	
<b>Recent Completions on site / pipeline development</b>	None – permission for new building (047041) not yet underway	
<b>Mix of B Class Uses</b>	<p>Pilgrim Fitness – D1 use  The Original Factory Shop – A1 use</p> <p>The Original Factory Shop (use class A1) is the largest building situated in the middle of the site. With the associated parking this use accounts for c.0.5 ha of the site area.</p>	
<b>Strategic Road Access</b>	Southern section of the site is directly adjacent to the A548.	<b>Very Good</b>
<b>Local Road Access</b>	<p>Residential dwellings to the south are separated by the A548. The caravan parks northeast of the site, whilst proximate, are not accessed through the site and so pose few congestion issues.</p> <p>Two access roads from the A548 roundabout separate access to the east and west sides of the site however drivers cannot visit the other side of the site without use of the roundabout. This may create excess traffic pressure on the roundabout.</p> <p>There is also a connecting road through the site to Traeth Pensarn beach which may add to congestion pressures.</p>	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including</b>	Abergele & Pensarn train station is located towards the north of the site, and the station car park sits at the very heart of the Estate.	<b>Very Good</b>

CRITERIA	COMMENT	RATING
public transport / cycling / walking accessibility)	<p>Several bus stops in both directions are located along the A548 in the south of the site.</p> <p>Routes include: 21 (Colwyn Bay – Llandudno via Betws yn Rhos); 43 (Llanfair – Pensarn via Abergele); 12/X12 (Rhyl – Llandudno).</p>	
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>To the north of the site is Traeth Pensarn beach with car parking. The area also includes:</p> <ul style="list-style-type: none"> <li>- The Beach Café</li> <li>- Pensarn Pleasure Beach Amusement</li> <li>- Castle Cove Caravan Park</li> <li>- Pantri Bach Café &amp; Gift Shop</li> <li>- Pensarn Promenade Play Area</li> <li>- Surfside Crazy Golf</li> <li>- The Bag Shack</li> </ul> <p>The beach and above uses are separated by a rail line.</p> <p>There are various amenities to the southeast of the site along the A548 including:</p> <ul style="list-style-type: none"> <li>- The Yacht, pub</li> <li>- Symbols Embroidery shop</li> <li>- Pensarn Tackle &amp; Bait, fishing shop</li> <li>- Arc Communities, charity shop</li> <li>- Fish and Chip shops</li> <li>- The Cutting Station, Barber shop</li> <li>- Pensarn Family Church</li> </ul> <p>The eastern /south-eastern parts of the site directly adjoin residential properties and a caravan park.</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Flat site; no obstruction to natural light; flood mapping from Natural Resources Wales indicates that a portion of the western side of the site is at low risk of flooding from the river to west. Much of the residential land to the south of the site is also at low risk of river flooding. The risk gradually increases upon approach to the river in the south.</p>	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	<p>A small c.0.2 ha area previously used for storage is now empty and used for infrequent car parking. This area could be developed for a small building. Similarly, if the c.0.4 ha</p>	<b>Average</b>

CRITERIA	COMMENT	RATING
	area used for storage containers is cleared there is potential for further more intensive development.	
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Relatively old brick and steel light industrial buildings / workshops. On-street lighting, secure fencing around the buildings, no graffiti.</p> <p>Lacks prominence. Estate feels somewhat outdated with rough hard surfacing in places broken up by weeds. Site is overgrown around edges, with rusty fencing and refuse in some areas.</p> <p>Access to eastern buildings only via Original Factory Shop retail car park. No room for further expansion.</p> <p>Demand relatively limited for small industrial buildings in this part of the County Borough.</p>	<b>Poor</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies.	
<b>Opportunities to expand / improve site</b>	<p>New units could be added if needed for shipping container storage changes. No room for expansion.</p> <p>It is included in Policy EMP/5 and would benefit from environmental improvements.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p>No need to amend site boundaries.</p> <p><b>As noted above, it is suggested that the site be retained in the RLDP as an employment improvement area earmarked for further environmental improvements.</b></p>	

### Site Summary

This site lies north of Abergel and is a fairly narrow and long site sitting between the rail line and the A458/A55. The site feels a little outdated and lacks kerb appeal, with areas featuring rusty fencing, refuse and rough hardstanding ground broken by weeds.

However, the site's strategic road access is very good, with the site leading directly onto the A458 and A55 access around 500m away.

Abergele Pensarn Train station immediately adjoins the northern boundary of the site with the station building and car park in the centre of it. The site also features a c.1,500 sq. m Original Factory Shop retail unit with associated parking, which splits the site into an eastern and western side. The eastern side is small but constrained by residential and holiday park uses immediately adjacent. Access to this part of the site is only achievable via the retail car park.

Nevertheless, there are no obvious vacancies on the site with local light industrial/general industrial businesses occupying the workshop units. It is therefore performing an important local function and should retain its Policy EMP/4 protection and be earmarked for environmental improvements through EMP/5.

There are no opportunities for expansion and given the uses surrounding the site the boundaries should remain unchanged.

## Site Name: Abergele, Threeways Garage



**Gross Site Area – 2.15 ha**

**Estimated Net Developable Area – 0.17 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	The site comprises the existing Threeways Garage estate which contains a range of B2 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/48989 - Proposed workshop, customer reception, offices and storage space – approved with conditions 11/2021	
<b>Current Use and Land Type</b>	Sui Generis uses include several car showrooms, a caravan and campervan sales/hire centre, a petrol station and shop, a car wash, and an MOT centre.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupants include: <ul style="list-style-type: none"> <li>- Threeways Motorhomes, Sui Generis – 287 sq. m</li> <li>- Shell petrol garage, Sui Generis – 328 sq. m</li> <li>- Suzuki, Sui Generis</li> <li>- Threeways Garage, B2 – 2,009 sq. m</li> <li>- Hyundai at Threeways Garage Limited, Sui Generis</li> <li>- Threeways Karcher Valet Centre, Sui Generis</li> </ul>	

CRITERIA	COMMENT	RATING
<b>Recent Completions on site / pipeline development</b>	Planning approved with conditions for new workshop in November 2021 – no conditions discharged as of 08/2022.	
<b>Mix of B Class Uses</b>	Whilst most uses are Sui Generis, the car showrooms offer vehicle servicing and repairs and so incorporate some B-class uses.	
<b>Strategic Road Access</b>	A55 junction 24 is 100m from site boundary.	<b>Very Good</b>
<b>Local Road Access</b>	<p>The site has direct access from the A457.</p> <p>There are also several access points to the residential area to the west of the site along the A547.</p>	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Closest public transport service to site are two bus stops: one to the northwest (~0.3km) and to the southwest (~0.4km).</p> <p>Routes from the north-western stop include: 43 (Llanfair – Pensam via Abergale).</p> <p>Routes from the south-western stop include: 13 (Prestatyn – Llandudno);</p> <p>Abergale &amp; Pensam train station is ~1.5km northeast of the site.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>The site is bound by the A55 to the north, the a457 to the east and south, and by a residential area and playing fields to the west.</p> <p>The southwest corner of the site borders a group of residential dwellings.</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Flat site; flood mapping from Natural Resource Wales indicates that the north-eastern section of the site is at low risk of flooding from the river to the north of the site.</p> <p>Parts of the southern portion of the site, along with the southern access point the A547, are at low risk of flooding from surface water and small watercourses.</p>	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	Whilst some areas could be further developed it would be dependent on land ownership constraints and the needs of existing operators. There is around 0.17 ha currently used for informal parking / vacant land to the south west of the site, with some further land capable of accommodating a further 0.05 ha fronting the road that is outwith the site boundary but which could also be included.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc).	This is a large site used primarily for car showrooms and associated vehicle storage. It benefits from excellent access to the strategic road network and proximity to Abergele Town Centre. There are currently no vacant buildings on the site and there is some potential for further development dependent on the rationalisation of existing storage space by existing occupiers.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies.	
<b>Opportunities to expand / improve site</b>	Large areas of the site are used for vehicle or caravan storage, with other areas used for infrequent/spill over vehicle storage. These areas could be explored for further development.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment uses in line with the RLDP policy on safeguarding employment land.</b></p> <p>The southwest corner of the site boundary is irregularly shaped and does not match the true extent of the site. <b>The site boundary should be amended to include this 0.05 ha area.</b></p>	

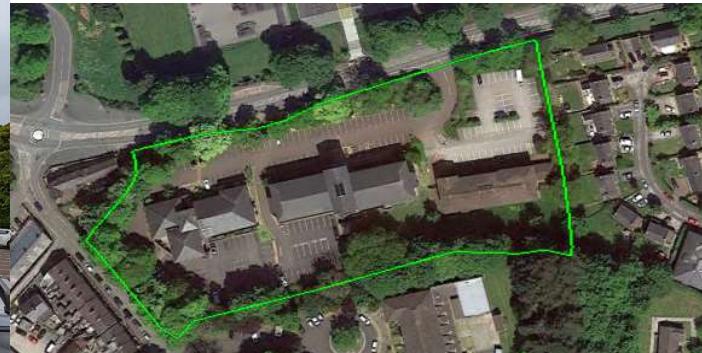
## Site Summary

This is a large site used primarily for car showrooms and associated vehicle storage. It benefits from excellent access to the strategic road network, its own petrol station and shop, as well as proximity to Abergele Town Centre. There are currently no vacant buildings on the site and there is the potential for further development dependent on the need for storage space by existing occupiers.

The site supports local employment, is performing an important local function.

The southwest corner of the site boundary is irregularly shaped and does not match the extent of the site. This should be amended to follow the site perimeter. The estimated net developable area is around 0.17 ha, but could increase to 0.22 ha if the additional land is included within the site boundary to the south-west.

## Site Name: Colwyn Bay Llys Eirias Offices



**Gross Site Area – 1.37 ha**

**Estimated Net Developable Area – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	The site comprises the existing Llys Eirias Offices, which feature B1 office use.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/31868 Erection of Offices – 05/06	
<b>Current Use and Land Type</b>	B1 office use	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current occupants include (All B1 use):</p> <ul style="list-style-type: none"> <li>- Work Panel - 652 sq. m</li> <li>- Royal Bank of Scotland - 554.15 sq. m</li> <li>- Rollinson Smith &amp; Company - 554.15 sq. m</li> <li>- Jennings Building and Civil Engineering Ltd - 163.07 sq. m</li> <li>- GwE, North Wales school improvement services - 554.15 sq. m</li> </ul> <p>Daily Post – 554 sq. m</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	

CRITERIA	COMMENT	RATING
<b>Mix of B Class Uses</b>	100% B1 office use	
<b>Strategic Road Access</b>	Immediate access to the A547 from the North of the site.	<b>Very Good</b>
<b>Local Road Access</b>	There are significant residential areas to the south, east and west of the site accessible from local roads via the A547.	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Eirias Park Car Park immediately north.</p> <p>Roughly equidistant (1km) from Colwyn Bay and Old Colwyn centres, both offering amenities.</p> <p>1.3km from Colwyn Bay train station.</p> <p>Large residential areas to south, east and west.</p> <p>Bus stop in both directions on the A547 – routes 12 (Rhyl – Llandudno); X12 (Rhyl-Llandudno); 13 (Prestatyn – Llandudno); 14 (Llysfaen – Conwy); 15 (Llysfaen – Conwy); 23 (Old Colwyn circular); 27 (Old Colwyn – Conwy); 21 Colwyn Bay- Llandudno via Betws yn Rhos).</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Immediately south of Stadiwn CSM, Colwyn Leisure Centre and Erias Park, West of Colwyn Bay Fire Station and East of Nant Y Groes nature Reserve.</p> <p>Residential dwellings to the south, east and west. No incompatible adjoining uses given B1 use of the site.</p>	<b>Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site: small hill (10 metres) to the south of the site. Flood mapping from Natural Resources Wales indicates that whilst the site itself is not at risk of flooding, the eastern border is at medium to high risk of flooding from surface water and smaller watercourses.	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None. No vacant land available for development.	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	Three modern buildings (c.2006) that appear well maintained. Good quantity of on-site parking. Site is contained by a line of trees and a stone wall bordering the north and west sides of the site. The southern section of the site is bordered by a modest hill. Access road and adjoining road are in good condition and there is no graffiti. Entry and exit barriers to the eastern section of the site but not for the central or western premises. The site is attractive for office use due to its location and a general lack of modern office offer in Conwy.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous and sub-regional companies</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion. Signage to the site could be improved.	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b>	

## Site Summary

This is a moderately-sized office park consisting of three buildings and ample parking. The site is in a good location on the A547 and around 1km from both Colwyn Bay and Old Colwyn town centres, both of which offer a range of amenities. The site is well maintained.

The site is occupied by both indigenous and sub-regional firms and no vacant buildings were apparent during the site visit. The site is attractive for office use due to its location and a general lack of modern office offer in Conwy. **The site performs an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land**

**Site Name: Conwy, Former Fisheries Research Site**



**GROSS SITE AREA – 0.68 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Riverside Business Park, which includes B1 and A2 office uses, plus minor B8 storage.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	<p>0/45573 - First floor extension to provide additional office space – approved with conditions 09/18</p> <p>0/41247 - Alterations and change of use of existing storage buildings to form offices (B1 Use Class) and storage (B8 Use Class) – approved with conditions 11/14</p> <p>0/40119 - Extensions, alterations and change of use from tank structure to form offices (B1 use) and storage – approved with conditions 09/13</p>	
<b>Current Use and Land Type</b>	B1 office use with partial B8 storage use	

CRITERIA	COMMENT	RATING
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current Occupiers include: <ul style="list-style-type: none"> <li>- Conwy Motorhome Hire (office), B1</li> <li>- Saer Architects, B1</li> <li>- Lanyon Bowdler Solicitors, B1/A2</li> <li>- Elixir Agency, web designer, B1</li> <li>- ClearHire Recruitment, B1</li> </ul> FC Geomatics Limited, B1	
<b>Recent Completions on site / pipeline development</b>	<b>N/A</b>	
<b>Mix of B Class Uses</b>	The site is predominantly B1 office use with some B8 use. No non-B-class use present.	
<b>Strategic Road Access</b>	Strategic road access is highly constrained. The B5106 can be accessed by the narrow Beneath Road. Access to the A547 requires passing through a single-track arch.	<b>Poor</b>
<b>Local Road Access</b>	There are residential areas starting around 300m from the site accessed via the B5106 running southwest. Travelling north is via Conwy Town Centre and the A457.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	There are bus stops c.350m west along the B5106 and c.400m north on the A547.  Routes to the west include: 27 (Old Colwyn – Conwy) 19 (Llandudno - Cwm Penmachno via Llanrwst).  Routes to the north include: 14/15 (Llysfaen – Conwy); 27 (Old Colwyn – Conwy); 5/5D (Llandudno - Bangor); A55 (Colwyn – Bangor); 19 (Llandudno - Cwm Penmachno via Llanrwst, Betws-y-Coed); 75 (Llandudno - Llanfairfechan via Conwy)  Conwy train station is located c.500 metres to the northwest. The connecting footpath from the station wraps around the ruins adjacent to the Conwy Town Walls but does not provide through access to the site.	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (Including amenity impacts experienced by	The site is bound by Beneath Road and the River Conwy to the north, and undeveloped greenfield land on all other sides. The nearest residential dwellings are around 300m away from the site.	<b>Very Good</b>

CRITERIA	COMMENT	RATING
current/future occupiers and neighbouring areas)	The nearest amenities are c.400 metres north in Conwy Town Centre, where amenities include cafes, restaurants, pubs, convenience shops etc.	
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Slight slope to the north as the site is adjacent to the River Conwy. Generally, the site has no restrictions to natural lighting; however, the north-eastern part of the site is currently lined by a gathering of tall trees which may restrict natural light in that area.</p> <p>Flood mapping from Natural Resources Wales indicates that only the westernmost section of the site is at high risk of flooding; however, the access road is also at high risk.</p>	Good
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None - site is fully developed with no room for expansion.	Good
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a small business park just outside of Conwy Town which offers small, modern, and flexible office space. The website also boasts of having access to superfast broadband over fibre. The site has dedicated parking and a picturesque setting. Access is relatively constrained but should not be a major issue for those travelling by car. The site is within walking distance of nearby residential areas. Overall, the site should be attractive to local businesses with needs for flexible small office space.	Good
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	<b>Employment Role</b> (indigenous or sub-regional)
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion. No need to upgrade site.	<b>Opportunities to expand / improve site</b>
<b>OVERALL SITE RATING</b>	Good	<b>OVERALL SITE RATING</b>
<b>Recommendation and Potential Future Uses</b> (Should it retain its	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b>	<b>Recommendation and Potential Future Uses</b>

CRITERIA	COMMENT	RATING
safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>No clear need to improve site or amend boundary. It is considered that there is no longer a need to retain site in the RLDP as an employment improvement area under Policy EMP/5.</b></p>	(Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)

## SITE SUMMARY

This former fisheries research site has been effectively converted into a small, modern business park offering flexible office space in a picturesque setting, with views over the river Conwy. The site is occupied by several small businesses and is primarily in B1 office use with partial B8 storage. The site is close to Conwy Town which provides a range of amenities, and despite difficult access provides a pleasant working location. There are no vacancies on the site.

The business park is playing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. The site is in a good environmental state and does not require further Policy protection under EMP/5 as a consequence.

## Site Name: Glan Conwy Cae ffwt Business Park



**GROSS SITE AREA – 1.4 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Cae ffwt Business Park, which includes a range of A1, B1, B2, D2 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	<p>0/48596 - Proposed extension to existing clubhouse at Glan Conwy Football Club – approved with conditions 02/22</p> <p>0/45428 - Erection of timber clubhouse on site of former spectator stand – approved with conditions 08/18</p>	
<b>Current Use and Land Type</b>	B1, B8, D2 and Sui Generis uses.	
<b>Occupier Profile</b>	Current occupants include: <ul style="list-style-type: none"> <li>– Penrhyn Blinds, B2/A1 – 69 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
(Use class and floorspace included where available)	<ul style="list-style-type: none"> <li>– Coast &amp; Country Fireplaces, A1</li> <li>– Platinum Paint &amp; Body Repair, B2</li> <li>– Geovista, Manufacturer, B2 – 148 sq. m</li> <li>– You're Gorgeous, cosmetics, A1</li> <li>– E S C O International, manufacturer, B2 74 sq. m</li> <li>– Glan Conwy Football Club, D2 – 133 sq. m Y Clwb, sports bar, A3</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	<p>The Glan Conwy Football Club clubhouse, small football pitch and caravan sales business are non-B-class use and occupy approx. 0.4ha of the site (29%)</p> <p>There are also some A1 uses and a sports bar (A3).</p>	
<b>Strategic Road Access</b>	Access to the site is directly via the A470.	<b>Very Good</b>
<b>Local Road Access</b>	A470 immediately to the east.	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Whilst the site is not close to any urban centres there are some limited amenities nearby.</p> <p>There is a large residential area to the east and south of the site.</p> <p>Glan Conwy train station borders the south side of the site.</p> <p>Bus stations adjacent to the site on the A470. Routes include: 25 (Eglwysbach – Llandudno); T19 (Blaenau Ffestiniog – Llandudno).</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Residential properties border the eastern side of the A470.</p> <p>To the north of the site is a football field and to the south, Glan Conwy train station. The River Conwy borders the western side of the site.</p> <p>Snowdonia Nurseries and Garden Centre to the north of the site with Olive Tree Coffee Shop onsite.</p> <p>Along the A470 there are several amenities near to the site:</p>	<b>Average / Poor</b>

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>• The Cross Keys, Public House</li> <li>• Oriel Llan, Art gallery</li> <li>• Wok U Like, Takeaway</li> <li>• Church Street Play Area to the southeast</li> <li>• Caffi Llan, Café</li> </ul>	
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site with no lighting obstruction. Mapping from Natural Resources Wales indicates the southern portion of the site has a low risk of flooding from the sea increasing to a high risk towards the north of the site.	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None – site is fully developed.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This business park has a small number of brick/steel light industrial buildings built circa 1997. The site is well maintained, has ample parking, and has direct access to a strategic road. Local amenities are a benefit. There are no vacancies apparent on the site.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	<b>Employment Role</b> (indigenous or sub-regional)
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion.	<b>Opportunities to expand / improve site</b>
<b>OVERALL SITE RATING</b>	<b>Good</b>	<b>OVERALL SITE RATING</b>
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b>	<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded

CRITERIA	COMMENT	RATING
Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Amend boundary to exclude football club and pitch.</b> This would reduce the site area to approx. 1.2 ha gross.	/improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)

## SITE SUMMARY

This is a small business park outside of Conwy, offering a small number of light industrial buildings-built c.1997. The site is well maintained and benefits from ample parking, local amenities and direct strategic road access. There are no apparent vacancies on site. As such, the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

It is further recommended that the site boundary be amended to exclude the football club and small pitch as this constitutes a distinct parcel of non-B-Class use.

**Site Name: Conwy Morfa Business Park, Conwy**



**GROSS SITE AREA – 14.67 ha**  
**ESTIMATED NET DEVELOPABLE AREA 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Conwy Morfa Business Park, which contains a range of A1, D2, B1, B2 and B8 uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/44795 - Light Industrial Park consisting of a range of industrial buildings, site access, drainage infrastructure and other ancillary elements including landscaping (Outline) – approved with conditions 01/18 – <b>outside current boundary to the east.</b>	
<b>Current Use and Land Type</b>	Mix of D2, and B1c/B2/B8 industrial & trade counter uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Western side of site: <ul style="list-style-type: none"> <li>Commercial Vehicle Repairs, B2 – 500 sq. m</li> <li>Roland Young Ltd, trucking company, B8 – 500 sq. m</li> <li>North Wales traffic management centre, gov. office, B1/B8 – 353 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Conwy Fencing, B2 – 352 sq. m</li> <li>- Conwy Artificial Grass, A1</li> <li>- Rendtek Ltd, Plasterer, B1</li> <li>- GAP Electrical &amp; Mechanical Services Ltd, B1/B2 – 142 sq. m</li> <li>- Flogas Conwy, gas company, B2 – 106 sq. m</li> <li>- Morfa Garage, vehicle repairs, B2 – 73 sq. m</li> <li>- Chemsol Cymru Lrd, water treatment equipment supplier, A1 – 627 sq. m</li> <li>- The Traditional Welsh Sausage Company, food producer, B2 – 499 sq. m</li> <li>- Custom Pedal Boards, manufacturer, B2 – 73 sq. m</li> <li>- JP Engineering Metalworks Ltd, B2</li> <li>- Selwood, plant and machinery hire, B8/A1 – 366 sq. m</li> </ul> <p>Eastern side of site:</p> <ul style="list-style-type: none"> <li>- Synlab Analytics, laboratory, B1</li> <li>- Y Morfa Venue, events venue, D2</li> <li>- Amberon Anglesey – 343 sq. m</li> <li>- Co-ordinated Surveys, chartered surveyor, B1/A2</li> <li>- NWT Direct, bathroom supply Shop, A1 – 617 sq. m</li> <li>- SGS Building Kingdom, B2, B1 service</li> <li>- CRL Group, contractor, B1/B2</li> <li>- Griffiths Peter T, builder, B1/B2 – 1,348 sq. m</li> <li>- Herbal and Health, corporate office, B1</li> <li>- Celtic Herbal, manufacturer, B2</li> <li>- Petremedies.co.uk, A1</li> <li>- PetroStrat, oil and gas exploration service, B2 – 1,297 sq. m</li> <li>- Future Geoscience, corporate office, B1</li> <li>- Conwy Borough Football Club at Y Morfa Stadium, D2 – 356 sq. m</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	Five buildings permitted under 0/44795 have been constructed totalling 3,000 sq. m <b>outside the current boundary</b> . The largest of these is 1,000 sq. m in size and is occupied by a tool and equipment hire company. An access road for further buildings has also been put in place.	

CRITERIA	COMMENT	RATING
<b>Mix of B Class Uses</b>	The site is predominantly occupied by B-class uses, although the current site boundary includes Conwy Borough Football Club (use class D2).	
<b>Strategic Road Access</b>	<p>The A547 passes through the middle of the site and provides access to both the eastern and western sides of the site.</p> <p>The site is also adjacent to the A55 with the A547 providing an immediate connection.</p>	<b>Very Good</b>
<b>Local Road Access</b>	The A547 runs through the site and provides access to nearby residential areas. Penmaen Road also leads directly out of the site into a residential area. Nearby roads are relatively unconstrained.	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>A rail line runs through the southern section of the site; however the nearest stop, Conwy, is c.2km to the east.</p> <p>There are bus stops immediately north (c.100 meters) and south (~150 meters) of the A55, along the A547.</p> <p>Routes include: 5/5D (Llandudno – Bangor); A55 (Colwyn Bay – Bangor); 75 (Llandudno – Llanfairfechan via Conwy).</p>	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>The A55 separates the site from a Caravan holiday park to the northwest. The eastern side of the site borders residential dwellings and is also adjacent to Springfield Day Nursery.</p> <p>To the southeast of the site is Bryn Morfa Holiday Park which is also accessed via the A547.</p> <p>There is a small residential area next to the eastern boundary of the site, although this is adjacent to the football club.</p> <p>The newly developed parcel to the east which lies outside the current boundary adjoins a park and skatepark.</p>	<b>Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access;	Site is generally flat; flood mapping from Natural Resources Wales indicates that much of the site is not at risk of flooding except for small discrete	<b>Good</b>

CRITERIA	COMMENT	RATING
<p>roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)</p>	<p>parcels that are at low risk of flooding from surface water and small watercourses.</p> <p>In contrast, the land that borders the southern section of the site is at high risk of flooding from surface water and small watercourses.</p> <p>Much of the land to the east of the site is at high risk of flooding from the Sea, although this does not apply to the newly developed parcel of land immediately to the east.</p>	
<p><b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)</p>	<p>Site within current boundary is fully developed. Permission is in place for full development of parcel outside current boundary to the east.</p>	<b>Very Good</b>
<p><b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)</p>	<p>Due to its excellent strategic road links the site is likely to be attractive to the market, particularly the proposed buildings on the eastern side of the A457.</p>	<b>Very Good</b>
<p><b>Employment Role</b> (indigenous or sub-regional)</p>	<p>Indigenous companies</p>	
<p><b>Opportunities to expand / improve site</b></p>	<p>Site within current boundary is fully developed. Permission is in place for full development of parcel outside current boundary.</p>	
<p><b>OVERALL SITE RATING</b></p>	<p><b>Good/Very Good</b></p>	
<p><b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)</p>	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p><b>Amend boundary to exclude football club, but to include the parcel to the east.</b></p> <p>This would increase the gross site area to approx. 16.3 ha and bring around <b>1.8 ha of currently undeveloped land</b> within the site boundary.</p>	

## **SITE SUMMARY**

This is a large business park adjoining the A55/A457. The site is split into two halves by the A457 with the western side including older light industrial buildings with B1/B2 uses, whilst the eastern side includes larger modern B1/B1(c) buildings as well as County Borough Football Club. New buildings are being developed on a parcel of land to the east of the site boundary. Despite some flood risk, the site remains an attractive location.

The site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. It is further recommended that the site boundary be amended to exclude the football club and include the newly developed parcel to the east, increasing the net developable area.

**Site Name: Kinmel Bay, Cader Avenue**



**GROSS SITE AREA – 1.89 ha**  
**ESTIMATED NET DEVELOPABLE AREA 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Cader Avenue industrial estate which includes B2/B8/A1 use as well as several currently vacant buildings.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	<p>0/48831 - Proposed change of use from B1/B8 mixed use buildings to D2 – refused 08/21</p> <p>047588 - Demolition of outbuildings to the northern boundary, currently deemed of unlawful use and the erection of sand/aggregate bays Demolition of 3730m<sup>2</sup> of B8 and B1 floor space to form yard and hardstanding ancillary to the use of a builder's merchants. Subdivision and change of use of 2660m<sup>2</sup> floor space of B1 usage to mixed B1/B8 to form 6 smaller lettable buildings. Installation of rooflights for additional daylight within these buildings Change of use of the remaining 3,380m<sup>2</sup> B1 use to form 680m<sup>2</sup> of trade counter (B8) and</p>	

CRITERIA	COMMENT	RATING
	<p>2700m2 of builders' merchants (sui generis). Installation of circa 450m2 of solar panels to southern elevation and the installation of rooflights for additional daylight Retain 572m2 of office space (over two floors), remaining as B1 use – approved with conditions 08/20</p> <p>0/45968 - Certificate of Lawfulness for existing use of Building A for B8, Building B for B8, Building C for use class B1/B2 / B8 and Building D for B1/B8 use. Replacement of existing roof – split decision with conditions 02/19</p> <p>0/45493 - Certificate of lawfulness for the proposed demolition of part of building, subdivision to self-contained buildings, creation of means of access to a highway, creation of access way and change of use from class B2 to class B1 – split decision with conditions 08/18</p>	
<b>Current Use and Land Type</b>	B1/B8	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current occupiers include:</p> <ul style="list-style-type: none"> <li>- C.L. Jones Ltd, building materials supplier, B2/B8/A1</li> </ul> <p>St David's Commercial lists 6 of the new buildings as for let, with three under offer as of 08/22:</p> <p>BUILDING 1 – 5227 square feet -Available</p> <p>BUILDING 2 – 5227 square feet - UNDER OFFER</p> <p>BUILDING 3 – 4900 square feet - Available</p> <p>BUILDING 4 – 4200 square feet - Available</p> <p>BUILDING 5 – 4900 square feet - UNDER OFFER</p> <p>BUILDING 6 – 4900 square feet - UNDER OFFER</p> <p>Buildings are available at £4.50 per sq. ft + VAT.</p>	
<b>Recent Completions on site / pipeline development</b>	The site has recently been fully redeveloped and modernised, with the roofs and walls of the existing structures being replaced to form individual	

CRITERIA	COMMENT	RATING
	buildings as well as a builder's yard, new surfacing, parking, and electronic vehicle chargers.	
<b>Mix of B Class Uses</b>	Only current occupier is a builder's merchants (B8 use).	
<b>Strategic Road Access</b>	Site is not adjacent to a strategic road; however, it is accessed from the east via St Asaph Avenue. The A548 is c.0.5km north via St Asaph Avenue.	<b>Good</b>
<b>Local Road Access</b>	The site is accessed from the east via St Asaph Avenue, a relatively unconstrained road leading north to the A458 and south towards the A55. St Asaph provides access to surrounding residential areas and Kinmel bay to the North.	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>There are residential areas to the west, south and east.</p> <p>Bus stop to the southwestern corner of the site along Cader Avenue. Routes head East along Cader Avenue and include: 45 (Rhyl – Ysbyty Glan Clwyd).</p> <p>The centre of Kinmel Bay is approx. 500m from the site and offers amenities such as cafes and an Asda superstore.</p> <p>The site is walkable from residential areas in Kinmel Bay and has very good local road access with dedicated parking.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses (Including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	<p>The site is bound by residential uses to the west and south, and St Asaph Avenue to the east.</p> <p>There is a smaller industrial site between the north of the site and the railway. Current occupants include:</p> <ul style="list-style-type: none"> <li>- The Tilery Garage</li> <li>- JBDairies</li> <li>- The WORKSHOP</li> <li>- Buildinged by Spirit Paranormal Investigators, events planning service</li> <li>- Beeson Bros, car body shop</li> <li>- Inside and out, Garden service</li> </ul> <p>Harry's Newsagents ~ 500m south of the site.</p>	<b>Poor</b>

CRITERIA	COMMENT	RATING
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site; flood mapping from Natural Resources Wales indicates that the whole site is at low risk of flooding from the sea. Furthermore, the perimeter of the existing warehouse is at low risk of flooding from surface water and small watercourses.	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None - site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a newly modernised site offering individual modern industrial buildings in a location with good strategic and local road access, plus parking and electronic vehicle chargers. Three of the six vacant buildings are under offer with the rest available at £4.50 per sq. ft.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room for expansion. Site has recently been fully upgraded with no further need for improvement.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p>No need to upgrade site or amend site boundaries following recent investment. <b>Consider removing status as a designated employment improvement area as part of the RLDP EMP/5.</b></p>	

## **SITE SUMMARY**

This is a small industrial estate that has recently been extensively modernised and redeveloped with new industrial buildings, surfacing, parking, fencing, and lighting. One building is occupied by a builder's merchants whilst three of the six remaining vacant buildings are currently under offer.

The site benefits from good strategic and local road access as well as being within walking distance of Kinmel Bay and an Asda superstore. Whilst uses on the site are constrained by nearby residential uses the site remains an attractive proposition with very limited alternatives available in the local market elsewhere.

As such, the site should be retained and protected for employment use in line with the RLDP Policy EMP/4 on safeguarding employment land. There are no opportunities for expansion and given the uses surrounding the site the boundaries should remain unchanged. As the site has been upgraded to modern standards it should no longer be retained in the RLDP as an employment improvement area under Policy EMP/5.

**Site Name: Kinmel Bay, Tir Llwyd Business Park**



**GROSS SITE AREA – 35.72 ha**

**ESTIMATED NET DEVELOP[ABLE AREA – 30 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"><li>Location with regards to existing employment areas and other sites</li><li>How the site fits into the overall portfolio</li></ul>	The site comprises the existing Tir Llwyd Business Park, which contains a range of A1, B1, B2 and B8 uses, as well as large parcels of undeveloped land.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	<p>0/49580 - Proposed warehouse for storage and distribution of wines, spirits, beers, and soft drinks. Included in the warehouse are offices, off-licence and services – Approved with Conditions. 04/22</p> <p>0/47596 - Construction and operation of two B8 warehousing buildings (in two phases) with ancillary office space, including preparatory earthworks, hardstanding, and associated infrastructure – approved with conditions 08/20.</p> <p>0/43536 - Erection of a part office, part storage and distribution building (Use Class B1 and B8) with ancillary car cleaning facilities and associated works</p>	

CRITERIA	COMMENT	RATING
	<p>including car parking and landscaping. – approved with conditions 12/16.</p> <p>0/35651 - Erection of 8 no. two storey commercial buildings (Classes B1, B2 &amp; B8) in groupings of two and three – approved with conditions 01/09.</p>	
<b>Current Use and Land Type</b>	Mix of A1, B1c, B2 industrial uses and B8 storage/distribution/trade counter uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current occupiers include:</p> <ul style="list-style-type: none"> <li>• DPD Abergele Depot, B8 – 5,682 sq. m</li> <li>• Motor Parts Direct, Rhyl, A1</li> <li>• Prism Medical UK, medical supply store, A1 – 3,233 sq. m</li> <li>• Mark Pike Auto Repairs, B2 – 147 sq. m</li> <li>• Foulds Moulds LTD, fibreglass repair service, B2</li> <li>• Northwest Biomass, firwood supplier, B2/A1 – 3,231 sq. m</li> <li>• TT Drainage &amp; Plumbing Services, B2</li> </ul> <p>There are no vacant buildings presently.</p> <p>It is understood that some of the undeveloped parts of the site are used infrequently by television and film production companies for temporary accommodation and as a shooting location.</p>	
<b>Recent Completions on site / pipeline development</b>	<p>A single industrial building has been completed since 2019 under permission 0/35651. This building is occupied by Motor Parts Direct. This permission includes additional buildings which are yet to be constructed.</p> <p>Permissions 0/43536, 0/47597 have not been progressed but would add additional B1 and B8 buildings to the site.</p>	
<b>Mix of B Class Uses</b>	Site is predominantly in B-class use aside from some smaller A1 uses.	
<b>Strategic Road Access</b>	The site is not adjacent to any designated major road; however, it is accessed from the east via St Asaph Avenue. The A548 is ~ 1.5km north via St Asaph Avenue.	<b>Average</b>

CRITERIA	COMMENT	RATING
<b>Local Road Access</b>	The site is accessed from the east via St Asaph Avenue, a relatively unconstrained road leading north to the A458 and south towards the A55. St Asaph provides access to surrounding residential areas and Kinmel bay to the North.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>There is one bus stop along St Asaph Avenue heading south. Routes include: 45 (Rhyl - Ysbyty Glan Clwyd via Kinmel Bay); 46 (Rhyl – Ysbyty Glan Clwyd).</p> <p>Site can also be accessed from the south via Quarry Lane footpath.</p>	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>There are residential areas past the flood trench immediately to the north of the site boundary and beyond St Asaph Avenue to the east.</p> <p>The Paddocks Lodge holiday park, is immediately adjacent to the northwest corner of the site, separated by a row of trees.</p> <p>Tir Llwyd Industrial Estate is located to the south of the site, occupied by business including:</p> <ul style="list-style-type: none"> <li>• Deakin Electrical</li> <li>• Eurocell Rhyl</li> <li>• Russel Jones Kitchens &amp; Bedrooms</li> <li>• Tonys Doyles Quality Meats</li> <li>• Paints &amp; Trim, upholstery shop</li> </ul> <p>The southwestern boundary of the site adjoins additional B-class uses and a Sewerage Plant.</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Site is relatively flat; there is a flood defence trench immediately adjacent to the north side of the site that joins the river Clwyd in the east.</p> <p>Flood mapping from Natural Resources Wales indicates that the entire site is at low risk of flooding from the sea.</p> <p>The site has drainage channels throughout, in between the individual development parcels as defined by the road layout. There are rivers on the northern and southernmost boundaries of the site that have a high risk of flooding.</p>	<b>Very Poor</b>

CRITERIA	COMMENT	RATING
	<p>Natural Resources Wales' consultation response to application 0/43536 (the latest to receive approval with conditions) stated that the development platform should be at least 5.1m Above Ordinance Datum (AOD) due to flood risk, with existing site levels ranging from 3.71m to 5.11m AOD. As such, a condition to this effect was attached to the approval. The response also noted that <b>future developments should consider the cumulative effects of land raising on overall flood risk in the area. This may make full development of the site more challenging.</b></p> <p>The site already has access roads constructed throughout with street lighting. Access to these roads is blocked with concrete barriers. Large parts of the site and access roads are overgrown and would need clearing with any new development.</p>	
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	Aside from the flood risk issues highlighted above, the site is predominantly owned by County Borough Council and there are boards marketing development land with B1 – B8 consent, showing various plots from 2.5 acres upwards.	<b>Average</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>This is a very large site which is largely undeveloped. Developable plots have been marked out and access roads put in place. Plots are advertised as having B1 – B8 consent.</p> <p>The site features good local and strategic road access and with new permissions and applications in place has the potential to establish itself as a significant employment site.</p> <p>Flood risk issues require development platforms to be set at a certain level and the cumulative effects of land raising will be considered with future development. This could result in increased construction costs for potential developers/occupiers.</p>	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous and sub-regional/national occupiers	

CRITERIA	COMMENT	RATING
<b>Opportunities to expand / improve site</b>	<p>The site boundary is irregularly shaped in the south-eastern corner, with several B-class operators within the business park but outside the site boundary. The boundary could logically be extended to include these areas, as well as the employment uses on the south side of Quarry Line Path and the water treatment facility to the south-west. Existing access roads through the site will need further investment.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land Policy EMP/4.</b></p> <p><b>Extend site boundary to include B-class uses in southeast corner of site and south of Quarry Line Path.</b> This would increase the size of the site to approx. 41.28 ha, although it would not increase the amount of net undeveloped land, which is estimated to be around 30ha.</p> <p><b>Due to the need for anti-flood measures, flood monitoring and the deterioration of the unused parts of the site and access roads, the Council may wish to consider allocating the site as an employment improvement area under Policy EMP/5.</b></p> <p>Further work may be required by the Council to facilitate a further comprehensive flood mitigation scheme to ensure that the site can be viably developed.</p>	

## SITE SUMMARY

This is a significant employment site which is c.85% undeveloped.

Developable plots have been marked out and access roads put in place. Plots are advertised as having B1 – B8 planning consent. The site benefits from reasonable local and strategic road access and with new permissions and applications in place has the potential to establish itself as a significant employment site in the County Borough context.

The main issue that has constrained the site's delivery to date comprise the flood risk issues. The need for development platforms to be raised may discourage potential

development and the risk may be compounded going forward due to the cumulative effects of land raising without careful mitigation. **Further work may be required by the Council to facilitate a further comprehensive flood mitigation scheme at the site to enable developments to come forward with reduced risk/ costs.**

Despite the flood risk issue, local and national operators are already established on the site including DPD and Prism Medical. There are also permissions in place for smaller B1/B8 buildings and applications continue to be submitted. The site boundary could be expanded to incorporate surrounding B-class uses to the southeast.

**Site Name: Llandudno, Arch Motors**



**GROSS SITE AREA – 1.26 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Arch Motors industrial area, which includes B8 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	0/41049 - Outline proposal for the re-development of a vehicle and metal recycling site to residential use and convenience store – approved with conditions – 09/14	
<b>Current Use and Land Type</b>	The site features B8 and Sui Generis uses, with around half of the site comprising a scrap metal yard.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupiers include: <ul style="list-style-type: none"> <li>- Royal Mail Group, B8 – 2,447 sq. m</li> <li>- Arch Motors, scrap metal dealer, Sui Generis – 48 sq. m (+ yard)</li> </ul>	

CRITERIA	COMMENT	RATING
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	Site uses are roughly 50% B8 and 50% Sui Generis, both with ancillary B1 office.	
<b>Strategic Road Access</b>	Site is not adjacent to a strategic road but is located centrally between the A546 to the west (c.500 metres) and the A470 to the east (c.520 metres).	<b>Good</b>
<b>Local Road Access</b>	Access to the site is to the north along Maesdu Road which has several connecting roads through residential areas. Bodnant Road on the eastern boundary leads through nearby residential areas to the south whilst the A546 and A470 links provide access to other local areas.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>There are bus stops in both directions to the north of the site on Maesdu Road and to the east on Bodnant Road.</p> <p>To the north, routes include: 13 (Prestatyn – Llandudno); 26 (Great Orme circular); 5D (Llandudno – Bangor); 19 (Llandudno – Cwm Penmachno); 75 (Llandudno - Llanfairfechan via Conwy).</p> <p>To the east, routes include: 19 (Llandudno – Cwm Penmachno); 75 (Llandudno - Llanfairfechan via Conwy).</p> <p>Llandudno train station is c.1.1km to the north with connecting bus services available.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Immediately to the north of the site is the John Bright Leisure Centre and John Bright Secondary School. The main pedestrian access to the school and leisure centre is directly opposite the scrap metal yard.</p> <p>There are residential areas along the west and south boundaries with dwellings as close as 15m to the scrap yard area.</p> <p>Beyond Bodnant Road to the east there are some industrial/trade counter buildings as well as Llandudno Rugby Union Club.</p>	<b>Very Poor</b>

CRITERIA	COMMENT	RATING
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>According to flood mapping from Natural Resources Wales, much of the northern and north-western side of the site is at low risk of flooding from the sea.</p> <p>The land to the north and to the east of the site is also at low risk of flooding from the sea.</p> <p>Likely to be a high level of risk of land contamination due to the scrap metal yard on part of the site.</p>	<b>Average</b>
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	<p>The site is fully developed with no room for expansion.</p> <p>The site would require clearing and potential groundworks due to raised hardstanding areas to enable redevelopment. A relocation site for Arch Motors may need to be found. Likely to be land contamination that would require remediation.</p>	<b>Poor</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>The scrap yard use currently present on site conflicts with the surrounding uses, due to the proximity of the site to residential dwellings and the school and leisure centre opposite.</p> <p>If the site continues to be protected for employment use, it would be better suited for B1 use.</p> <p>In the context of the surrounding uses, the proximity to amenities in Llandudno and the good strategic and local road access, the site would be also attractive for residential or mixed-use development, potentially incorporating affordable housing.</p>	<b>Poor</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	
<b>Opportunities to expand / improve site</b>	The visual amenity and use of the site could be improved/changed to be more compatible with adjoining uses.	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	

CRITERIA	COMMENT	RATING
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>The site should be retained in the RLDP as an employment improvement area under Policy EMP/5.</b></p> <p>In the medium/long term the Council may wish to consider whether the existing scrap yard use on the eastern part of the site is compatible with surrounding uses and whether this part of the site is suitable for alternative uses such as residential to come forward.</p>	

## SITE SUMMARY

This is a small employment site which is occupied by a Royal Mail depot and a scrap metal yard.

The site falls within a wider residential area and lies opposite a leisure centre and secondary school.

The scrap yard use currently present on site conflicts with the surrounding uses, due to the proximity of the site to residential dwellings and the school and leisure centre opposite.

If the site continues to be protected for employment use, it may be more suited to B1 use.

In the context of the surrounding uses, the proximity to amenities in Llandudno and the good strategic and local road access, the site would be also attractive for residential or mixed-use development, potentially incorporating affordable housing.

The site is in clear need of improvement to become more appropriate within the surrounding uses and therefore the site should be retained in the RLDP as an employment improvement area.

In the medium/long term it should be considered whether the current scrap yard use is compatible with surrounding uses and whether this site should be allowed to come forward for alternative uses.

**Site Name: Llandudno, Builder Street**



**GROSS SITE AREA – 11.45 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0.41 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Builder Street industrial estate, which contains a range of A1, A3, B1, B2, B8, D1, D2 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	<p>0/48144 - Development of 77 no. dwellings comprising 21 no. houses and 56 no. apartments together with associated external works – approved with conditions 02/21 (adjoins site boundary)</p> <p>0/48096 - Outline approval for 5no Light Industrial Buildings - B1 Class Employment Use – approved with conditions 01/21</p>	

CRITERIA	COMMENT	RATING
	<p>0/47438 - Proposed erection of 2 no. industrial buildings providing 7 no. buildings for B1/B2/B8 use, together with improvements to an existing access and other associated development – approved with conditions 07/20</p> <p>0/45077 - Change of use from B2 Use to B1(light industrial), B2 &amp; B8 Use at Former Biltons garage – approved with conditions 04/18</p> <p>0/43760 - Change of use of industrial building to wholesale and retail fish mongers – approved with conditions 03/17</p>	
<b>Current Use and Land Type</b>	Large industrial site including a range of A1, A3, B1, B2, B8, D1, D2 and sui generis uses. Site also incorporates a football club, coach park and storage land.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current Occupants include:</p> <p>South of site:</p> <ul style="list-style-type: none"> <li>- Brandon Hire Station, Tool rental service, A1 – 662 sq. m</li> <li>- Outside Cheshire, catering food supplier, A3</li> <li>- Murphy and Co Veterinary Practice, Si Generis – 45 sq. m</li> <li>- North Wales Engineering Solutions Thomas Ltd, B2 - 403 sq. m</li> <li>- Llandudno Garage, vehicle repair shop, B2</li> <li>- AT-O-MA Chemicals, chemical wholesaler, A1</li> <li>- David Williams Fabrications, B2</li> <li>- Outside, catering supplier, A3</li> <li>- M&amp;S Automotive Ltd, A1 – 230 sq. m</li> <li>- Tatws Trading, fruit and veg wholesaler, A1 – 532 sq. m</li> <li>- Toolstation Llandudno, A1 – 532 sq. m</li> </ul> <p>North of site</p> <ul style="list-style-type: none"> <li>- Design 2 Print, B1 – 630 sq. m</li> <li>- Mermaid Seafoods, A1 – 333 sq. m</li> <li>- Chimera Graphics, B1 – 46 sq. m</li> <li>- Autotop – 115 sq. m</li> <li>- Event Radios, audio visual equipment hire, A1</li> <li>- Silver Star Holidays, B1 – 326 sq. m</li> <li>- Clifton Glass, B2 – 261 sq. m</li> <li>- Wild Horse Brewing – 479 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Johnstone's Decorating Centre, A1 – 237 sq. m</li> <li>- North Wales Jag Centre, B2/Sui Generis – 232 sq. m</li> <li>- Universal Auto, B2/Sui Generis – 235 sq. m</li> <li>- The Orchard, greengrocer, A1 – 47 sq. m</li> <li>- Builder street coach park, B8</li> <li>- Halfords Autocentre Llandudno, B2/A1 – 503 sq. m</li> <li>- Dulux Decorate Centre, A1 – 348 sq. m</li> <li>- North Wales Stairs, B2</li> <li>- The Motorsport Lounge, events venue, A3/D2 – 1280 sq. m</li> <li>- Bathers Self Storage, B8 – 604 sq. m</li> <li>- J. Campbell Construction, B2 – 171 sq. m</li> <li>- The Tyre Centre, B2 – 555 sq. m</li> <li>- Hefin Jones Vehicle Body Repairs, B2 – 329 sq. m</li> <li>- Llandudno Karate, D2</li> <li>- S P Lamps, B2</li> <li>- Ffarm Vinters Ltd. Wine Merchant Llandudno, A1 – 793 sq. m</li> <li>- Jewson Llandudno, building materials supplier, A1 – 1265 sq. m</li> <li>- Nick Elphick, Sculptor, B1 – 51 sq. m</li> <li>- IDB Systems Ltd, electronics company, B1 130 sq. m</li> <li>- Llandudno Grill, A3</li> <li>- IGNITE Gym Llandudno, D2</li> <li>- Sion Thomas Martial Arts Llandudno, D2</li> <li>- Prospects, CV/employment service – 167 sq. m</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	Permission 0/48144 for 77 dwellings is underway on land adjoining the site boundary. Phase 2 of this project consists of 5 light industrial buildings within the site boundary (permission 0/48096).	
<b>Mix of B Class Uses</b>	<p>There is a large presence of non-B-class uses within the site boundary, including many A1 wholesale/retail/trade counter occupiers.</p> <p>Around 2.1ha of the site is occupied by Llandudno Football Club, a skatepark and a bike pump track with parking (use class D2).</p> <p>A further 0.5ha of the site is currently in use as a coach park (Sui Generis).</p>	

CRITERIA	COMMENT	RATING
<b>Strategic Road Access</b>	Site is not directly adjacent to a strategic road; however, the northern part of the site is c.200 meters southwest of the A470. Similarly, the southwestern part of the site is c.200 meters northeast of the A546.	<b>Good</b>
<b>Local Road Access</b>	Most of the site does not require access via adjoining residential areas except for the most northern and southern part of the site.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Llandudno Rail Station borders the northeast section of the site.</p> <p>There are also bus stations adjacent to the north side of the site on the A470 as well as onsite towards the southern portion of the site.</p> <p>Bus routes in the north include: 75 (Llandudno – Llanfairfechan via Conwy) and in the south include: 24 (Colwyn Bay – Mochdre).</p>	<b>Very Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>A rail line runs along the western boundary of the site.</p> <p>There are residential dwellings on the other side of the trainline to the west and immediately east of the site boundary in the northern part of the site. There is also a small row of dwellings adjacent to the site's southern boundary.</p> <p>Llandudno Football Club is located on the southern section of the site, adjacent to the coach park.</p> <p>Several amenities to the north including: Molly's Café, East eatery, The Nevill Public House, Iglenook Café and hairdressers. Further amenities in Llandudno centre and retail parks.</p> <p>The John Bright Leisure Centre and Ysgol John Bright secondary school are located immediately southeast of the site along with playing fields.</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting,	Relatively flat across the site; according to flood mapping from Natural Resources Wales, most of the site is at low risk of flooding from the sea except for the south-south-eastern portion of the site where the football club is located.	<b>Good</b>

CRITERIA	COMMENT	RATING
landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Furthermore, the western, northern and eastern borders of the site have also been mapped to be at low risk of sea flooding.	
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None known – site is almost fully developed with only a single parcel available for development.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is the largest industrial estate in Llandudno and offers a wide range of building types and sizes. The site has good strategic and local road links, and its proximity to Llandudno and the surrounding residential areas make it an attractive location for non-office employment use. Vacancies are low, and the estate is currently occupied by a wide range of businesses.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous and sub-regional companies	
<b>Opportunities to expand / improve site</b>	Other than the area to be developed as phase two of the residential development to the north-west of the site, there is only one area of undeveloped land to the north of the site boundary.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land EMP/4.</b> The site boundary should be amended to exclude Llandudno Football Club, skate park and associated parking. This would reduce the overall site area to approx. 9.2ha gross.</p> <p>Some areas of the site would benefit from improvement, hence the site should be retained in the RLDP as an employment improvement area under Policy EMP/5.</p>	

## **SITE SUMMARY**

This is Llandudno's main industrial estate and comprises a wide range of uses. The site is well established with a mixture of brick and steel light industrial buildings and is occupied by a wide range of local businesses and national multiples.

Part of the site is occupied by Llandudno Football Club and a skate park. This area should be removed from the site boundary as a distinct parcel of non-B-class uses.

Some areas of the site would benefit from environmental enhancements, hence the site should be retained in the RLDP as an employment improvement area under Policy EMP/5.

Overall, the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land Policy EMP/4.

**Site Name: Llandudno Junction, East of Tre Marl (1)**



**GROSS SITE AREA – 1.13 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	This site comprises an old brickworks facility, which is now in use as car storage (B8).	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Former brickworks facility in use as a car storage (B8)	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Site is currently occupied by H. L. Motors (storage only), B8- 3,376 sq. m.	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	100% B8 use.	
<b>Strategic Road Access</b>	100m connecting road to the A547	<b>Very Good</b>

CRITERIA	COMMENT	RATING
<b>Local Road Access</b>	Site is not situated near a residential area; however, the singular access road from the west towards the site, as well as an adjacent Site to the east, is relatively narrow. Potential for congestion.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Nearest bus stop is ~350m northwest of the site on the A547. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (old Colwyn – Conwy); A55 (Colwyn Bay- Bangor); T19 (Blaenau Ffestiniog – Llandudno)</p> <p>Llandudno junction rail station is c1.3km to the west along the A547 – connecting buses to the above bus stop are available.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Adjacent to the east is another industrial site. Businesses include:</p> <ul style="list-style-type: none"> <li>• Alpha Custom Remaps, Mechanic.</li> <li>• Thomas Automotive Ltd</li> <li>• Aquareach Ltd</li> <li>• Leisure Games (North Wales)</li> <li>• Holtby Williams</li> <li>• Dragon Hydraulics (North Wales) Ltd</li> </ul> <p>There is a Brewery, a Premier Inn, and a Shell Petrol station South of the A55. The area can be accessed by bus with routes 13; 24; 27; A55 passing through both this stop and the stop to the northwest.</p> <p>Various car dealerships to the east including BMW, Audi, and Toyota.</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site; mapping from Natural Resources Wales indicates the site has a low risk from the sea and a high risk of flooding from the watercourse adjacent to the east of the site.	<b>Poor</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None as fully occupied.	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	The site is currently occupied but features a substantial but dilapidated former industrial facility which would need to be demolished or adapted to other uses. Access is via a road with singular access to Conwy Road causing potential congestion.	<b>Poor</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous</b>	
<b>Opportunities to expand / improve site</b>	Building is dilapidated. Security could be improved. No room for further expansion.	
<b>OVERALL SITE RATING</b>	<b>Average / Poor</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land EMP/4.</b></p> <p><b>Site requires environmental enhancements and so should be retained in the RLDP as an employment improvement area under Policy EMP/5.</b></p>	

## SITE SUMMARY

This site comprises an old brickworks facility to the east of Llandudno Junction, which is now in use as a car storage and breaking yard (B8 use). The site is currently occupied but features a substantial and relatively dilapidated former industrial facility.

Access is via a road with singular access to Conwy Road causing potential congestion. The site is close to Llandudno Junction centre and surrounding uses do not limit any future uses for the site.

It is unclear whether any significant permanent employment is present on the site or if it is in use as storage only. However, the presence of new pallets on site indicates some activity. It is considered that the site should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land and maintain its status as an employment improvement area (EMP/4 and EMP/5).

## Site Name: Llandudno Junction, East of Tre Marl (2)



**GROSS SITE AREA – 1.03 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises of various independent businesses including food specialists and motor garages. Welsh Ambulance Services NHS Trust also have three buildings on the site. The site mainly consists of B1, B2, B8 use classes.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/40138 - Conversion of Industrial Building into Vehicle Recovery Centre, Offices, Storage, MOT Testing and SOCO Police Forensic Store – approved with conditions 09/13	
<b>Current Use and Land Type</b>	Predominantly B1, B2 and B8 uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current occupants include:</p> <ul style="list-style-type: none"> <li>- Hough Green Garage Ltd, Sui Generis - 1,839 sq. m</li> <li>- Greentree Kitchens Ltd, A1 - 389 sq. m).</li> <li>- Tan Lan Bakery Ltd, B1 - 403 sq. m).</li> <li>- Just Wales Ltd, B8 - 396 sq. m).</li> <li>- Welsh Ambulance Services NHS Trust (3 buildings), B8 - 251 sq. m per building</li> <li>- Thomas Automotive Ltd, B2 - 66 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Aquareach Ltd, B1 - 78 sq. m).</li> <li>- Steven Griffith Quality Foods, B2 - 423.01 sq. m).</li> </ul> <p>Dragon Hydraulics (North Wales) Ltd, B2 - 241.39 sq. m</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	The site is predominantly in B-class use, with minor A1 and sui generis uses.	
<b>Strategic Road Access</b>	c.200m connecting road to the A547	<b>Very Good</b>
<b>Local Road Access</b>	Site is not situated near a residential area; however, the singular access road from the west towards the site, as well as an adjacent Site to the east, is relatively narrow. Potential for congestion.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Nearest bus stop is c.450m northwest of the site on the A547. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (old Colwyn – Conwy); A55 (Colwyn Bay- Bangor); T19 (Blaenau Ffestiniog – Llandudno)</p> <p>Llandudno junction trains station is c.1.4km to the west along the A547 – connecting buses to the above bus stop are available.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Adjacent to the west is a further industrial site occupied by H. L. Motors.</p> <p>There is a Brewery, a Premier Inn, and a Shell Petrol station South of the A55. The area can be accessed by bus with routes 13; 24; 27; A55 passing through both this stop and the stop to the northwest.</p> <p>Various car dealerships to the east including BMW, Audi, and Toyota.</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site; mapping from Natural Resources Wales indicates the site has a low flood risk from the sea and a high risk of flooding from the watercourse adjacent to the northside of the site. The river also runs along the western side of the site. Sufficient street lighting along the access road.	<b>Poor</b>

CRITERIA	COMMENT	RATING
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None regarding the current site as it is fully developed.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a small site used primarily for small traders including food specialists and vehicle garages. Site also includes Welsh Ambulance Services NHS Trust. It benefits from excellent access to the strategic road network and is close beside Llandudno Junction.	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous companies</b>	
<b>Opportunities to expand / improve site</b>	There is land available to the east of the site however it is designated as Green Wedge land and Safeguarded for Sand and gravel. No other opportunities to expand site.	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

## SITE SUMMARY

This is a small site used primarily for small traders including food specialists and vehicle garages. Site also includes Welsh Ambulance Services NHS Trust. It benefits from good access to the strategic road network and is proximate to Llandudno Junction.

The site is currently performing an important function and should continue to be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. **Consideration could be given to expanding the site to the south east in the longer term.**

**Site Name: Llandudno Junction, Former Hot Point Factory**



**GROSS SITE AREA – 8.85 ha**

**ESTIMATED NET DEVELOPABLE AREA – 0.5 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	This site comprises several parcels of land forming a large employment area to the east of Llandudno Junction Town Centre, including a range of A1, B1, B8 and sui generis uses. The site includes The Point estate which includes several car dealerships.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/25042 - Erection of Industrial Buildings / Office Development comprising B1, B2, B8, Car Sales, Health and Fitness and Creche Uses (Outline Application) – approved with conditions 06/01  0/25041 - Earthworks and Site Preparation to Provide Site For Comprehensive Industrial/Office Development – approved with conditions 06/01	
<b>Current Use and Land Type</b>	The site is previously developed land currently in use by several car dealerships, a builder's merchants, a tool hire shop, a cycle shop, and a utilities depot.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupiers include: - North Wales Volkswagen, Sui Generis – 4,561 sq. m - North Wales Skoda, Sui Generis	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- North Wales Audi, Sui Generis – 1510 sq. m</li> <li>- WR Davies Ford &amp; Dacia, Sui Generis – 2634 sq. m</li> <li>- Project Timber Supplies Ltd, B2/A1</li> <li>- MKM Building Supplies Llandudno, B2/A1</li> <li>- Duncalf Motors, Sui Generis/B2 – 589 sq. m</li> <li>- Mercedes-Benz of North Wales, Sui Generis</li> <li>- Peter Lucas Power Tools Hire, A1</li> <li>- Enterprise Car &amp; Van Hire, Sui Generis/A1 – 121 sq. m</li> <li>- We Cycle – Bicycle shop, A1</li> </ul> <p>Scottish Power, Sui Generis (at northern tip of site)</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	A majority of the site (approx. 5.5ha or 62%) is in use by car dealerships with ancillary office and servicing/repair facilities (Sui Generis/B2). The remainder is in A1, B1 or B8 use.	
<b>Strategic Road Access</b>	Multiple direct access points from the A547 with the A road passing through the east of the site.	<b>Very Good</b>
<b>Local Road Access</b>	The southwest portion of the site is adjacent to residential properties; however, multiple entrances from the A547 to the site should reduce the potential for traffic bottlenecks.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	Llandudno Junction train station is 600 metres to the East. Bus stops along the A547 towards the East and West of the site. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 25/X25 (Eglwysbach – Llandudno); 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor); T19 (Blaenau Ffestiniog – Llandudno).	<b>Very Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	Tre Marl Industrial estates to the southwest and south of the site. Welsh Government Offices to the Northeast of the site. Food and retail outlets including Junction Tandoori Restaurant, Enochs Fish & Chips, Boots Pharmacy, a public car Park and a Co-op Food to the west in Llandudno Junction centre.	<b>Average</b>

CRITERIA	COMMENT	RATING
	Residential areas to the north and west.	
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Relatively flat site: according to Natural Resource Wales the South-eastern part of the site is at medium risk of flooding from surface water and small watercourses.	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is almost fully developed with no available room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	The site has a modern feel and is in a popular location adjacent to Llandudno Junction Centre with the A547 running through the centre of the site. The car dealership buildings within 'The Point' are of a high quality relative to other comparable buildings within the County Borough.  The site is well maintained and has ample parking. There are currently no vacancies on the site.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Sub-regional and indigenous companies</b>	
<b>Opportunities to expand / improve site</b>	There are two parcels of land which could be further developed. The first (0.18ha) lies within the centre of The Point area and is cleared land available for development. The second (0.32ha) is to the southwest of the site and is previously developed land currently in use as an informal car park.  There is an area in the southwestern corner of the site boundary which includes a small residential area alongside some A1 and D2 leisure use. The site boundary should be amended to exclude this area. Similarly, the boundary is irregularly shaped in the north-western corner, cutting into the utilities depot site, which should also be amended.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	

CRITERIA	COMMENT	RATING
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b> <b>Amend site boundary in southwestern corner to exclude A1 retail and residential uses.</b> <b>Amend site boundary to fit extent of utilities depot at north of site.</b> These boundary changes would reduce the site area to approx. 7.4ha gross.	

## SITE SUMMARY

This site comprises several parcels of land forming a large employment area to the east of Llandudno Junction centre. The site is urban previously developed land currently in use by several car dealerships, a builder's merchants, a tool hire shop, a cycle shop, and a utilities depot.

The site has a modern feel and is in an attractive location adjacent to Llandudno Junction Town centre with the A547 running through the centre of the site. The car dealership buildings within 'The Point' are of a high quality relative to other comparable buildings within the County Borough.

The site is well maintained and has ample parking. There are currently no vacancies on the site.

The site is performing an important local function and as such should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. The site boundary should be amended as recommended above.

**Site Name: Llandudno Junction, Glan Y Mor Road**



**GROSS SITE AREA – 4.84 ha**  
**ESTIMATE4D NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	This site comprises the existing Glan Y Mor Road employment area, which includes a range of A1, A2, A3, B1, sui generis uses, as well as some C3 residential dwellings.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	<p>0/44106 - Demolition of former Daily Post and Arriva buildings and erection of supermarket (A1 Use Class) with the formation of a new access off New Road (A546) and associated car parking and landscaping, associated highway works and proposed roundabout. – approved with conditions 06/17</p> <p>0/44018 - Replacement of Buildings (Building 1 &amp; 2) and refurbishment of Building 3 – approved with conditions 05/17</p>	
<b>Current Use and Land Type</b>	The site is a former residential area, with some residential uses remaining. The site also features A1, A2, A3, B1 and Sui Generis uses.	
<b>Occupier Profile</b>	Current occupiers include:	

CRITERIA	COMMENT	RATING
(Use class and floorspace included where available)	<ul style="list-style-type: none"> <li>- Crossings social club, A3 – 299 sq. m</li> <li>- Luxar, electrical wholesaler, A1</li> <li>- Castle View Motors, Sui Generis</li> <li>- Conwy Holiday Cottages, B1</li> <li>- North Wales Independent Press, Consultants, B1</li> <li>- Deane's removal &amp; storage, B2</li> <li>- Transilvania Grill House, A3</li> <li>- Crest, Charity, Sui Generis/A1 – 1,222 sq. m</li> <li>- Happitat, Secondhand Shop, A1</li> <li>- Gareth Hughes &amp; Co Chartered Accountants, A2 – 247 sq. m</li> <li>- DentRight Ltd, Car Body Shop, B2 – 105 sq. m</li> <li>- North Wales Caravans and Leisure, Sui Generis</li> <li>- Collinge Antiques, A1</li> </ul> <p>Lidl, A1</p>	
<b>Recent Completions on site / pipeline development</b>	<p>A Lidl supermarket with associated parking and access was built in place of light industrial buildings c.2019 (0/44106).</p> <p>Two light industrial buildings were rebuilt and another refurbished c.2019 (0/44018).</p>	
<b>Mix of B Class Uses</b>	<p>The site features little B-class use, being dominated by retail, wholesale (A1) and motor vehicle sales/maintenance. The site also includes several dwelling houses (C3).</p>	
<b>Strategic Road Access</b>	<p>The site is adjacent to a roundabout that provides access to both the A546 that passes the site along the northern and eastern sites, and the A547 which passes through the site.</p>	<b>Very Good</b>
<b>Local Road Access</b>	<p>Single access road to the entire site for vehicles in the northwest corner via A546. Access to northern residential area is opposite the site entrance.</p>	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Site has several pedestrian access points:</p> <ul style="list-style-type: none"> <li>• Pedestrian path in the North-western corner from the A546.</li> <li>• Pedestrian tunnel that passes underneath the A546 towards the north. Tunnel leads to Llandudno Junction Football Club and Skatepark.</li> </ul>	<b>Very Good</b>

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>Pedestrian access to the A547 in both directions in the centre of the site. Adjoins to bus stops on the A547.</li> <li>Pedestrian tunnel that passes underneath the A546 in the southeast of the site towards Llandudno Junction train station</li> </ul> <p>Bus routes on the A55 (Flyover X) bus stops include: 14/15 (Llysfaen – Conwy); 27 (Old Colwyn – Conwy); 5/5D (Llandudno – Bangor); A55 (Colwyn Bay – Bangor); 19 (Llandudno – Cwm Penmachno via Llanrwst) 75 (Llandudno - Llanfairfechan via Conwy).</p> <p>Llandudno Junction ~250m to the east of the site.</p>	
<b>Compatibility of Adjoining Uses</b> (Including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Site contains a mix of class uses with residential to the south, western and north-western sections of the site and industrial to the eastern and north-eastern section.</p> <p>Rail line runs along southern and western site boundary. North and east sides of the site are bound by the A546.</p> <p>Immediately east of the site is an Asda Supermarket, L's Coffee &amp; Co, and The Junction Book Shop. Slightly further east is the Old Station Hotel.</p> <p>To the north of the site is Llandudno Junction Football Club and a public skatepark.</p> <p>To the southwest is the Llwybr Moryd Conwy Estuary Trail although there is currently no direct way of accessing that area</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g., size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk;	<p>Relatively flat site; mapping from Natural Resources Wales indicates most of the site is at low risk of flooding from the sea. Land adjacent to the north of the site is at high risk of flooding from Surface Water &amp; Small Watercourses.</p>	<b>Average</b>

CRITERIA	COMMENT	RATING
contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	None known – site is fully developed with no available land or room for expansion. Existing buildings may need to be demolished to further develop as employment site.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy, and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	The site features an eclectic mix of smaller building types and uses (including residential) as well as limited parking which may deter certain operators.  However, it does feature very good strategic road access and is near local amenities and suburbs. Levels of vacancy are low.  The site is a relatively unique proposition in a good location and is likely to continue to attract a mix of uses.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies.	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no potential for expansion.  There are areas to the west, south and north of the site featuring residential dwellings. These areas should be removed from the site boundary.  Similarly, a large part of the centre of the site is now occupied by a Lidl (use class A1) and should be removed from the site boundary.  Excluding these areas would reduce the overall site area to approx. 2.7 ha gross.	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative	<b>Amend site boundary to exclude residential dwellings and new supermarket.</b>  <b>The site could benefit from continued investment so should be retained in the RLDP as an employment improvement area (EMP/5).</b>	

CRITERIA	COMMENT	RATING
uses? Should it be expanded or reduced in size?)		

## **SITE SUMMARY**

This site is within a formerly residential area, with small clusters of residential dwellings remaining throughout, some of which have been converted to employment or retail use. There is also a range of brick and steel light industrial buildings alongside a new supermarket.

The mix of uses and buildings means the site's employment uses have essentially been watered down. The eastern corner of the site in particular (Conwy Road) retains the feel of a former high street and has linkages through to Llandudno Junction centre.

The site benefits from very good strategic road access and access to local amenities.

Overall, the site is in a good location and is likely to continue to attract a wide range of uses.

There are areas to the west, south and north of the site featuring residential dwellings. These areas should be removed from the site boundary.

Similarly, a large part of the centre of the site is now occupied by a Lidl (use class A1) and should be removed from the site boundary.

As an employment area, improvements to the offer should continue to be made in accordance with the RLDP as a designated area for employment improvement.

**Site Name: Llandudno Junction, Richard Williams**



**GROSS SITE AREA – 1.08 ha**

**ESTIMATED DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	This site comprises an area off Conwy Road to the east of Llandudno Junction, close to the larger Former Hotpoint Factory employment area.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and policy EMP/4 – Safeguarding B1, B2 & B8 Office and Industrial sites.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Land is currently occupied by a builders and plumbing merchants (B8 use with ancillary trade counter), with associated storage yards and parking.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupants include: <ul style="list-style-type: none"> <li>- MKM Building Supplies, B8/A1 (formerly Richard Williams) – 4,743 sq. m</li> <li>- Wolseley Plumb and Parts, A1 – 547 sq. m</li> <li>- Crest Co-Operative (Sui Generis, 487 sq. m)</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	N/A	

CRITERIA	COMMENT	RATING
<b>Mix of B Class Uses</b>	100% B8 and A1 trade counter/retail use	
<b>Strategic Road Access</b>	Site is adjacent to the A547 with site entrances on Narrow Lane and Pabo Lane, both less than 100m from the main road.	<b>Very Good</b>
<b>Local Road Access</b>	Site is not located near a residential area and is one of a grouping of industrial/office sites. The site entrance on Narrow Lane most likely considered the main entrance whilst Pabo Lane is a more rural, narrower road to the East.	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Bus stations in both directions on the A547, less than 200m from the site.</p> <p>Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor); T19 (Blaenau Ffestiniog – Llandudno).</p> <p>Llandudno Junction train station is c.1.1km to the west along the A547.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas).	<p>Site is immediately to the east of a number of car dealerships including BMW, Toyota, Audi, Skoda, VW.</p> <p>Shell Garage to the south.</p> <p>Further northwest is Parc Cae Derw</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Flat site; no restrictions to lighting; Flood risk mapping from Natural Resources Wales indicates no flood risk directly on the site; however, there is a low risk of flood from Surface Water and Small Water courses on Narrow Lane.</p> <p>Furthermore, much of the land south of Pabo Lane is at low risk of flooding from the sea.</p>	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	Site is in an attractive location to the east of Llandudno Junction centre and adjacent to other large industrial and employment sites along the A547. There are no vacant buildings on the site.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed. Agricultural land to the north of the site could be a possibility for future expansion.	
<b>OVERALL SITE RATING</b>	<b>Good / Very Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b>	

## SITE SUMMARY

This is a small estate to the east of Llandudno Junction and close to several other large employment areas near to the A457. The site is currently occupied by a builders and plumbing merchants (B8 use with ancillary trade counter), with associated storage yards and parking.

The site benefits from good strategic and local road access as well as being within walking distance to Llandudno Junction centre.

There are no vacant buildings on the site. The site is fully developed; however, the agricultural land to the north of the site could be a possibility for future expansion.

The site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

**Site Name: Llandudno Junction, Sarn Mynach WG Offices**



**GROSS SITE AREA – 3.85 ha**  
**ESTIMATE NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	This site comprises the existing Sarn Mynach Welsh Assembly Government Building in Llandudno Junction.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and policy EMP/4 – Safeguarding B1, B2 & B8 Office and Industrial sites.	
<b>Planning History</b>	<p>0/34732 - Erection of Welsh Assembly Government Building (Variation to Condition Nos. 2 and 4 of Planning Permission Granted Under Code Ref. 0/32389 to Allow for Amendments to the Approved Plans and Temporary Car Park) – approved with conditions 04/08</p> <p>0/32389 – Erection of Welsh Assembly Government Building – approved with conditions 09/06</p>	
<b>Current Use and Land Type</b>	Site is previously developed land in use as Welsh Government offices (B1 use class) with associated parking and grounds.	

CRITERIA	COMMENT	RATING
<b>Occupier Profile</b> (Use class and floorspace included where available)	Currently occupied by Welsh Government Offices – 16,434 sq. m across three main buildings. 100% B1 office use	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	100% B1 office use	
<b>Strategic Road Access</b>	Site is 250m from the A547 via Narrow Lane.	<b>Good</b>
<b>Local Road Access</b>	There is a residential area to the north accessible via Narrow Lane.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Bus stations in both directions on the A547, less than 200 meters from the site. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor); T19 (Blaenau Ffestiniog – Llandudno).</p> <p>Llandudno Junction train station is c.1.3km to the west along the A547.</p> <p>3 car parking facilities on site: Largest to the north facilitates most on-site parking; second largest to the Northwest upon entry to the site; smaller car park to the southeast.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Residential area and primary school to north of the site.</p> <p>Site is immediately to the east of a number of car dealerships including BMW, Toyota, Audi, Skoda, VW.</p> <p>Shell Garage to the south.</p> <p>Further northwest is Parc Cae Derw</p>	<b>Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk;	<p>Flat site; no restrictions to lighting; Flood risk mapping from Natural Resources Wales indicates no flood risk directly on the site however there is a low risk of flood from Surface Water and Small Water courses on Narrow Lane.</p> <p>Furthermore, much of the land south of Pabo Lane is at low risk of flooding from the sea.</p>	<b>Good</b>

CRITERIA	COMMENT	RATING
contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	Land is wholly owned by Welsh Government.	<b>Very Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This site is wholly owned by Welsh Government and includes some of the largest and most modern office space within the County Borough. As such the site is fully occupied but would prove attractive as a business centre.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Sub-regional	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion	
<b>OVERALL SITE RATING</b>	<b>Good / Very Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

## SITE SUMMARY

This site comprises the existing Sarn Mynach Welsh Assembly Government Building in Llandudno Junction. This site is wholly owned by Welsh Government and includes some of the largest and most modern office space within the County Borough. The site benefits

from good strategic and local road access and is within walking distance of Llandudno Junction centre.

The site is fully occupied by Welsh Government and is therefore performing an important function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

**Site Name: Llandudno Junction, Tre Marl (1)**



**GROSS SITE AREA – 4.8 ha**  
**ESTIMATED NET DEVELOPABLE AREA 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	This site comprises the westernmost parcel of the existing Tre Marl industrial estate and features B2 and B8 uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	0/42308 - Change of use from builders merchants and scaffolding storage site to builders merchants and siting of storage containers – approved with conditions 12/15.	
<b>Current Use and Land Type</b>	The site is currently in B2 and B8 use with several small industrial buildings alongside large areas used for the storage of shipping containers and vehicles.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupiers include: <ul style="list-style-type: none"> <li>- World Care Wales Ltd, waste management Service, B2/B8</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- aa.worldcare, recycling Centre, B2/B8</li> <li>GLYN O. EVANS Ltd, portable building manufacturer, B2/B8 – 279 sq. m</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	100% B2/B8 use	
<b>Strategic Road Access</b>	Access to A55 approx. 1km from site through the wider industrial/employment area.	<b>Good</b>
<b>Local Road Access</b>	Site is not located near residential areas but requires passage through two further industrial estates using a single road; potential for congestion.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Closest bus stop is c.700m away outside the Tesco. Site is accessed using an available footpath to the south, adjacent to the A55.</p> <p>Bus routes include: 24 (Colwyn Bay – Mochdre); 75 (Llandudno – Llanfairfechan via Conwy, Penmaenmawr).</p> <p>Llandudno Junction train station is on the north side of the railway with no nearby public access.</p>	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Site is bound by rail line to the north and A55 to the south.</p> <p>Nearest residential uses are approx. 100m to the north over the rail line, alongside a static caravan park approx. 100m north-east of site boundary separated by wooded area.</p> <p>Immediately west of the site is a Cineworld, a KFC and a McDonalds and just further is a Tesco Superstore and Petrol Station. To the east of the site is an industrial estate with businesses including Andy's Tyres, Yodel delivery service; Reno-Tech (vehicle repair).</p> <p>Llandudno Junction Leisure centre is to the west.</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting,	Flat site; no obstructions to natural lighting. Natural Resources Wales indicates the site is has a low risk of flooding from surface water and smaller watercourses in the southeast.	<b>Good</b>

CRITERIA	COMMENT	RATING
landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a large site comprising some small industrial buildings alongside large hardstanding areas used for storage of shipping containers, cars, and parts. Much of the site is overgrown and the site is less well maintained compared to the other parcels of the Tre Marl employment area. The site also lies furthest from strategic road access. The site is likely to be attractive for 'dirtier' B2 and B8 uses unless there is redevelopment of the whole site. However, for these occupiers the site is likely to prove attractive due to a lack of similar sites elsewhere in Conwy.	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion. Site could be improved if uses/occupiers change.	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>  <b>Site should be retained in the RLDP as an employment improvement area {EMP/5}.</b>	

## **SITE SUMMARY**

This site comprises the westernmost parcel of the existing Tre Marl industrial estate and includes B2 and B8 uses.

The site comprises several small industrial buildings alongside large areas used for the storage of shipping containers and vehicles. Much of the site is overgrown and the site is less well maintained compared to the other parcels of the Tre Marl employment area. The site also lies furthest from strategic road access. The site is currently fully occupied by two companies and due to a lack of similar B2/B8 sites in County Borough is performing an important local function.

As such the site should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4 and EMP/5).

## Site Name: Llandudno Junction Tre Marl (2)



**GROSS SITE AREA – 0.49 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises Conwy Business Centre (Use Class B1) and associated parking/access.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Land comprises a business centre in B1 office use alongside associated parking and access.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Currently occupied by Canolfan Fusnes Conwy Business Centre. The centre's website lists the following current occupiers:</p> <ul style="list-style-type: none"> <li>- Nelson Myatt Solicitors, B1/A2</li> <li>- Pebble Hill Property Ltd. B1/A2</li> <li>- Mills &amp; Co Chartered Accountants, B1/A2</li> <li>- Community Transport Action B1</li> </ul> <p>It is indicated that office space is available within the centre, although the total level of vacancy is unclear from the site visit.</p>	

CRITERIA	COMMENT	RATING
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	Predominantly B1 office use (some A2 use on an individual building level)	
<b>Strategic Road Access</b>	200m road to the west connects the site to the A546.	<b>Good</b>
<b>Local Road Access</b>	Relatively narrow access road from the A546, although the site is not surrounded by residential buildings.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>Footpath to the east leading to a bridge that allows pedestrians to cross the railway to the north into Llandudno Junction centre.</p> <p>Llandudno train station approximately 800m walk using the footpath.</p> <p>Tesco superstore bus stop is c.300m to the west. Bus routes include: 24 (Colwyn Bay – Mochdre); 75 (Llandudno – Llanfairfechan via Conwy, Penmaenmawr);</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	<p>Site is bound by a rail line to the north,</p> <p>Adjacent to the site is a Cineworld, a KFC and a McDonalds and just further west is a Tesco Superstore and Petrol Station. To the southeast of the site are two industrial estates.</p> <p>Llandudno Junction Leisure centre is to the southwest</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)</b>	<p>Flat site; no obstruction to natural light; Natural Resources Wales indicate a very small section in the middle of the site is at low risk of flooding from surface water and small water courses.</p> <p>Further south is RSPB Conwy and The LookOut bird watching area</p>	<b>Very Good</b>

CRITERIA	COMMENT	RATING
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	The business centre offers high-quality office space for Conwy Borough in an accessible location, making the site an attractive proposition for office occupiers. Levels of vacancy are unclear, but space is advertised as available.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous companies</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room for further expansion	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

## SITE SUMMARY

This site is located south of Llandudno Junction centre and comprises a business centre in B1 office use, with associated car parking. The site benefits from very good access to both strategic and local roads as well fast-food restaurants and town centre amenities.

The business centre offers relatively high-quality office space for Conwy Borough in an accessible location, making the site an attractive proposition for office occupiers. Levels of vacancy are unclear, but space is advertised as available.

As such, the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

## Site Name: Llandudno Junction Tre Mal (3)



**GROSS SITE AREA – 4.18 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the central parcel of the existing Tre Marl Industrial Estate, which includes a range of A1, B1 and B8 uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	0/47698 - Change of Use from 'car, van and minibus hire centre' to part B8 'Warehouse Storage & Distribution', part A1 Warehouse Retail as an Equestrian Feed and Tack business (Retrospective) – approved with conditions 09/20	
<b>Current Use and Land Type</b>	The site is part of a large industrial estate comprising several mechanical/automotive works (B1), a postal distribution hub (B8) and some storage/trade counter uses (B8/A1).	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current Occupants include: <ul style="list-style-type: none"> <li>- Yodel delivery service, B8 – 2982 sq. m</li> <li>- Reno-Tech, B2</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Chris Lewis Mechanical Services, B2 – 460 sq. m</li> <li>- North Wales Horse Tack, equestrian shop, B2/A1</li> <li>- Andy's Tyres, B2 – 200 sq. m</li> <li>- Junction Wheelworx, B2</li> <li>- Three Point Automotive, Mechanic, B2 – 102 sq. m</li> <li>- Leisure Games,</li> <li>- Cotteswold Dairy, B2 – 684 sq. m</li> <li>- MAC Electrical Wholesalers Ltd, A1 – 232 sq. m</li> <li>- Conwy County Borough Council Highways Depot, Sui Generis – 245 sq. m</li> <li>- Hydraquip Hose &amp; Electronics, B2/A1</li> </ul> <p>Lifting &amp; Safety, B2/A1</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	The site is occupied by B-class uses with some ancillary A1 trade counter/retail use.	
<b>Strategic Road Access</b>	Access to A55 approx. 700m from site through the wider industrial/employment area.	<b>Good</b>
<b>Local Road Access</b>	Site is not located near residential areas but requires passage through a further industrial estate using a single road; potential for congestion.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	Closest bus stop is c.700m away outside the Tesco. Site is accessed using a footpath to the south, adjacent to the A55. Bus routes include: 24 (Colwyn Bay – Mochdre); 75 (Llandudno – Llanfairfechan via Conwy, Penmaenmawr).	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>North of the site bound by a rail line and to the south by the A55.</p> <p>Immediately to the west is an adjoining industrial site and further west is a Cineworld, a KFC and a McDonalds.</p> <p>To the east of the site is an automotive industrial estate hosting business including Mercedes-Benz, Audi, Toyota; BMW.</p>	<b>Average</b>

CRITERIA	COMMENT	RATING
	There is a static caravan site to the immediate north west of the site boundary which limits B2 use.	
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Flat site; no obstruction to natural light; mapping from Natural Resources Wales indicates the southwest portion of the site is at medium to high risk of flooding from surface water and small watercourses.</p> <p>The southeast entrance road is at high risk of flooding from surface water and small watercourses.</p>	<b>Average / Poor</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>This is a large industrial estate within a much wider employment area that includes several relatively modern light industrial buildings. The site is well maintained with ample parking and benefits from good access to the A55. The site should be attractive to a range of smaller B1/B8 operators.</p> <p>There are currently no vacancies within the site.</p>	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room for expansion and no pressing need to upgrade.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

CRITERIA	COMMENT	RATING
expanded or reduced in size?)		

## SITE SUMMARY

This is a large industrial estate within the wider Tre Marl employment area that includes several relatively modern light industrial buildings occupied by several mechanical/automotive works (B1), a postal distribution hub (B8) and some storage/trade counter uses (B8/A1).

The site is well maintained with ample parking and benefits from good access to the A55. Adjoining uses are compatible with B1/B8 use but B2 use is limited by adjacent caravan park.

The site should be attractive to a range of smaller B1/B8 operators and there are currently no vacancies within the site.

As such the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).

## Site Name: Llandudno Junction Tre Marl (4)



**GROSS SITE AREA – 4.96 ha**

**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the eastern parcel of the existing Tre Marl Industrial Estate, which predominantly includes Car Dealerships (sui generis use).	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan Identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	The site is a large industrial estate comprising car dealerships (sui generis), car garages (B2), and a wholesale/retail warehouse (A1).	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current occupants include:</p> <ul style="list-style-type: none"> <li>- Building 1, Toyota, Sui Generis – 2692 sq. m</li> <li>- Building1, Premier Repair &amp; Paint, B2</li> <li>- Junction Auto Park, used car dealership, Sui Generis</li> <li>- BMW &amp; Mini Halliwell Jones, Sui Generis – 2399 sq. m</li> <li>- Conwy Land Rover, Sui Generis – 1106 sq. m</li> <li>- Merit Motor Body Repairs Ltd, B2</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Jones Motor Co - Used Audi Dealer – 375 sq. m</li> </ul> <p>Booker Llandudno, wholesaler, B8 – 8215 sq. m</p>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	The auto repair garages are Use Class B2 and the retail warehouse A1. All other uses on this site are Sui Generis.	
<b>Strategic Road Access</b>	Eastern section of the site has direct access to the A547.	<b>Very Good</b>
<b>Local Road Access</b>	Site is not located near a residential area. The site's only access road is not particularly narrow but given the junction to the A547 is only c.75 metres to the A55 there is some potential for congestion.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Closest bus station is on the A547, around 200 meters north. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor); T19 (Blaenau Ffestiniog – Llandudno).</p> <p>Although Llandudno Junction train station is 1.2km to the west, several bus routes provide a good local connection.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>The site is bound by a rail line to the north and the A55 to the south.</p> <p>Shell Petrol Garage, Brewery and a Premier Inn to the South.</p> <p>Access road to the site leads to two further industrial sites that currently host:</p> <ul style="list-style-type: none"> <li>• Reno Tech</li> <li>• Junction wheelwork</li> <li>• North Wales Horse Tack, equestrian shop</li> <li>• Andy's Tyres</li> <li>• Chris Lewis Mechanical Services.</li> <li>• World Care Wales</li> <li>• aa.worldcare</li> <li>• GLYN O. EVANS</li> </ul>	<b>Very Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size;	Flat site; Mapping from Natural Resources Wales indicates the entire site is at low risk of flooding from the sea.	<b>Good</b>

CRITERIA	COMMENT	RATING
topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a large industrial estate with modern large buildings which are mostly in use as car dealerships. There are no vacancies on the site. The site benefits from very good strategic road access.	<b>Very Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous and sub-regional	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no further room for expansion. No need to upgrade site.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

## **SITE SUMMARY**

This is a large industrial estate south of Llandudno Junction with modern and large buildings which are mostly in use as car dealerships as well as a repair garage and a wholesale/retail warehouse.

There are no vacancies on the site. The site benefits from very good strategic road access.

The site should continue to be protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).

## Site Name: Llanfairfechan Industrial Estate, Llanfairfechan



**GROSS SITE AREA – 1.05 ha**

**ESTIMATED NET DEVELOPABLE AREA – 0.14 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"><li>Location with regards to existing employment areas and other sites</li><li>How the site fits into the overall portfolio</li></ul>	The site comprises the existing Llanfairfechan Industrial Estate, which contains a range of D2, B1, B2 and B8 uses.	<b>Site Context</b> <ul style="list-style-type: none"><li>Location with regards to existing employment areas and other sites</li><li>How the site fits into the overall portfolio</li></ul>
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/4 – Safeguarding B1, B2 & B8 office and Industrial sites.	<b>Local Development Plan Designation</b>
<b>Planning History</b>	0/47093: Building 4 Llanfairfechan Industrial Estate Llanfairfechan, Time extension of temporary change of use B8 to D2. Loss of 143sq. m of B8. Approved With Conditions, 01-04-2020. Building occupied now by Pritchard's Martial Arts.	<b>Planning History</b>
<b>Current Use and Land Type</b>	Mix of B1c and B2 industrial uses.	<b>Current Use and Land Type</b>
<b>Occupier Profile</b> (Use class and floorspace included where available)	Site operated by the Welsh Assembly Government. Occupiers include: <ul style="list-style-type: none"><li>Buildings 1 and 2: Cambrian Confectionary, B2 - 287.84 sq. m</li></ul>	<b>Occupier Profile</b> (Use class and floorspace included where available)

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>Building 3: Active Llan (Sports and Fitness Instructor, D2</li> <li>Building 4: Pritchard's Martial Arts [PMA] Llanfairfechan D2 - 143 sq. m</li> <li>Building 5a: Sional Promotion Merchandise. B1 - 196 sq. m</li> <li>Building 5b Branded Gift Services Ltd, B1 - 196 sq. m</li> <li>Building 5c vacant, 196 sq. m</li> <li>Building 6a Slideways Motor Sports Ltd, B2 - 190 sq. m</li> <li>Building 6b: Engineered2Slide, B2 - 190 sq. m</li> <li>Building 6c: Tudno TV, B2 - 190 sq. m</li> </ul>	included where available)
<b>Recent Completions on site / pipeline development</b>	N/A	<b>Recent Completions on site / pipeline development</b>
<b>Mix of B Class Uses</b>	2 industrial buildings, one 780 sq. m in size, the other 600 sq. m. The uses are a mix of B1c and B2. Building 4 is D2. No Sui Generis uses apparent.	<b>Mix of B Class Uses</b>
<b>Strategic Road Access</b>	1.55 km away from junction of Penmaenmawr Road with the A55, through residential areas and narrow / steep roads	<b>Poor</b>
<b>Local Road Access</b>	Set within a wider residential area, fairly narrow, steep roads, beside a children's playground.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	On the southern edge of Llanfairfechan urban area; no public transport bus stop nearby.	<b>Good</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	Garage/storage area and Llanfairfechan Fire Station to the north; residential to the east; woods and countryside to the west; children's play area, field and 4x4 Engineering service building to the south.	<b>Average</b>

CRITERIA	COMMENT	RATING
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	<p>Telecommunications mast on the south-western corner of the site. Flat site. Flood risk mapping from Natural Resources Wales suggests that whilst the site is not at risk from river flooding, there is a high risk of surface water flooding near to the larger southernmost building at the site, plus a low risk of surface water flooding on the grassed verge on the northwest portion of the site.</p> <p>Restricted parking levels on the site, with cars parked on the grass verges and on the street outside as well as the dedicated spaces outside the two main buildings.</p>	<b>Average</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	<p>Very limited space available, with the undeveloped grass verge (0.14 ha) currently used for ad hoc parking.</p>	<b>Average</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Relatively modern light industrial buildings / workshops dating from the 1990s/early 2000s, well maintained. On street lighting, secure fencing around the buildings, no graffiti. Somewhat out of the way and lacks prominence. Only one small building vacant out of 10 on site, totalling 196 sq. m. Demand relatively limited for small industrial buildings in this part of the County Borough.</p>	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	<p>Indigenous companies.</p>	
<b>Opportunities to expand / improve site</b>	<p>No practical room for expansion of the site, with playing fields to the south (separated by significant levels differences to the Industrial Estate), residential to the east; woodlands to the west and an occupied garage/storage to the north (again with levels differences separating the two plots of land). Signage to the site could be improved and parking formalised, but generally in reasonable condition. No need to include in Policy ED/5.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4). No pressing need to upgrade site or amend site boundaries.</b></p>	

CRITERIA	COMMENT	RATING
safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)		

## **SITE SUMMARY**

This is the main industrial estate of Llanfairfechan village. Access to/from the site is sub-optimal and the A55 is over 1.5 km away with poor signage. Nevertheless, the site is 90% occupied with local light industrial/general industrial businesses occupying relatively modern workshops. Parking is limited and cars park haphazardly around the site, on grass verges and along the surrounding roads. However, it is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. There are no opportunities for expansion and given the uses surrounding the site the boundaries should remain unchanged.

**Site Name: Station Yard, Llanrwst**



**GROSS SITE AREA – 0.23 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Station Yard Industrial Estate, which contains a range of B1c B2 / Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/4 – Safeguarding B1, B2 & B8 office and Industrial sites and EMP/5 (I) - Office and Industrial Employment Improvement Areas.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Mix of B1c, B2 (food processing) and Sui Generis uses.  The site comprises of a (gated) single 535 sq. m workshop split into 5 buildings and managed by Hapgood Workspace. Car parking is located on site, capable of accommodating around 20 vehicles.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	The 5 buildings accommodate a range of local companies including: <ul style="list-style-type: none"> <li>- Aberfraw Biscuit Company (2 buildings, B2 - 75 sq. m)</li> <li>- Phil Denton Engineering Ltd (2 buildings), B2 - 76 sq. m and 81 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Conwy Valley Private Hire, Sui Generis - 73 sq. m</li> <li>- Fflam Eryri (offer heating systems including eco-friendly renewable systems to domestic and small commercial clients, as well as complete bathrooms), B1 - 79 sq. m</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	See above. Building dates from 1990s. Uses include B1, B2 (food processing), plus Sui Generis (Private Hire Taxis).	
<b>Strategic Road Access</b>	Within 200m of the A470 to the south east.	<b>Good</b>
<b>Local Road Access</b>	The road is accessed via Ffordd Yr Orsaf, which, due to parked cars, is effectively a single carriageway running through a residential area with speed bumps.	<b>Poor</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>On the northern edge of Llanrwst urban area immediately adjacent to North Llanrwst rail station; bus stop and layby within 200m walk on the A470, providing regular services to Llandudno / Blaenau Ffestiniog (Bus routes 19 and T19); Llanberis and Betws-y-Coed (Bus Service S2).</p> <p>Town Centre is around 650m walk to the south.</p>	<b>Very Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	North Station Yard employment area to the north; Wern Vets to the west with pasture and the River Conwy beyond. Residential properties to the south and east.	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk;	Flat site, lighting. Flood risk mapping from Natural Resources Wales suggests that none of the site is at risk of flooding. Car parking on site, gated site with security.	<b>Very Good</b>

CRITERIA	COMMENT	RATING
contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None. No vacant land available for development.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Relatively modern light industrial buildings / workshops dating from the 1990s. On street lighting, secure fencing around the buildings, no graffiti.</p> <p>No vacant buildings apparent. Well occupied, although site lacks prominence, is on a side road off the main road with access issues for wider vehicles.</p>	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous.	
<b>Opportunities to expand / improve site</b>	<p>No room for expansion of the site to the west, with levels differences and functional flood plain for the River Conwy.</p> <p>It is included in Policy EMP/5, although we would query whether that is still necessary going forward given that it is well maintained and fully occupied.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p>Site boundaries are unlikely to change given that it sits immediately adjacent to the River Conwy's functional flood plain.</p> <p><b>It is suggested that the site should no longer be retained as an employment improvement area in the RLDP (EMP/5).</b></p>	

## **SITE SUMMARY**

This is a small business park consisting of a single relatively modern building located on the northern edge of Llanrwst, close beside the North Llanrwst rail station.

Strategic access to/from the site is via the A470, but this involves connecting via a small local road that is effectively single carriageway, adjoining a number of residential properties and containing traffic calming features.

The estate is fully occupied by a range of B1/B2 and Sui Generis uses. Expansion is unlikely given adjoining uses and flood risk. It is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land, although it is questionable whether contained promotion of the site through as an employment improvement area remains necessary (EMP/5).

**Site Name: North Station Yard, Llanrwst**



**GROSS SITE AREA – 1.32 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Station Yard North, which contains a range of A1, B2 / B8 / Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of EMP/5 (m) - Office and Industrial Employment Improvement Areas.	
<b>Planning History</b>	<p>0/44629 - Construction of ancillary workshop to Jones Joinery (The Workshop) – approved with conditions 11/17</p> <p>0/41337 - Application to change the use of an old station into community use including meeting rooms, activities, training and offices and change the use of a nearby building, within the curtilage, to be an ancillary space – approved with conditions 12/14</p> <p>0/27814 – erection of office building – approved with conditions 11/02</p>	

CRITERIA	COMMENT	RATING
<b>Current Use and Land Type</b>	<p>Mix of A1, B1, B2, B8, Sui Generis uses, with the bulk of the site comprising storage and coach/bus sales.</p> <p>There is some car parking located on site, alongside parking beside the rail station.</p>	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Occupied buildings include:</p> <ul style="list-style-type: none"> <li>- Alun Jones, B1 - 333 sq. m</li> <li>- Nant Conwy Tyres, B2 - 115 sq. m</li> <li>- David Thomas Windows, B2 - 190 sq. m</li> <li>- Jones Joinery, B2 - 135 sq. m</li> <li>- Gwasg Carreg Gwalch, B8 - 352 sq. m</li> <li>- Llew Jones International Coaches, B8 - 118 sq. m</li> <li>- Llew Jones Limited, Sui Generis - 381 sq. m</li> </ul> <p>There are three main parts of the site.</p> <p>The first area, which takes up the southwest corner and has its own access point, is occupied by Nant Conwy tyres and is open to the public for tyre fittings, as well as for the agricultural trade. This comprises several storage buildings for tyres, of average quality.</p> <p>The main (central) part of the site comprises Llew Jones' / Jones Coach and Bus Sales, comprising a large area of open storage of coaches plus some workshops/garage space and several portacabins.</p> <p>The southern part of the site also accommodates a workshop housing Jones Joinery.</p> <p>Further north, there is a large building housing Dave Thomas &amp; Sons Windows, who sell (and fit) PVCu doors, windows and conservatories.</p> <p>On the eastern side are a number of vacant, much older stone properties in a poor state of repair which appear to be formerly related to the adjoining rail station. As of 21<sup>st</sup> October 2021, there were 5 vacant buildings on the site, totalling 396 sq. m (ranging from 19 sq. m to 225 sq. m).</p> <p>Finally, to the north on a separately accessed part of Station Yard North, is another storage building</p>	

CRITERIA	COMMENT	RATING
	occupied by Gwasg Carreg Gwalch, a welsh online bookseller.	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	See above. Range of buildings dating from Victorian (disused) stone buildings to relatively modern storage buildings. Uses include retail, B2, B8 plus Sui Generis.	
<b>Strategic Road Access</b>	Within 200m of the A470 to the south east.	<b>Good</b>
<b>Local Road Access</b>	The road is accessed via Ffordd Yr Orsaf, which, due to parked cars, is effectively a single carriageway running through a residential area with speed bumps.	<b>Poor</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	On the northern edge of Llanrwst urban area immediately adjacent to North Llanrwst rail station; bus stop and layby within 200m walk on the A470, providing regular services to Llandudno / Blaenau Ffestiniog (Bus routes 19 and T19); Llanberis and Betws-y-Coed (Bus Service S2).  Town Centre is around 650m walk to the south.	<b>Very Good</b>
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	Station Yard employment area to the south; Pasture and the River Conwy to the west. Rail station (and railway line) to the east and north. Residential properties to the south east.	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site, lighting. Flood risk mapping from Natural Resources Wales suggests that much of the site is at risk of flooding, with around half the land at a low risk of flooding from the River Conwy, albeit a sliver of land to the far west of the site may be at high risk. Also some low risk of surface water flooding. Car parking on site, gated site with security.	<b>Average / Poor</b>

CRITERIA	COMMENT	RATING
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None. No vacant land available for development.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Older storage buildings / workshops with some much older stone properties that likely date from the Victorian era (which are now in a very poor state of repair). No street lighting, secure fencing around the buildings.</p> <p>Generally appeared to be well utilised site albeit with some vacant buildings including the Victorian stone buildings. Has a somewhat delapidated feel. The site lacks prominence, is on a side road off the main road with access issues for wider vehicles.</p>	<b>Poor</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous	
<b>Opportunities to expand / improve site</b>	<p>No room for expansion of the site to the west, with levels differences and functional flood plain for the River Conwy</p> <p>It is included in Policy EMP/5 and would benefit from environmental improvements.</p>	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p>Site boundaries are unlikely to change given that it sits immediately adjacent to the River Conwy's functional flood plain.</p> <p><b>It should be retained in the RLDP as an employment improvement area (Policy EMP/5)</b></p>	

## **SITE SUMMARY**

This is a moderately-sized industrial estate located on the northern edge of Llanrwst, close beside the North Llanrwst rail station.

Strategic access to/from the site is via the A470, although this involves connecting via a small local road that is effectively single carriageway, adjoining a number of residential properties and containing traffic calming features.

The estate is almost fully occupied by a range of retail, B1/B2/B8 and Sui Generis uses. Expansion is unlikely given adjoining uses and flood risk. The estate is in a relatively poor state of repair and has limited kerb appeal despite its proximity to the rail station. It should be retained in the RLDP as an employment improvement area (EMP/5).

**Site Name: Ty Gwyn Industrial Estate, Llanrwst**



## **GROSS SITE AREA – 6.85 ha**

## ESTIMATED NET DEVELOPABLE AREA – 0.424 ha

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>• Location with regards to existing employment areas and other sites</li> <li>• How the site fits into the overall portfolio</li> </ul>	<p>The site comprises the existing Ty Gwyn Industrial Estate, which contains a range of B1, B2, B8, retail and trade counter uses.</p>	
<b>Local Development Plan Designation</b>	<p>The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/4 – Safeguarding B1, B2 &amp; B8 Office and Industrial sites.</p>	
<b>Planning History</b>	<p>0/49232 - Construction of light industrial building on land at Cae Melwr - approved with conditions 12/21</p> <p>0/47065 - Proposed conversion and change of use of existing agricultural building into office/light industrial/commercial use (B1/B2 &amp; B8) – approved with conditions 12/20</p> <p>0/41693 - 1) Erection of 4 no. B1 - Business Light Industrial Buildings 2) Erection of 1 no. Office Building - B1 use class 3) Landscaping and parking layout 4) Construction of link spine road to serve development – approved with conditions 04/15</p>	

CRITERIA	COMMENT	RATING
<b>Current Use and Land Type</b>	<p>The Industrial Estate comprises a number of discrete areas.</p> <p>At the western entrance to the site is Parc Ty Gwyn, a small development carried out by the Welsh Development Agency in the 1990s which features 7,000 sq. m of industrial buildings. Accommodation ranges from 750 sq. ft to 2000 sq. ft. The buildings are of steel portal frame construction with concrete floors, brick elevations and profile steel cladding roofs which incorporate translucent roof lights.</p> <p>Moving further north in the estate is a larger 1,115 sq. m building on the western side in occupation by CL Jones, Timber &amp; Builders Merchants, with a large open storage yard to the north.</p> <p>Immediately opposite is Wynnstay Stores, a one-stop depot for all things agricultural and horticultural supporting the local farming community.</p> <p>On land immediately to the east is a modern light industrial building in occupation for food processing by a bakery, Siwgr a Sbeis. A newly constructed unit taking up the south-eastern portion of the site is in occupation by Garej ty Gwyn, Car And Commercial Vehicle Repairs with open storage to the rear.</p> <p>Opposite, in the south-western corner, are new office premises and workshops that were intended to be the £1.3m headquarters for Llanrwst based G M Jones Ltd. This was constructed with support from the Welsh Government in 2016. The building company acquired land on Parc Ty Gwyn from the Welsh Government to build their new 13,700 sq. ft premises that was intended to include offices, workshop space and a showroom. The expansion was supported by £400,000 from the Wales Economic Fund to create and safeguard jobs and to enable the business to expand, exploit new business opportunities and meet the growing demand for its services.</p> <p>However, in March 2019 G M Jones went into administration with nearly 40 workers made redundant. Pharma Group Holdings took on the two properties at Parc Ty Gwyn, left vacant since</p>	

CRITERIA	COMMENT	RATING
	<p>building contractor GM Jones went bust, in January 2022.</p> <p>It is understood that the buildings are providing expansion capacity for Pharma Group, as well as potentially generating rental income through attracting local businesses to occupy surplus office and warehouse space at the site. Part of the buildings remain vacant at the time of writing.</p> <p>A plot of undeveloped land of around half a hectare lies to the north of the former GM Jones offices.</p> <p>The site boundary also includes another separate employment area to the north, which is disconnected from the southern Parc and can only be accessed via Nebo Road (B5427) to the north. This land contains two modern office buildings to the south, branded 'Lys Jones'. One containing NFU Mutual and the other JMJ travel (formerly Menyns Private Hire taxis), (constructed in 2006). The bulk of the land, however, relates to what appear to be much older converted farm sheds and open storage of relatively low quality.</p>	
<b>Occupier Profile</b> (if partly developed, including % of available land and levels of vacancy onsite)	<p>The 5 Parc ty Gwyn buildings accommodate a range of local companies including MK Enterprises (UK) Ltd (specialising in the design and construction of timber engineered structures); A Cousins; Snowdonia Interiors Ltd and Fitness Hub Ltd. Building 5 formerly housed Fitness Hub Ltd which dissolved in 2019 and the building is now unoccupied.</p> <p>Occupied buildings include:</p> <ul style="list-style-type: none"> <li>- NFU Mutual, B1 - 464 sq. m</li> <li>- De Operations North, B1 - 188 sq. m</li> <li>- MK Enterprises (UK) Limited, B2 - 188 sq. m</li> <li>- Wynnstays and Clwyd Farmers PLC, B2 - 1,222 sq. m</li> <li>- Siwgr a Sbeis, B2 - 496 sq. m</li> <li>- JMJ Travel Private Hire Taxis (formerly known as Menyn's), Sui Generis - 112 sq. m</li> <li>- C L Jones Timber and Builders Merchant, Sui Generis - 564 sq. m</li> <li>- Gwyn Jones Haulage Company, Sui Generis - 47 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Snowdonia Interiors Limited, A1 - 188 sq. m</li> <li>- A Cousins, B1 - 188 sq. m</li> <li>- Garej ty Gwyn - B2</li> <li>- Hapgoods, B1 - 564 sq. m</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	See above.	
<b>Mix of B Class Uses (including size of properties) and % of non B Uses on site</b>	Range of buildings dating from 1990s to 2016. Uses include B1 office (vacant and NFU Mutual), B2 (food processing at Siwgr a Sbeis, design and construction of timber products at MK Enterprises) and B8 storage plus Sui Generis uses such as Menyn's Private Hire Taxis and Garej ty Gwyn; Trade Counter (CL Jones, Timber & Builders Merchants); and A1 retail (Wynnstay, Snowdonia Interiors Ltd).	
<b>Strategic Road Access</b>	Southern part of the site immediately adjoins the A470.	<b>Very Good</b>
<b>Local Road Access</b>	Southern portion of the estate adjoins the A470. The northern part is accessed via the B547, which is a narrower road.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>On the southern edge of Llanrwst urban area; bus stop and layby immediately adjoins the site on the A470, providing regular services to Llandudno / Blaenau Ffestiniog (Bus routes 19 and T19); Llanberis and Betws-y-Coed (Bus Service S2).</p> <p>Town Centre is around 1.5km walk to the north west.</p>	<b>Good</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	<p>Texaco garage to the south.</p> <p>Farms/agricultural land to west and east. DPD depot further north-west.</p>	<b>Very Good</b>
<b>Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains</b>	Flat site, lighting. Flood risk mapping from Natural Resources Wales suggests that much of the southern part of the site which currently contains the vacant office buildings is at a low risk of river flooding and medium risk of surface water flooding.	<b>Average</b>

CRITERIA	COMMENT	RATING
utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)		
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None. Some vacant land (c. 0.424 ha) available to north of the vacant office space.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Relatively modern light industrial buildings / workshops dating from the 1990s and excellent quality HQ office building to the south dating from 2016, well maintained. On street lighting, secure fencing around the buildings, no graffiti.</p> <p>However, there are a number of vacant buildings on the site with some space remaining available at the former G M Jones Ltd HQ building (now owned by Pharma Group). Also vacant workshop in the Parc y Gwyn buildings and poorer quality storage / buildings to the north.</p> <p>The site's B-Class employment use has been watered down by the presence of a number of retailers.</p>	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous companies at present, but with the potential to attract a major sub-regional occupier to the HQ office block to the south. This may be difficult given that Llanrwst is a comparatively remote settlement set in the heart of County Borough.	
<b>Opportunities to expand / improve site</b>	<p>Some room for expansion of the site to the east on agricultural land, although this would be limited in scale given sloping topography further north.</p> <p>Further expansion in the longer term possible to the north-west on existing agricultural land.</p> <p>No need for the site to be included as a designated employment improvement area.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	

CRITERIA	COMMENT	RATING
<p><b>Recommendation and Potential Future Uses</b>            (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)</p>	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p>No pressing need to upgrade site or amend site boundaries given that there is land available within the site to be developed and high-quality vacant buildings therein.</p>	

## SITE SUMMARY

This is the main industrial estate of Llanrwst. Access to/from the site is excellent via the A470 and it has a good mix of uses although it is starting to become dominated by retail and Sui Generis uses as opposed to B-Class. The buildings are generally of a good quality and modern in style, particularly the excellent HQ office space to the south.

The fact that there remain vacant buildings at the site remains a concern. This, and the fact that there is a vacant plot awaiting development on site points to the need to protect the site for employment use going forward, but not to require any expansion of its boundaries for the foreseeable future.

It is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

**Site Name: Bron Y Nant Road, Mochdre**



**GROSS SITE AREA – 1.15 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises a mix of private businesses and council services which contains a mix of A1, B1, B2, B8 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, EMP/4 – Safeguarding B1, B2 & B8 Office and Industrial sites, and EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Includes a mix of A1, B1, and Sui Generis uses. Majority of site is occupied by the County Borough recycling centre (B2/B8/Sui Generis).	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Occupiers include: <ul style="list-style-type: none"> <li>- Colwyn Fireplace Centre, A1 - 220.56 sq. m</li> <li>- Conwy Council Environmental Services, B2/B8/Sui Generis - 180.63 sq. m</li> <li>- Mike Hogan Skip Hire, A1/B8 - 126.56 sq. m</li> </ul> Snowdon Timber, B2/A1	
<b>Recent Completions on site / pipeline development</b>	N/A	

CRITERIA	COMMENT	RATING
<b>Mix of B Class Uses</b>	Around 0.8ha (70%) of the site is occupied by a CCBC recycling centre (B1/B2/B8/Sui Generis). Colwyn Fireplace Centre is A1 use. Snowdon Timber is predominantly A1. Mike Hogan Skip Hire is B8/Sui Generis.	
<b>Strategic Road Access</b>	0.4km from the A547 to the east and 0.7km to the west via Glan Y Wern Road and Bron Y Nant Road respectively. Access is, however, via a low and narrow bridge.	<b>Average</b>
<b>Local Road Access</b>	On Bron-Y-Nant Road, a narrow road accessible from the East and West. Both access points connect to A547 in the South via narrow bridges.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	Bus stop immediately outside the site. Further bus stop 450m away on the A547. Route 24: Colwyn Bay – Mochdre,; Route 21 – Colwyn Bay – Llandudno via Betws yn Rhos, Rhyd Y Foel. Limited Amenities in Mochdre.	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (Including amenity impacts experienced by current/future occupiers and neighbouring areas)	Site is immediately opposite Colwyn Bay Crematorium and cemetery to the north.	<b>Poor</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site; flood risk mapping from Natural Resources Wales indicate the site is at minor flood risk from Surface Water & Small Watercourses.	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	Site contains light industrial buildings / workshops. Use as recycling centre is clearly visible from road. Site is narrow and constrained.  Very limited space available for development with on-street parking on an already narrow road. Crematorium opposite limits usage and further development.	<b>Poor</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous companies</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion. The condition of the site could be improved to fit within surrounding uses, so Policy EMP/5 status should be maintained.	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4). It should also be retained in the RLDP as an employment improvement area (EMP/5).</b>	

## SITE SUMMARY

This is a long and narrow industrial estate on the outskirts of Mochdre. Most of the site is occupied by a CCBC recycling centre alongside a skip hire company, timber merchants and fireplace showroom. The site's use as a council recycling centre is clearly visible from the road, reducing its kerb appeal.

The site lies immediately opposite a crematorium and cemetery. The condition of the site could be improved to align within surrounding uses, so Policy EMP/5 status should be maintained.

The site is fully developed with no room available for expansion and no vacant buildings.

Overall, the site is performing an important local function. As such, the site should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).

**Site Name: Mochdre Council Tip**



**GROSS SITE AREA – 21.45 ha**

**ESTIMATED NET DEVELOPABLE AREA – 1.1 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> • Location with regards to existing employment areas and other sites • How the site fits into the overall portfolio	The site comprises the existing Commerce Park and Mochdre Industrial Estate, which include a range of A1, B1, B2, B8, D2 and sui generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 office and Industrial sites.	
<b>Planning History</b>	<p>0/47790 - Demolition of existing buildings and redevelopment of existing A1 retail site to form 3 no. use class A1 retail buildings (building 3 to revert to B1/B8 should business cease to trade from that building in the future). – approved with conditions 05/21</p> <p>0/44056 - non-material amendment to planning permission granted under code ref. 0/44056 (Change of use of an existing industrial building from B1, B2 &amp; B8 Use Class to sui generis to accommodate a veterinary clinic to include an element of B1 Use Class) to allow amendment to the internal layout – approved with conditions 10/17</p>	

CRITERIA	COMMENT	RATING
	<p>0/42397 - Change of use of the existing building (Buildings 6 to 8 and part of Building 5) and open storage area to a depot, storage area and office accommodation for County Borough Council, alterations to Buildings 5 - 8, construction of new external hardstanding, related infrastructure, and landscaping". – approved with conditions 01/16</p> <p>0/36278 - Erection of 8 no. buildings (B1,B2,B8) access, parking &amp; alterations to existing parking and servicing area. – approved with conditions 09/09</p> <p>0/31672 - Use of Land for Employment Development Comprising Erection of B1, B2 and B8 Buildings Coming Under the Town and Country Planning (Use Classes Order) 1987, Including Open Storage, Together With Associated Infrastructure, Service Space, Car Parking, Landscaping and an Attenuation Lagoon – 06/06.</p>	
<b>Current Use and Land Type</b>	<p>The site includes land formerly used as a council tip which now forms part of a large industrial area. The site includes a range of retail (A1), sport/leisure (D2), industrial (B1, B2, B8) and Sui Generis uses.</p>	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Current Occupiers include:</p> <p>To the North of the site:</p> <ul style="list-style-type: none"> <li>- ABC Auto Electrical Spares, A1 – 217 sq. m</li> <li>- Be My Bear, B1 – 390 sq. m</li> <li>- CCBC Central Resource Depot, B8 – 2586 sq. m</li> <li>- Conwy Kayaks, B2/A1</li> <li>- GAP Ltd. Colwyn Bay Depot, B2 – 830 sq. m</li> <li>- Howdens, Colwyn Bay, B8/A1 – 868 sq. m</li> <li>- Mochdre Vets, Sui Generis – 83 sq. m</li> <li>- My Heartbeat Bear, B1</li> <li>- NW Installations, B2</li> <li>- North Wales Training, Training centre – 1384 sq. m</li> <li>- Phoenix Workshops, B2</li> <li>- Screwfix, hardware shop, A1</li> <li>- St David's Building Plastics Ltd, B2 – 121 sq. m</li> <li>- Stands Out Ltd, A1</li> <li>- Wild Beak automatic feeders, A1</li> <li>- William's Autos, B2</li> </ul>	

CRITERIA	COMMENT	RATING
	<p>Site Centre</p> <ul style="list-style-type: none"> <li>- Aberconwy Equestrian, A1</li> <li>- Alan Daniels Plumbing &amp; Heating Supplies, A1 – 189 sq. m</li> <li>- Autovision, window tinting, B2</li> <li>- Cygnet Plastics, B2</li> <li>- Edghill Martial Arts, D2</li> <li>- Eurocell Mochdre, building materials supplier, B2</li> <li>- Gaskins Carpets, A1 – 243 sq. m</li> <li>- Global Tiles Ltd, a1 – 952 sq. m</li> <li>- Grand Prix Express, Distributors, B8 – 1112 sq. m</li> <li>- Mochdre Cricket Club and Sports Association, D2 – 319 sq. m</li> <li>- NS motorsport, B2 167 sq. m</li> </ul> <p>South of the site:</p> <ul style="list-style-type: none"> <li>- Denbigh Plant Services, B2 301 sq. m</li> <li>- Huws Gray Colwyn Bay, building supplier, A1 – 1244 sq. m</li> <li>- Spatone, distributors, B8/A1</li> <li>- The Bathroom Showroom, A1</li> <li>- Wales &amp; West Utilities, B1 – 1836 sq. m</li> </ul> <p>Six buildings to the south of the site are vacant, although it is understood that one has been recently let.</p>	
<b>Recent Completions on site / pipeline development</b>	Buildings in the southern part of the site were constructed in 2008-2009.	
<b>Mix of B Class Uses</b>	The site is mostly occupied by B-class uses. In terms of non-B-class uses, Mochdre Sports Association sits in the centre of the site, occupying around 2.2 ha. The portion of the site to the south of the A547 includes A1 retail, A3 and Sui Generis uses. There is a veterinary surgery to the north-east of the site as well as some ancillary A1 trade counter uses.	
<b>Strategic Road Access</b>	Southeast side of the site is adjacent to the A547. A55 access is provide at J19 approx. 1.5km southwest via A547.	<b>Very Good</b>
<b>Local Road Access</b>	Immediately adjoins the unconstrained A547	<b>Very Good</b>
<b>Proximity to Urban Areas and Access to</b>	Bus stops on the A547 in both directions. Routes include: 13 (Prestatyn – Llandudno); 24 (Colwyn	<b>Average</b>

CRITERIA	COMMENT	RATING
<b>Labour and Services</b> (including public transport / cycling / walking accessibility)	Bay – Mochdre); 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor); 21 (Colwyn Bay - Llandudno via Betws yn Rhos, Rhyd Y Foel). There are limited amenities in Mochdre.	
<b>Compatibility of Adjoining Uses</b> (including amenity impacts experienced by current/future occupiers and neighbouring areas)	Site is bound by the A55 to the north.  Predominately surrounded by green field land to the East, South and West. Farm to the East adjacent the A547.  Only a small area of housing adjacent to the northern boundary.	<b>Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Transmission tower to the East; flat site; Mapping from Natural Resources Wales indicate the site is at low risk of flooding from rivers; North-eastern parts of the site are at medium risk of flood from Surface Water and smaller watercourses.  Towards the very south of the site, mapping shows the area is at high risk of flooding from rivers. It is understood that some buildings in the south of the site have issues with floor sinkage.	<b>Poor</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	The site is split into two, with the northern and central parcels comprising generally old and smaller brick light industrial and office buildings. These parts of the site are less attractive but include a wide variety of small businesses and trade counter uses with very little vacancy. Cars are generally parked on roads or verges in these areas.  The southern part of the site comprises relatively new (2008/09) double height steel B2/B8 warehouses, some with mezzanine office space and/or roller doors. The southern part of the site feels much more modern and well maintained with large parking areas and land available for further development. There are 5/6 large vacant buildings	<b>Good</b>

CRITERIA	COMMENT	RATING
	<p>in this part of the site, although this may be due to issues with floor sinkage.</p> <p>Overall, the site should be relatively attractive to both smaller local businesses in the northern portion and occupiers with requirements for larger more modern space in the south, if current issues with some of these buildings can be overcome.</p>	
<b>Employment Role</b> (indigenous or sub-regional)	Indigenous and sub-regional	
<b>Opportunities to expand / improve site</b>	<p>There is a parcel of land to the south of site available for development with access in place (1 ha).</p> <p>The area of the site to the south of the A547 does not currently include any B-class use. It should be considered whether this area should remain within the site boundary.</p> <p>A slim area north-west of the cricket ground is undeveloped but is heavily overgrown and includes telegraph poles with lines overhead. Given the availability of buildings and undeveloped land to the south it is not deemed necessary to recommend this area for development and as such it can be removed from the site boundary along with the cricket ground.</p> <p>These changes would reduce the overall site area to approx. 17.2 ha.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p><b>Amend site boundary to remove cricket ground.</b></p> <p><b>Consider removing portion of site south of A547 from boundary as no B-class uses are present in this area.</b></p>	

## **SITE SUMMARY**

This site comprises the existing Commerce Park and Mochdre Industrial Estate, which together form a large employment area and include a range of A1, B1, B2, B8, D2 and Sui Generis uses. The site is mostly occupied by B-class uses, but also includes Mochdre Sports Association and cricket ground in the centre of the site and some A1, D2, A3 and sui generis uses.

The site is split into two, with the northern and central parcels comprising generally old and smaller brick light industrial and office buildings. These parts of the site are less attractive but include a wide variety of small businesses and trade counter uses with very little vacancy.

The southern part of the site comprises relatively new (2008/09) double height steel B2/B8 warehouses, some with mezzanine office space and/or roller doors. The southern part of the site feels is more modern and well maintained with large parking areas and land available for further development. There are 5/6 large vacant buildings in this part of the site, although this may be due to issues with ground stability.

Overall, the site should be relatively attractive to both smaller local businesses in the northern portion and occupiers with requirements for larger more modern space in the south. There is little vacancy across the site aside form the most southern buildings which have had issues with ground stability and sinking as a consequence, although one of these buildings has been recently let and the others are on the market.

The area of the site to the south of the A547 does not currently include any B-class use. It should be considered whether this area should remain within the site boundary. The site boundary should be further amended to remove the cricket ground and land to the northwest.

This is a significant employment area which is clearly performing an important local function, and as such should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).

Further site investigations may be required to understand if issues concerning ground stability are likely to affect the rest of the estate.

## Site Name: Mochdre, Former Dairy Site



**GROSS SITE AREA – 1.02 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	This site comprises the existing Cartrefi Conwy Business Park, which contains a range of A1 and B1 uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and Policy EMP/4 – Safeguarding B1, B2 & B8 Office and Industrial sites.	
<b>Planning History</b>	<p>0/37536 - Development of 6 new buildings forming phase 2 of the Creamery Business Parc – approved with conditions 12/10</p> <p>0/36220 -  Development of 11 new industrial buildings at former dairy – approved with conditions 02/10</p>	
<b>Current Use and Land Type</b>	Site is a relatively new business park consisting of light industrial buildings and a mix of A1 and B-class uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	<p>Occupiers include:</p> <ul style="list-style-type: none"> <li>Building 1, TwoH, A1 – water pump supplier</li> <li>Building 1, ExcelCS, Civil Engineering, B2</li> <li>Building 3, Truck Parts North Wales, A1 – 470 sq. m</li> <li>Building 6, A.Pitman Plumbing &amp; Heating Services Ltd, B2 – 102 sq. m</li> <li>Building 8, UK Leisure Living Limited, B1</li> </ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Building 8, Decking, North Wales, B2</li> <li>- Building 9, Hot Tubs North Wales and Cheshire, A1</li> </ul> <p>Building 10, AA Conservatories, B2</p>	
<b>Recent Completions on site / pipeline development</b>	All buildings constructed 2012/13	
<b>Mix of B Class Uses</b>	Site is predominantly B1 office and B2 light industrial use, with some A1 retail use.	
<b>Strategic Road Access</b>	250 metres from A547.	<b>Good</b>
<b>Local Road Access</b>	Set within a residential area and a business park to the south. Dual access is provided to Station Road which links to A547 and on to residential areas.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services</b> (including public transport / cycling / walking accessibility)	<p>Residential areas to the north, east and south of the site.</p> <p>Public bus stops ~250m away on the A547 in both directions; Routes 13 (Prestatyn – Llandudno); 24 (Colwyn Bay – Mochdre); 27 (Old Colwyn – Conwy); A55 (Colwyn – Bangor); 21 (Colwyn Bay – Llandudno via Betws yn Rhos). Limited amenities within Mochdre.</p>	<b>Average</b>
<b>Compatibility of Adjoining Uses</b> (Including amenity impacts experienced by current/future occupiers and neighbouring areas)	<p>Residential properties to the north, east and south of the site.</p> <p>Mochdre Infant School and Park Bowling Club to the South East.</p> <p>North of Mochdre Industrial Estate.</p> <p>B1 uses generally compatible with surrounding uses.</p>	<b>Good</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Flat site; no natural light restrictions; Flood Risk from Natural Resources Wales indicates that the site is at low risk of flooding from rivers	<b>Good</b>
<b>Barriers to Delivery and Mitigation</b>	None – site is fully developed with no room for expansion.	<b>Good</b>

CRITERIA	COMMENT	RATING
(including land ownership constraints - if known)		
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	This is a small and relatively new business park with several small office/light industrial buildings. The site is well maintained and benefits from good strategic road access. There is a general lack of smaller modern buildings available on sites nearby or elsewhere in the County Borough, making the site attractive for small businesses or as a satellite office location.  However, the two smallest buildings on the site appear to be vacant.	<b>Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous users</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).</b>	

## SITE SUMMARY

This is a small and relatively new business park in Mochdre with several small office/light industrial buildings, occupied by B1 office and light industrial use, with some A1 retail use. The site is set within a residential area.

The site is well maintained and benefits from good strategic road access. There is a general lack of smaller modern buildings available on sites nearby or within the County Borough, making the site attractive for small businesses or as a satellite office location.

The two smallest buildings on the site appear to be vacant; however, the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land (EMP/4).

**Site Name: Mochdre Glan Y Wern Road**



**GROSS SITE AREA – 3.05 ha**  
**ESTIMATED NET DEVELOPABLE AREA – 0 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"> <li>Location with regards to existing employment areas and other sites</li> <li>How the site fits into the overall portfolio</li> </ul>	The site comprises the existing Glan y Wern Road industrial estate which includes a mix of private businesses and council services which contains a mix of B1, B2, and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand, EMP/4 – Safeguarding B1, B2 & B8 office and industrial sites and EMP/5 – Office and Industrial Improvement Areas.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Mix of B Class and Sui Generis employment.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current Occupiers include: <ul style="list-style-type: none"> <li>- Bayfield Vehicle Hire, Sui Generis - 96.36 sq. m</li> <li>- Cowny Caravan and Motorhomes, Sui Generis - 409.86 sq. m</li> <li>- Amwell Blast Coat Ltd, B2 - 427.61 sq. m</li> <li>- Ian Hughes Motor Body Repairs, B2 - 583.93 sq. m</li> <li>- Autohaus, B2 - 324.77 sq. m</li> <li>- Wales and West Utilities Depot, B8 - 145.33 sq. m</li> <li>- TJH Builders Limited, B1 - 324.77 sq. m</li> </ul>	

CRITERIA	COMMENT	RATING
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	The main non-B-class uses are Bayfield Vehicle Hire and Conwy Caravan and Motorhomes (Sui Generis)	
<b>Strategic Road Access</b>	Three access points to the A547, two on the south side and a further one to the northeast.	<b>Very Good</b>
<b>Local Road Access</b>	Western portion of the site accessed on Glan Y Wern Road, a narrow residential road. Further access road from the A547 in the Northeast portion of the site.	<b>Good</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	In the Southwest of the site there are two bus stops in both directions on the A547. Bus routes include: 27 (Old Colwyn – Conwy); A55 (Colwyn Bay – Bangor).	<b>Good</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	<p>Site is bound by A55 to the north and A547 to the south.</p> <p>There are residential dwellings opposite the west site boundary and a small cluster to the southwest across the A547.</p> <p>The Society of St. Pius X church and three residential dwellings face the north-eastern boundary on the A547.</p>	<b>Average</b>
<b>Developmental and Environmental Constraints</b> (e.g. size; topography; site access; roads, lighting, landscaping, mains utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	Site slopes downwards towards the North. Flood risk mapping from Natural Resources Wales suggests the site is at low risk of flooding from Surface Water and Small Watercourses. Little obstructions to natural light.	<b>Average</b>
<b>Barriers to Delivery and Mitigation</b> (including land ownership constraints - if known)	None – site is fully developed with no room for expansion.	<b>Good</b>

CRITERIA	COMMENT	RATING
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	Pockets of overgrowth on the site. On-street lighting to the south but no visible lighting on-site. Metal fencing around most buildings with a stone wall bordering the southern side of the site. Western access point and one southern access point both have gates capable of being locked. The other southern access point as well as the access point to the northeast do not appear to have securable gates.	<b>Average</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous companies</b>	
<b>Opportunities to expand / improve site</b>	Site is fully developed with no room available for expansion. Site security and general condition of the estate could be improved, so Policy EMP/5 status should be maintained.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be expanded or reduced in size?)	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p><b>Site should also be retained in the RLDP as an employment improvement area (EMP/5).</b></p>	

## SITE SUMMARY

This is a well-established industrial estate on the eastern side of Mochdre featuring several relatively old light industrial buildings, parking, land used for storage and a CCBC Highways depot.

The site benefits from 3 access points directly from the A547 and Glan-y-Wern Road. There are residential dwellings to the west and south of the site which limit B2 use.

Parts of the site are overgrown, and security could be improved in places.

Overall, the site is performing an important local function and should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land. Site security and general condition of the estate could be improved, so should also be retained in the RLDP as an employment improvement area (EMP/5).

## Site Name: Mochdre Quinton Hazel



**GROSS SITE AREA – 5.01 ha**

**ESTAIMATED NET DEVELOPABLE AREA – 0.5 ha**

CRITERIA	COMMENT	RATING
<b>Site Context</b> <ul style="list-style-type: none"><li>Location with regards to existing employment areas and other sites</li><li>How the site fits into the overall portfolio</li></ul>	The site comprises the existing Quinton Hazel Enterprise Parc which contains a range of B1, B2, B8 and Sui Generis uses.	
<b>Local Development Plan Designation</b>	The Adopted Conwy Local Development Plan identifies the site as falling within the provisions of Policy EMP/1 – Meeting B1, B2 & B8 Employment Demand and EMP/4 – Safeguarding B1, B2 & B8 Office and Industrial sites.	
<b>Planning History</b>	N/A	
<b>Current Use and Land Type</b>	Mix of B1, B2, B8 and Sui Generis uses.	
<b>Occupier Profile</b> (Use class and floorspace included where available)	Current occupiers include: <ul style="list-style-type: none"><li>- Alzheimer's Society Conwy Branch, B1</li><li>- A &amp; J DUncalf Investments Limited, B1</li><li>- Earley Wealth management, B1</li><li>- BGW Limited, B1</li><li>- N.W.P.T., B1</li></ul>	

CRITERIA	COMMENT	RATING
	<ul style="list-style-type: none"> <li>- Carers Trust North Wales, B1</li> <li>- Ruby Granite Limited, B2</li> <li>- Mark Water Pumps Limited, B2</li> <li>- Ray Seager Scaffolding Services Limited, B8</li> <li>- Farm and Pet Place Limited, B8</li> <li>- St Davids Hospice Donation Centre, B8</li> <li>- British Heart Foundation, B8</li> <li>- BOCS Self Storage Limited, B8</li> <li>- Rybrook Cars Limited, Sui Generis</li> <li>- Fastest Way to Fitness, D2</li> </ul>	
<b>Recent Completions on site / pipeline development</b>	N/A	
<b>Mix of B Class Uses</b>	<p>2 known non-B uses on site:</p> <ul style="list-style-type: none"> <li>- Rybrook Cars Limited (Sui Generis)</li> <li>- Fastest Way to Fitness (D2)</li> </ul>	
<b>Strategic Road Access</b>	Site is 0.34km north and 0.7km northwest of the A547 via Glan Y Wern Road and Bron Y Nant Road respectively. Access is, however, via a low and narrow bridge.	<b>Average</b>
<b>Local Road Access</b>	All access roads to A547 are relatively narrow. Single access road in and out of the site.	<b>Average</b>
<b>Proximity to Urban Areas and Access to Labour and Services (including public transport / cycling / walking accessibility)</b>	<p>Residential areas in Mochdre to the south. 0.25km to the nearest bus stop with routes 24: Colwyn Bay – Mochdre and 21: Colwyn Bay – Llandudno via Betws yn Rhos, Rhyd Y Foel. Limited amenities in Mochdre itself.</p>	<b>Average</b>
<b>Compatibility of Adjoining Uses (including amenity impacts experienced by current/future occupiers and neighbouring areas)</b>	<p>Site is west of Colwyn Bay Crematorium. Farming/agricultural land to the west of the site. Residential areas to north-east.</p>	<b>Good</b>
<b>Developmental and Environmental Constraints (e.g. size; topography; site access; roads, lighting, landscaping, mains</b>	<p>Electricity pylon to the south of the site which is part of an electricity hub. Flat, regularly sized site. Flood risk mapping from Natural Resources Wales indicates though the site itself is at minimal risk of flooding from Surface Water &amp; Small Watercourses,</p>	<b>Good</b>

CRITERIA	COMMENT	RATING
utilities and communications infrastructure; flood risk; contamination; nature and heritage conservation)	much of the farm/agricultural land to the west is at medium to high flood risk from Rivers.	
<b>Barriers to Delivery and Mitigation</b> (Including land ownership constraints - if known)	Land to the north currently in use as storage but could be developed and should be included in the wider site boundary.	<b>Good</b>
<b>Market Attractiveness</b> (including appropriateness, vacancy and market activity on site for the type of development proposed, property values, asking rents, absorption etc)	<p>Large, modern, industrial buildings that are well maintained and an office building in multiple occupation. Limited parking provision on site. On-site and street lighting; secure fencing around the perimeter of the site.</p> <p>The site has its own electricity sub-station.</p> <p>Access to the site is via a relatively narrow road and under a low bridge.</p>	<b>Average / Good</b>
<b>Employment Role</b> (indigenous or sub-regional)	<b>Indigenous</b>	
<b>Opportunities to expand / improve site</b>	<p>Small parcel of land to the south of the site could be developed.</p> <p>Potential to moderately expand the site to the north to include land currently used as storage. A further field to the north could also be included for future development, although its proximity to residential dwellings to the east could restrict the use types without suitable mitigation (100m).</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b> (Should it retain its safeguarded /improvement status? Should it be upgraded or released for alternative uses? Should it be	<p><b>Retain and protect for employment use in line with the RLDP policy on safeguarding employment land.</b></p> <p><b>Amend boundary to include existing storage uses further north.</b></p>	

CRITERIA	COMMENT	RATING
expanded or reduced in size?)		

## SITE SUMMARY

This site comprises the existing Quinton Hazel Enterprise Parc which contains a range of B1, B2, B8, and Sui Generis uses.

This is a relatively isolated site which consists of an office building and a large, single storey industrial building that has been subdivided.

Access to the site is via relatively narrow roads and low bridges. Parking is limited on site.

There is potential to expand the site to the north to include land currently used as storage, which could be developed. A further field to the north could also be included for future development, mindful of its proximity to residential dwellings (100m).

Overall, the site has a high level of occupancy by well established companies and is performing an important local function. As such, the site should be retained and protected for employment use in line with the RLDP policy on safeguarding employment land.

The boundary of the site should be amended to include the existing storage uses to the north.

## **Annex 1 – Justification for Policy ED/4 Safeguarding B1, B2 and B8 Office and Industrial Sites (January 2025)**

As seen at section 6 of this background paper “Amendments to the text of policies EMP/4 and EMP/5” Lichfields made some suggested amendments to the new RLDP policies, most of which have been accepted.

There was one recommendation however, where having considered the suggested wording change, The Council has decided to retain the original wording proposed for the new RLDP policy.

This is in relation to the use of “and” between each of the policy criteria in part 1 of ED/4 rather than “or”.

The reasoning for this is the level of protection being afforded to those sites that are deemed important enough to be safeguarded, or have been selected for allocation\* needs to be reflected in the policy wording. For example, if “and” was replaced with “or” then each one of the criteria becomes a permissible reason for loss of B class use in its own right. This could be particularly problematic, especially where criteria c) is cited. In effect, this could lead to loss of prime employment land for uses such as housing, just on the basis that housing would not compromise any neighbouring use.

By retaining the word “and” between the criteria as per the original intent of the policy, the applicant would need to fulfil a), b) and c) in order for the loss of B class to be acceptable. The effect of this will mean that B class uses, and other operational employment generating uses will be retained/permitted on Conwy’s designated employment sites which are critical to the delivery of the LDP employment strategy. This is in the spirit of PPW 12, which recognises the need to safeguard employment land as follows “Sites identified for employment use in a development plan should be protected from inappropriate development.” See paragraph 5.4.4.

However, it should be noted that Part 2 of the policy which refers to non-allocated/safeguarded B class uses has been softened to reflect criteria within TAN 23 (paragraph 4.6.9), with the additional check around need for the use being removed from the policy.

A copy of the policy as it appears in the Deposit RLDP is included on the next page for reference.

\* In order to align with PPW para 5.4.4, the policy has been expanded to cover allocated employment sites, as well as safeguarded sites.

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## Policy ED/4 – Safeguarding B1, B2 and B8 Office and Industrial Sites

1. Safeguarded employment sites and allocated employment sites (as shown on the proposals map) are to be retained for the purposes of B1, B2 and B8 and operational employment generating uses only. Development on such sites that would lead to the loss of; B1, B2, B8 uses, a mixed use comprising any of the Class B land uses, or vacant plots allocated or designated for employment land within the site boundaries, will not be permitted unless the following criteria are met:
  - a) Evidence demonstrates a lack of demand for B1, B2, B8 employment uses at the location; **and**
  - b) The proposed use constitutes an operational employment generating use on the site; **and**
  - c) The proposed use does not compromise neighbouring employment uses and meets criteria in the relevant policies found within the Placemaking – Strategic and Spatial Choices in Conwy section of this Plan, and national guidance concerning retail and commercial development.
2. Development leading to a loss of existing B1, B2, B8 employment land or buildings which do not fall within a safeguarded or allocated employment site will be permitted if the proposal is in line with criteria in national guidance.

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