

# Replacement Local Development Plan 2018-2033

## Background Paper

July 2019

### BP 06: Strategic Sites Deliverability and Infrastructure Assessment

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## 1. Introduction

- 1.1 This Background Paper 6 (BP/6) 'Site Deliverability & Infrastructure Assessment' is one of a number of background documents compiled as part of the evidence base to support the Replacement Local Development Plan (RLDP). At this stage it sets out the site deliverability and infrastructure assessment for the Strategic Sites proposed in the Preferred Strategy. BP/6 will evolve over the lifetime of preparing the RLDP and include further non-strategic sites at the deposit stage of the RLDP. This BP/6 should also be read alongside other Background Papers related to growth levels, distribution and viability. The Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) has also been an integral part of the assessment process.
- 1.2 The detail contained in this paper is the result of previous frontloading, consultation and discussion with developers, landowners, statutory stakeholders, community infrastructure providers and public utility companies, the results of which have informed the overall deliverability of the Strategic Sites. The paper concentrates on deliverability, infrastructure requirements and phasing of the development over the RLDP period 2018 - 2033. Gathering and understanding detailed evidence up front and early in the plan making process is essential to inform the delivery of the Conwy Preferred Strategy and subsequent stages.
- 1.3 The site search and assessment process for sites must be undertaken in line with Planning Policy Wales (PPW) 10. This BP/06 provides a summary of the key deliverability and infrastructure requirements as assessed against the requirements of PPW. A more detailed Access Database Assessment is available for all sites that have been submitted and appraised.

## 2. Deliverability and Financial Viability

- 2.1 For the purposes of this BP/06 the following terms are identified as follows:
- **Deliverability** - the term deliverability means both **deliverability** and **financial viability**. Strategic Sites should address the points set out below:

### **What is a Deliverable Site?**

- The site is in a sustainable location.
- The site is available now, or will be available at an appropriate point within the Plan Period, phased accordingly.
- The site is generally free from physical constraints, such as land ownership, infrastructure, access, ground conditions, landscape, heritage designations, flood risk issues and pollution.
- If the site is in public ownership it is identified in a published disposal strategy with a clear commitment to bring the site forward at a point in time, including where relevant, available funding streams.
- What is the planning history and/or does it benefit from an extant planning permission, or is it identified as an allocation? Sites with a positive planning history may be relevant and could be considered suitable for development,

although it will be necessary to assess whether circumstances have changed which would alter their suitability.

- Where appropriate, a clear explanation and justification of how and when any barriers to delivery can be overcome.

### **What is a Financially Viable Site?**

- There is development potential for the proposed use. The site is generally attractive to the market (both private and/or public sector) for development at the proposed location.
- The site can accommodate the broad levels of affordable housing, other policy requirements and infrastructure costs set out by the LPA; the broad parameters of which will be articulated by the LPA in the call for candidate sites.
- Where there are financial shortfalls inhibiting development from coming forward, funding mechanisms are, or can be, secured to make the site financially viable.
- A candidate site can be considered viable if, after considering the broad known costs, the value/return on the development is sufficient to provide both an adequate profit margin for the developer and an uplift in land value sufficient to encourage the land owner to sell.

2.2 It is recognised that certainty on the deliverability of a site may not always be definitive until more detailed viability information is known as the plan progresses.

## **3. Infrastructure (Public and Community)**

3.1 Adequate and efficient infrastructure, including services such as education and health facilities along with transport, water supply, sewers, sustainable waste management, electricity and gas (the utilities) and telecommunications, is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.

3.2 Planning authorities should, in conjunction with key providers, take a strategic and long term approach towards the provision of infrastructure as part of plan making. This may involve collaboration between planning authorities and key infrastructure providers to ensure infrastructure provision is sustainable, fit for purpose and can be co-ordinated and timed to support placemaking aspirations. The BP/06 is the result of such investigation and negotiation through the frontloading process.

3.3 Development should be located so that it can be well serviced by existing or planned infrastructure. In general this will involve maximising the use of existing infrastructure or considering how the provision of infrastructure can be effectively co-ordinated to support the RLDP. Infrastructure choices should support decarbonisation, socially and economically connected places and the sustainable use of natural resources.

- **Infrastructure** - the term infrastructure means both **public** and **community infrastructure**

#### **What is public infrastructure?**

- These are generally provided by public utility companies (water, drainage, sewerage, electric, gas and telecommunications connections).

#### **What is community infrastructure?**

- These are generally community based and a direct impact as a result of the proposed development (schools, libraries, health, leisure, transport, active travel and green infrastructure).

### **4. Site Search Sequence**

- 4.1 An essential component for a sustainable place is where development is to be located. As well as ensuring all services needed for the expectant levels of growth are provided, an important consideration is ensuring that sites are located to minimise the need to travel, reduce reliance on the private car and increase walking, cycling and use of public transport. In line with PPW, when identifying sites in their development plans planning authorities should consider Previously Developed Land (PDL) and/or underutilised sites located within existing settlements in the first instance with sites on the edge of settlements considered at the next stage. It is recognised, however, that not all sites of this nature are suitable for all types of development. Appendix 1 provides a definition of PDL.
- 4.2 Where it can be demonstrated that there is no previously developed land or underutilised sites (within the authority or neighbouring authorities), consideration should then be given to suitable and sustainable greenfield sites within or on the edge of settlements. The identification of sites in the open countryside, including new settlements, must only be considered in exceptional circumstances.
- 4.3 Locational and site choices also need to be made within the context of an understanding of both economic and market conditions. Consideration should be given to whether specific interventions from the public and/or private sector, such as regeneration strategies or funding, are required to help deliver the strategy and specific development proposals.
- 4.4 Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport. Additionally, higher densities should be encouraged in urban centres and near major public transport nodes or interchanges, to generate a critical mass of people to support services such as public transport, local shops and schools.

### **5. The Preferred Strategy and Strategic Sites**

- 5.1 The Preferred Strategy proposes 5 Strategic Sites, all of which are not without their deliverability issues, infrastructure needs and phasing requirements. This paper considers the deliverability and infrastructure for each of these sites. The Strategic Sites are supported by concept drawings (Appendix 2). The Strategic Sites are

promoted in the most sustainable and accessible locations supported by the necessary infrastructure and market conditions to deliver growth. Ultimately, the Strategic Sites are encouraged in urban centres and near major public transport nodes or interchanges, to generate a critical mass of people to support services such as public transport, local shops and schools. Each of the sites has been appraised against the criteria set out below, covering both deliverability and infrastructure. Where constraints are identified and infrastructure is required the assessment process details how it will be overcome/delivered, including the implications on phasing and viability.

### **Assessment Criteria**

5.2 Each Strategic Site is appraised against the following criteria. It also identifies key evidence base that is in production or required to further inform the site development.

- Location and accessibility.
- Site context and character.
- Accessibility and highway capacity.
- Landscape and environmental impact.
- Flood risk.
- Mineral Safeguarding Areas/Buffer Zones.
- Infrastructure capacity.
- Delivery and viability (including phasing implications).
- Planning history.

## **6 Strategic Site Assessment**

6.1 The following tables provide a summary assessment of the Strategic Sites proposed in the Preferred Strategy. There are 4 Strategic Sites promoted in the urban settlements within the Coastal Development Strategy Area (CDSA) in 1 in the Key Service Centre of Llanrwst falling with the Rural Development Strategy Area (RDSA). Each site is supported by a Location Plan and Concept Drawings within the appendices. Appendix 3 provides a summary table of the deliverability/infrastructure requirements for each site. The Strategic Sites include the following as per 'Strategic Policy 11' of the Preferred Strategy and as shown in the Key Diagram (refer to Map 1 – blue stars denote Strategic Site locations).

### **Coastal Development Strategy Area (CDSA):**

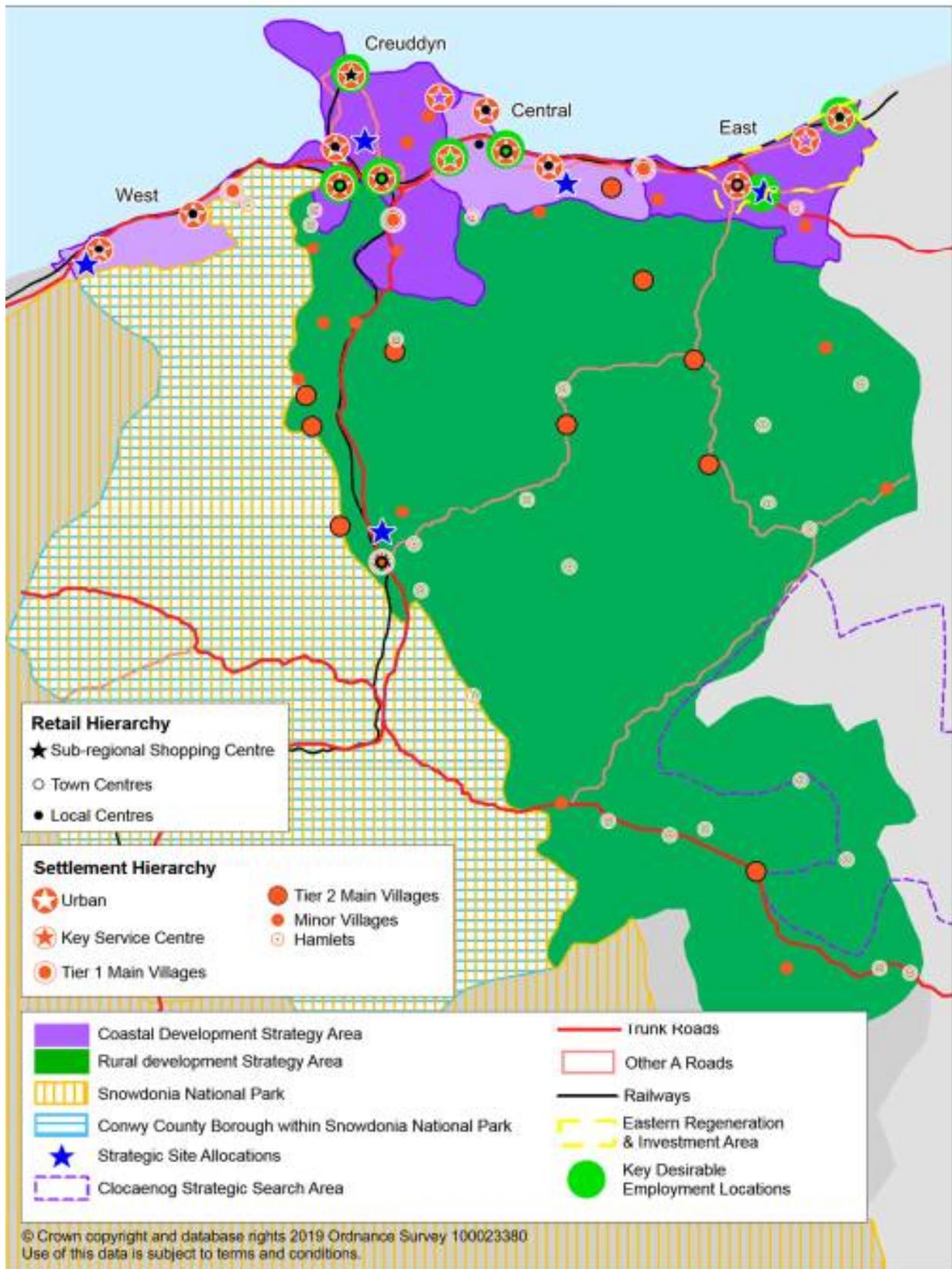
1. **Llanfairfechan** –consisting of 400 residential units (of which 80 will be for affordable housing), Primary School, Allotments, Recreational Spaces, Green Infrastructure and Active Travel Linkages between 2021 and 2029.
2. **Llanrhos** – consisting of Mixed Use Housing (250 Homes, of which 75 would be affordable housing), Primary School, and 1 Hectare of B1 Employment Land, Allotments, Recreational Space, Green Infrastructure and Active Travel Linkages. The site is phased between 2024 and 2031.

3. **Old Colwyn** – consisting of Housing (450 Homes, of which 90 would be affordable housing), Allotments, Recreational Space, Green Infrastructure and Active Travel Linkages. The site is phased between 2024 and 2033.
4. **Abergele** – Mixed Use Employment (4.7 Hectares of B1, B2 & B8), Recreational Space, a Primary School, Green Infrastructure and Active Travel Linkages. The site is phased between 2021 and 2027.

#### **Rural Development Strategy Area (RDSA)**

5. **Llanrwst Key Service Centre** – consisting of Housing (200 Homes of which 70 would be affordable homes), Allotments, Recreational Space, Green Infrastructure and Active Travel Linkages. The site is phased between 2021 and 2026.

Map 1: Key Diagram



## Coastal Development Strategy Area

**Strategic Site 1: Llanfairfechan consisting of:**

- **400 residential units (of which 80 will be for affordable housing),**
- **Primary School (2 ha),**
- **Allotments (40 plots / 1,440m<sup>2</sup>),**
- **Recreational Spaces (3.1 ha),**
- **Green Infrastructure and**
- **Active Travel Linkages**

**The site is phased between 2021 and 2029**

<b>Location and accessibility</b>	Llanfairfechan is the most western urban settlement within the County Bough. The town is in a sustainable and accessible location, located strategically along the A55 Dual Carriage Way and Rail Line allowing excellent access to the higher order urban areas within the County Borough and wider links. The proposed greenfield Strategic Site sits adjacent to the western edge of the settlement and is well located in terms of linkages via active travel modes to the wider community. The site is served by excellent public transport services and capable of introducing further sustainable travel infrastructure to support the housing and new Primary School.
<b>Site context and character</b>	A greenfield site with no existing buildings. Topography is generally level to the north with higher levels to the south. The southern element will require the construction of retaining walls in some areas to accommodate the development as shown on the concept drawings. The site is surrounded by existing trees/woods which would be retained as part of the development (see concept drawings). Neighbouring uses to the east include residential/extra care, church and infrastructure and employment to the south. The topography of the site has influenced density and location of the proposed developments.
<b>Accessibility and highway capacity</b>	Excellent wider accessibility from the strategic road and rail network. The site is served by an excellent public transport network with nearby bus stops and railway station. The Sustrans Route 5 also runs along the northern edge of the site and has potential for further locally based links to improve active travel, health and safe routes to school. There is still likely to be some car dependency as a result of wider links to employment within and out of the County Borough. Highways are acceptable to the development in principle, subject to further assessment of the wider active travel/safe routes to schools links that can be provided as a part of the development (a study is underway to further inform the site's requirements).

<p><b>Landscape and environmental impact (including Agricultural Land Classification)</b></p>	<p>The site consists of several greenfield parcels. There are no current landscape designations, although development of the site will inevitably impact on views. A key element of the site is to retain existing surrounding trees/woods.</p> <p>The site location supports decarbonisation, socially and economically connected places and the sustainable use of natural resources.</p> <p>The majority of the site is classed as 3B (moderate quality agricultural land), with a small part of 3A (good to moderate quality agricultural land).</p>
<p><b>Flood risk</b></p>	<p>None. SUDs to be incorporated as part of the scheme.</p>
<p><b>Mineral Safeguarding Areas/Buffer Zones</b></p>	<p>Part of the site contains safeguarded sand and gravel reserves. The extent and commercial viability of the resource is not known, however, there has been an historic lack of interest by the minerals industry in developing reserves in this area, suggesting extraction is not viable at this location. On balance, it is likely that this loss can be justified, subject to an assessment.</p>
<p><b>Infrastructure capacity</b></p>	<p>New Primary School required, which is phased as part of the proposed Strategic Site. Whilst further negotiation is required with the Health Board, a financial contribution may be required to increase capacity of the local Doctors Surgery. Wider active travel/safe routes to schools infrastructure will be required (study underway).</p> <p>The Strategic Site is located so that it can be well serviced by existing or planned infrastructure. In general this can be achieved by existing infrastructure capacity without upgrading, with the exception of the school, doctors surgery and sustainable accessibility.</p>
<p><b>Delivery and viability</b></p>	<p>The site is generally free from physical constraints, such as land ownership, infrastructure, access, ground conditions, landscape, heritage designations, flood risk issues and pollution. Utilities can be accommodated. The main phasing implications of the site relate to the need to construct a new Band B Primary School on-site and ensure wider safer routes/active travel linkages to the wider community.</p> <p>The site is available now and phased accordingly. A single developer has an option on the lands to bring forward within Phase 1 of the RLDP to match the Band B Primary School construction. Funding streams are available to assist the Primary School delivery.</p>

	<p>There is development potential for the proposed use. The site is generally attractive to the market for development at the proposed location, which will generate in the region of 20% affordable housing contribution.</p> <p>The site can accommodate the broad levels of affordable housing, other policy requirements and infrastructure costs set out by the LPA; the broad parameters of which will be articulated by the LPA in the call for candidate sites.</p> <p>Following an assessment of costs, the value/return of the site is considered viable. It will provide adequate profit margin for the developer and an uplift in land value sufficient to encourage the land owner to sell (option already provided on the land).</p>
<b>Planning History</b>	<p>There is limited planning history and the site does not benefit from an extant planning permission, nor is it identified as an allocation at present in the current LDP (2013).</p>
<b>Outstanding Evidence</b>	<ul style="list-style-type: none"> <li>• Sustainable Accessibility Study (Active Travel and Safe Routes)</li> <li>• Green Infrastructure</li> <li>• ALC Quality Assessment</li> <li>• Evaluation of the extent and commercial viability of the potential mineral resource</li> <li>• Highways Scoping</li> <li>• Local Affordable Housing Study</li> <li>• Further Discussion regarding Health/Doctors Surgery</li> <li>• SuDS Report</li> <li>• Landscape/Heritage Impact Assessment</li> <li>• District Heating Network Viability</li> </ul>

## Coastal Development Strategy Area

### Strategic Site 2: Llanrhos consisting of:

- **Mixed Use Housing (250 Homes, of which 75 would be affordable housing),**
- **Primary School (2 ha),**
- **1 Hectare of B1 Employment Land,**
- **Allotments (40 plots / 1,440m<sup>2</sup>) and**
- **Recreational Space (1.95ha).**

The site is phased between 2024 and 2031

<b>Location and accessibility</b>	Llanrhos is located in the Creuddyn area which extends from Conwy and Llandudno Junction to Llandudno. It benefits from close links to the A55 dual carriageway, North Wales Coastal Cycle Route and Rail Network with the nearest train stations being Llandudno Junction and Llandudno (both c.1.5 miles away.) Its central position means it is well located to access key urban centres along the coast, as well being in close proximity to town centre facilities including convenience and comparison shopping, primary and secondary schools, doctor's surgery, dentists, pharmacies, play spaces, parks and gardens. The proposed strategic site sits at the southern edge of the settlement of Llanrhos and surrounding uses are mainly residential / open farm land.
<b>Site context and character</b>	The sites are predominantly greenfield with no existing buildings, and feature gently sloping and level topography. The site mainly comprises of open pasture land featuring hedges and hedgerow trees. Important habitat features such as hedgerows and trees will be retained as shown in the concept drawings. Surrounding uses are mainly residential, and an employment use to the south which incorporates a historic building. The area closest to this will require a lower density of residential units to retain some of the open character of the site and reduce the impact on the heritage asset.
<b>Accessibility and highway capacity</b>	Access will be from Bryn Lupus Road and Pentwyn Road. In terms of proximity, the site benefits from direct accessibility to the strategic road and bus networks and close proximity to the cycling network and is fairly close to two train stations (1.5 miles from the site). Improvements need to be made to the access approach to the site from Pentwyn Road to the school and the shared access to the existing employment site.
<b>Landscape and environmental impact (including</b>	The site consists of several greenfield parcels, all currently within Green Wedge designation although a review has

<b>Agricultural Land Classification)</b>	<p>been carried out to identify where, within the Green Wedge could be un-designated for other land use purposes. Agricultural land classification is mixed but does contain mainly grade 3a. Further investigation is required on this. A key element of the site is to retain existing surrounding trees/woods and hedgerows.</p>
<b>Flood risk</b>	<p>SUDs will be incorporated into the scheme. No flood risk issues are identified within the Development Advice Maps.</p>
<b>Mineral Safeguarding Areas/Buffer Zones</b>	<p>In principle there would be no objection to the development of the site from a safeguarding minerals perspective.</p>
<b>Infrastructure capacity</b>	<p>Improved Primary school provision within the site.</p> <p>Whilst further negotiation is required with the Health Board, initial consultation suggests that land will not be required to increase capacity of the local Doctors Surgery.</p> <p>Dwr Cymru do not object to the principle of the development based on the existing network.</p>
<b>Delivery and viability</b>	<p>The site is generally free from physical constraints, such as land ownership, infrastructure, flood risk issues and contamination. Utilities can be accommodated. The main implications of the site relate to landscape / heritage designations, improvements to road access and Education need. Active travel linkages to the wider communities and district heating/RE will also need to be considered at an early stage.</p> <p>The site is available now and phased accordingly subject to Education use. A single developer has an option on the lands to bring forward within Phase 2 (2024) of the RLDP.</p> <p>There is development potential for the proposed use. The site is generally attractive to the market for development at the proposed location, which will generate in the region of 30% affordable housing contribution.</p> <p>The site can accommodate the broad levels of affordable housing, other policy requirements and infrastructure costs set out by the LPA; the broad parameters of which will be articulated by the LPA in the call for candidate sites.</p> <p>Following an assessment of costs, the value/return of the site is considered viable. It will provide adequate profit margin for the developer and an uplift in land value sufficient to encourage the land owner to sell (option already provided on the land).</p>

<b>Planning History</b>	<p>There is limited planning history and the site does not benefit from an extant planning permission. It has previously been identified as Green Wedge in the current LDP (2013) and relevant Local Plans before that. A Green Wedge review has been carried out and the lands which have been released from the Green Wedge are considered to be the least detrimental to the reasoning of the designation.</p>
<b>Outstanding Evidence</b>	<ul style="list-style-type: none"> <li>• Active Travel</li> <li>• Green infrastructure</li> <li>• ALC Quality Assessment</li> <li>• Local Affordable Housing Study</li> <li>• Clarification on impact on primary/secondary schools</li> <li>• Impact on local GP services</li> <li>• Highways Assessment</li> <li>• Hydraulic Modelling Assessment of Sewerage Network</li> <li>• Archaeological Assessment (pre-planning)</li> <li>• SuDS Report</li> <li>• District Heating Network Viability</li> <li>• Landscape/Heritage Assessment</li> </ul>

## Coastal Development Strategy Area

**Strategic Site 3: Old Colwyn consisting of 450 Homes (90 Affordable Homes), Allotments and Recreational Space. The site is phased between 2024 and 2033.**

<p><b>Location and accessibility</b></p>	<p>Old Colwyn is located in a central area along the coast of Conwy, benefiting from links to the A55 dual carriage way, North Wales Coastal Cycle Route and Rail Network with the nearest train station being Colwyn Bay (c.2.5 miles away.) Its central position means it is well located to access key urban centres along the coast, as well as having its own town centre facilities including convenience and comparison shopping, primary and secondary schools, doctor's surgery, dentists, pharmacies, play spaces, parks and gardens. The proposed strategic site sits at the southern edge of the settlement of Old Colwyn and surrounding uses are mainly residential / open farm land.</p>
<p><b>Site context and character</b></p>	<p>The site is greenfield with no existing buildings, and features sloping topography which rises from the west toward the east. Topography on the eastern edge of the site is particularly steep. The site mainly comprises of open pasture land featuring hedges, hedgerow trees and some woodland. Important habitat features such as hedgerows and trees will be retained as shown in the concept drawings. Surrounding uses are mainly residential, with a golf course adjoining the site to the west.</p>
<p><b>Accessibility and highway capacity</b></p>	<p>In terms of proximity, the site benefits from good accessibility to the strategic road, bus (0.6 mile walk to existing bus network) and cycling network and is fairly close to Colwyn Bay train station (2.5 miles from the site). Improvements need to be made to the access approach to the site as Peulwys Lane is narrow and not suitable to accommodate further housing growth. The site therefore offers an opportunity to improve the local road network by creating a distributor road which will include improvements to Peulwys Lane in the west, traverse through the strategic site and join up again with Peulwys Lane. Further improvements will be made to this latter section to enable a link to Berth y Glyd Road in the east. See concept drawings. There is also potential for impact at the junction of Llanelian Road (roundabout) in terms of capacity. A highways assessment is being undertaken to understand the impact and any mitigation measures necessary.</p>
<p><b>Landscape and environmental impact (including Agricultural Land Classification)</b></p>	<p>The site consists of several greenfield parcels with no current landscape designations. Agricultural land classification is mixed but does contain grade 2 towards the eastern end of the site. Further investigation is required on this. A key element of the site is to retain existing surrounding trees/woods and hedgerows.</p>
<p><b>Flood risk</b></p>	<p>SUDs will be incorporated into the scheme. No flood risk issues are identified within the Development Advice Maps.</p>

<b>Mineral Safeguarding Areas/Buffer Zones</b>	A very small area to the west of the site is safeguarded for sand and gravel and an area to east of the site contains safeguarded hard rock, however in principle there would be no objection to the development of the site from a safeguarding minerals perspective.
<b>Infrastructure capacity</b>	<p>Improved Primary and Secondary school provision in the area will be required subject to the final housing numbers going on the site.</p> <p>Whilst further negotiation is required with the Health Board, initial consultation suggests that land may be required to increase capacity of the local Doctors Surgery by provision of a satellite surgery on the Strategic Site .</p> <p>Subject to development or otherwise of the neighbouring Ty Mawr site, a small amount of convenience retail for top-up shopping will be required.</p> <p>Dwr Cymru suggests hydraulic modelling assessment to understand capacity of sewerage network.</p>
<b>Delivery and viability</b>	<p>The site is generally free from physical constraints, such as land ownership, infrastructure, landscape / heritage designations, flood risk issues and contamination. Utilities can be accommodated. The main phasing implications of the site relate to the need to improve road access to phase 1 (western end of the site) and ensure wider safer routes/active travel linkages to the wider community.</p> <p>The site is available now and phased accordingly. A single developer has an option on the lands to bring forward within Phase 2 (2024) of the RLDP.</p> <p>There is development potential for the proposed use. The site is generally attractive to the market for development at the proposed location, which will generate in the region of 20% affordable housing contribution.</p> <p>The site can accommodate the broad levels of affordable housing, other policy requirements and infrastructure costs set out by the LPA; the broad parameters of which will be articulated by the LPA in the call for candidate sites.</p> <p>Following an assessment of costs, the value/return of the site is considered viable. It will provide adequate profit margin for the developer and an uplift in land value sufficient to encourage the land owner to sell (option already provided on the land).</p>
<b>Planning History</b>	There is limited planning history and the site does not benefit from an extant planning permission, nor is it identified as an allocation at present in the current LDP (2013).
<b>Outstanding Evidence</b>	<ul style="list-style-type: none"> <li>• Active Travel</li> </ul>

	<ul style="list-style-type: none"><li>• Green infrastructure</li><li>• ALC Quality Assessment</li><li>• Local Affordable Housing Study</li><li>• Clarification on impact on primary/secondary schools</li><li>• Impact on local GP services</li><li>• Highways Assessment</li><li>• Hydraulic Modelling Assessment of Sewerage Network</li><li>• Archaeological Assessment (pre-planning)</li><li>• SuDS Report</li><li>• Landscape and Visual Assessment</li><li>• District Heating Network Viability</li></ul>
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## Coastal Development Strategy Area

**Strategic Site 4: Abergele consisting of:**

- **Mixed Use Employment (4.7 Hectares of B1, B2 & B8),**
- **Recreational Space (to replace existing) and a**
- **Primary School (3.1ha).**

**The site is phased between 2021 and 2027.**

<p><b>Location and accessibility</b></p>	<p>Abergele is located in the East strategy area which extends from Llanddulas to Kinnel Bay. It benefits from close links to the A55 dual carriageway, North Wales Coastal Cycle Route and Rail Network with the nearest train station being Pensarn (approx. 1 mile away.) The site is well located to access key urban centres along the coast, as well as being in close proximity to Abergele town centre facilities including convenience and comparison shopping, primary and secondary schools, doctor's surgery, dentists, pharmacies, play spaces, parks and gardens. The proposed Strategic Site sits at the south eastern edge of Abergele and surrounding uses are mainly residential, leisure and open farm land.</p>
<p><b>Site context and character</b></p>	<p>The site is greenfield with no existing buildings, and features gently sloping and level topography. Part of the site is a designated Village Green and the northern part of the site is within a C1 flood zone. The site mainly comprises open pasture land featuring hedges and hedgerow trees. Surrounding uses are residential, leisure and farmland. The site is bordered to the north by the A55 trunk road.</p> <p>Abergele South East forms a key project within the North Wales Growth Deal. The site was previously allocated in the Adopted LDP and as such careful consideration has been given to re-allocating the Key Strategic Site for mixed-use Employment (4.7 Hectares of B1, B2 &amp; B8), Recreational Space and a Primary School.</p>
<p><b>Accessibility and highway capacity</b></p>	<p>The site is in close proximity, and with good access, to the A55 trunk road with east and west bound slip roads from the Rhuddlan Roundabout junction. Access to the site will be from Rhuddlan Road. The site benefits from direct accessibility to the strategic road and bus networks and close proximity to the cycling network and Pensarn railway station.</p>
<p><b>Landscape and environmental impact (including</b></p>	<p>The site consists of agricultural land with no current landscape designations. Agricultural land classification is mixed 3A, 3B &amp; 4.</p>

<b>Agricultural Land Classification)</b>	
<b>Flood risk</b>	Part of the northern end of the site falls within a designated C1 Flood Zone.
<b>Mineral Safeguarding Areas/Buffer Zones</b>	In principle there would be no objection to the development of the site from a safeguarding minerals perspective.
<b>Infrastructure capacity</b>	<p>Improved Primary school provision in the area will be required.</p> <p>Dwr Cymru suggests hydraulic modelling assessment to understand capacity of sewerage network.</p> <p>Town centre highways interventions may be required as advised by the Highways Capacity Study.</p>
<b>Delivery and viability</b>	<p>Key to delivery of the site is the available capacity in the highway network and town centre to accommodate the growth without the need for significant highway infrastructure improvement in the town centre. Evidence suggests that the town centre traffic lights are at capacity and further growth and related traffic would be detrimental without town centre interventions (e.g. a gyratory or one way system).</p> <p>The RLDP continues to promote town centre traffic capacity improvements through the encouragement of a strategic intervention. Options for improvement are being considered in line with the WelTag process. This is supported by the Regional Transport Plan and will further aid the objective of the RLDP to promote regeneration and investment to the Abergele and Pensarn Area.</p>
<b>Planning History</b>	The site forms part of the Abergele SE mixed use allocation in the current LDP. No planning history.
<b>Outstanding Evidence</b>	<ul style="list-style-type: none"> <li>• Active Travel</li> <li>• Green infrastructure</li> <li>• Highways Assessment</li> <li>• Hydraulic Modelling Assessment of Sewerage Network</li> <li>• Archaeological Assessment (pre-planning)</li> <li>• SuDS Report</li> <li>• Renewable Energy Assessment</li> <li>• Recreational Spaces Assessment</li> </ul>

## Rural Development Strategy Area

**Llanrwst Key Service Centre – consisting of:**

- **Housing (200 Homes of which 60 would be affordable homes),**
- **Allotments (30 plots / 1,080m<sup>2</sup>) and**
- **Recreational Space (1.95ha).**

**The site is phased between 2021 and 2026.**

<b>Location and accessibility</b>	<p>Llanrwst is the largest settlement in Conwy away from the coastal strip and is the only major settlement within the Rural Development Strategy Area. It is defined in the Preferred Strategy settlement hierarchy as a Key Service Centre in recognition of its strategic importance to the rural hinterland.</p> <p>The site is accessed directly from the A470 Cardiff-Llandudno trunk road, which provides the main road link to the town. The nearest significant built-up areas in each direction are Llandudno Junction 12 miles to the north and Blaenau Ffestiniog 15 miles south. The A470 also provides connections to other routes via the A55 Expressway and the A5. A number of other roads converge in Llanrwst, including the A548 from Abergele &amp; Llangernyw; B5427 from Pentrefoelas &amp; Nebo, and B5106 from Trefriw and Betws y Coed. Llanrwst is served by two railway stations, with Llanrwst North being closest to the Strategic Site.</p>
<b>Site context and character</b>	<p>The site comprises grazing land which slopes up from the A470 towards Llanddoged Road. It is made up of two distinct parcels, with the southerly land bounded by the A470 to the west, existing commercial/residential development &amp; agricultural land to the south, agricultural land to the north, and to the east of the site is a band of trees to the rear of houses fronting Llanddoged Road. The northern parcel is bounded by agricultural land to the west and north, and Llanddoged Road to the east. To the south the site abuts existing development on Llanddoged Road and connects with the southern parcel. The site forms a logical extension to existing development along both roads.</p>
<b>Accessibility and highway capacity</b>	<p>Main vehicular access to the site would be directly from the A470, within the 30mph zone of Llanrwst. Subject to the views of CCBC Highways and NMWTRA, a through route could be provided to Llanddoged Road. The site is conveniently located for rail travel, the closest part of the site being 250m walking distance from Llanrwst north</p>

	<p>station. The site is approximately 700m from the town centre.</p>
<p><b>Landscape and environmental impact (including Agricultural Land Classification)</b></p>	<p>Part of the land immediately to the north of the site is within the registered Park of Plas Madoc and is protected by a Tree Preservation Order although neither designation applies to the site itself. The Council's tree officer has no concern with the principle of development, although there are a number of trees within and on the boundaries of the site which should be retained.</p> <p>WG Predictive Agricultural Land Classification identifies the site as being predominantly Grade 3a, with some elements of 3b.</p>
<p><b>Flood risk</b></p>	<p>None. The site lies within TAN15 zone A. The site is bounded by a watercourse to the west and due to the well-known flood problems locally it will be imperative that SuDS are implemented to deal with surface water and ensure that development does not increase flood risk elsewhere.</p>
<p><b>Mineral Safeguarding Areas/Buffer Zones</b></p>	<p>Parts of the site are located within areas safeguarded for sand &amp; gravel and some safeguarded sandstone. Due to the presence of the main A470 (T) and existing housing located to the east of the site, and the limited extent of any minerals across the site (about 50%), it is impractical to develop mineral working, for either sand &amp; gravel or for sandstone. The application of a buffer zone to any hypothetical mineral working would apply to the existing housing so there would be no significant new sterilisation of minerals in the safeguarded areas as a consequence of the strategic allocation.</p>
<p><b>Infrastructure capacity</b></p>	<p>There is limited capacity in Bro Gwydir primary school in Llanrwst, however nearby Ysgol Llanddoged has space and is closer to part of the site. There is sufficient secondary school capacity at Ysgol Dyffryn Conwy.</p> <p>Dwr Cymru have confirmed that they expect the existing sewerage network and waste water treatment works to be able to accept foul flows from the development, although a network survey is currently underway which will give a more accurate picture. A water supply can be provided, however the site is crossed by a water main which will require an easement and/or diversion.</p>

	Suitable Active Travel provision will need to be made to ensure adequate connectivity between the site, the town centre and other key locations.
<b>Delivery and viability</b>	Whilst definitive requirements for affordable housing and other planning obligations will be set out in the Deposit Plan, the existing LDP policy has been used as a starting point for viability assessment. The site is all within a single ownership with no ownership/tenancy constraints preventing development. The landowner's agent has confirmed the site is viable for the proposed uses and that the site will be brought forward for development in a suitable timeframe to meet the requirements of the RLDP.
<b>Planning History</b>	None
<b>Outstanding Evidence</b>	<ul style="list-style-type: none"> <li>• Active Travel</li> <li>• Green infrastructure</li> <li>• ALC Quality Assessment</li> <li>• Highways Assessment</li> <li>• Archaeological Assessment (pre-planning)</li> <li>• SuDS Report</li> <li>• District Heating Network Viability</li> <li>• Landscape Impact Assessment</li> </ul>

## Appendix 1: Definition of Previously Developed Land

### Definition of Previously Developed Land

Previously developed (also known as brownfield) land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The curtilage (see note 1 below) of the development is included, as are defence buildings and land used for mineral extraction and waste disposal (see note 2 below) where provision for restoration has not been made through development management procedures.

Excluded from the definition are:

- land and buildings currently in use for agricultural or forestry purposes;
- land which has not been developed previously, for example parks, recreation grounds, golf courses and allotments, even though these areas may contain certain urban features such as paths, pavilions and other buildings;
- and where the remains of any structure or activity have blended into the landscape over time so that they can reasonably be considered part of the natural surroundings;
- and which is species rich and biodiverse and may qualify as section 7 habitat' or be identified as having nature conservation value; fn Environment Act; and
- previously developed land subsequently put to an amenity use.

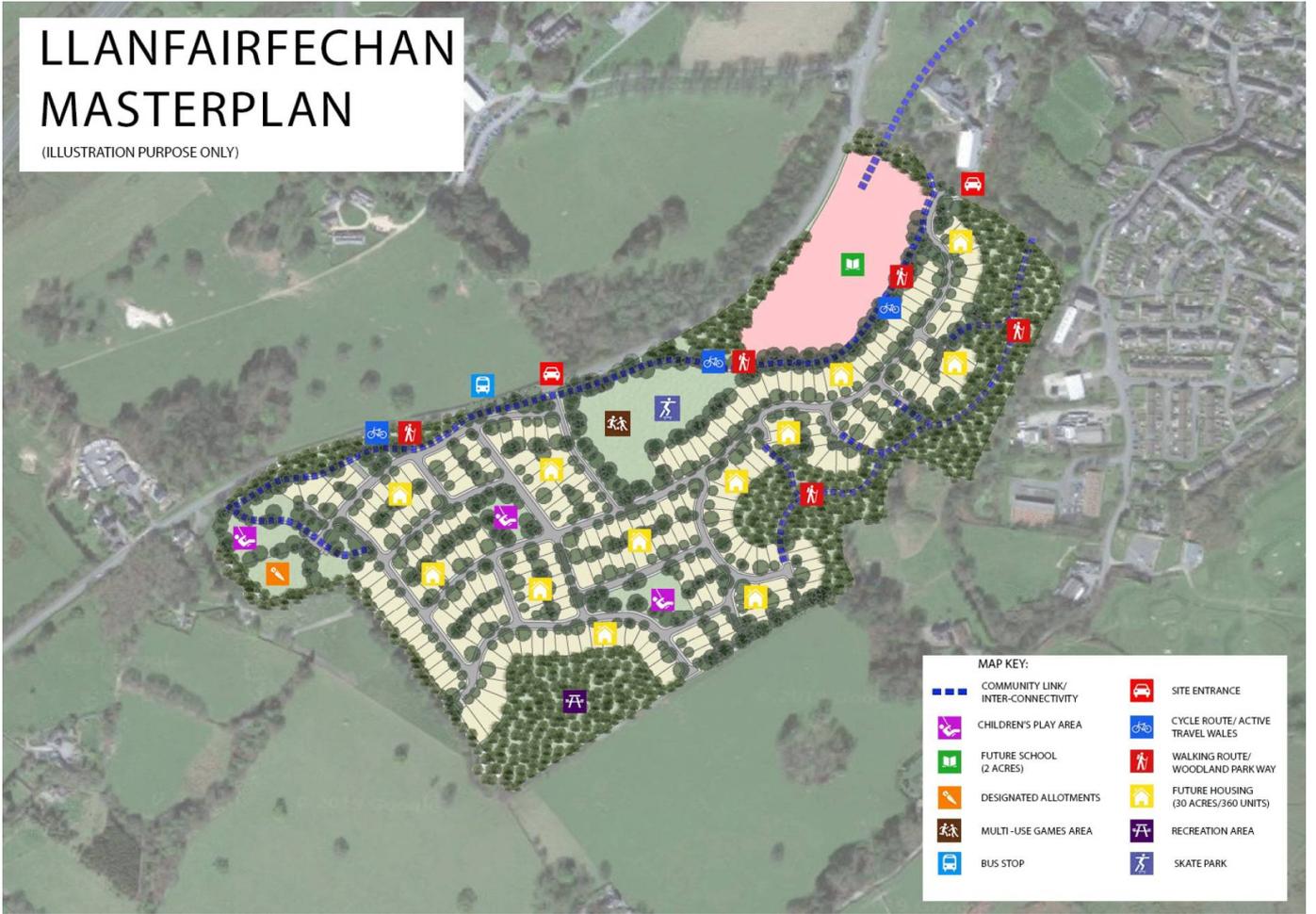
#### Notes:

1. The curtilage is defined as the area of land attached to a building. All of the land within the curtilage of the site will also be defined as previously-developed. However this does not mean that the whole area of the curtilage should therefore be redeveloped. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land (such as a hospital) the whole site should not normally be developed to the boundary of the curtilage. The planning authority should make a judgement about site layout in this context, bearing in mind other planning considerations such as policies for the protection of open space, playing fields or development in the countryside. They should consider such factors as how the site relates to the surrounding area and requirements for on-site open space, buffer strips and landscaped areas.
2. This relates to minerals and waste sites which would otherwise remain unrestored after use because the planning permission allowing them did not include a restoration condition. All other such sites will be restored to greenfield status, by virtue of the planning condition. It should be recognised, however, that non-hazardous landfills may not be able to accommodate built development without significant investment and long-term monitoring.
3. Nature conservation value may be identified through Green Infrastructure assessments (see Chapter 6).

## Appendix 2: Strategic Sites Concept Drawings

# LLANFAIRFECHAN MASTERPLAN

(ILLUSTRATION PURPOSE ONLY)



# LLANRHOS MASTERPLAN

(ILLUSTRATION PURPOSE ONLY)



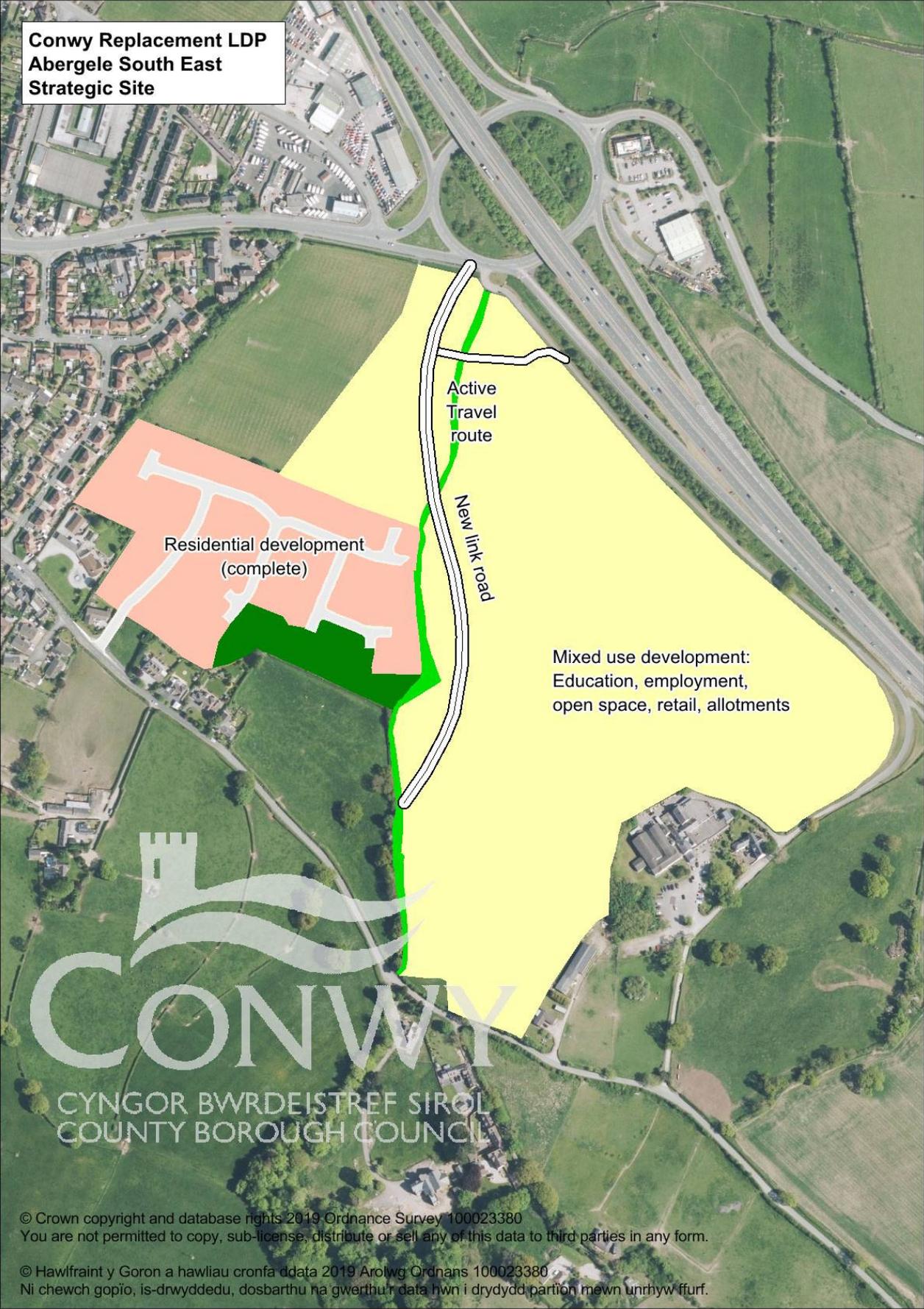
MAP KEY:

	COMMUNITY LINK/ INTER-CONNECTIVITY		SITE ENTRANCE
	CHILDREN'S PLAY AREA		CYCLE ROUTE/ ACTIVE TRAVEL WALES
	FUTURE SCHOOL (2.2 ACRES)		WALKING ROUTE/ WOODLAND PARK WAY
	DESIGNATED ALLOTMENTS		FUTURE HOUSING (24 ACRES/290 UNITS)
	MULTI-USE GAMES AREA		RECREATION AREA
	EXISTING AND MAINTAINED VIEW OF DEGANWY CASTEL		DESIGNATED COMMERCIAL LAND
	BUS STOP		SKATE PARK



-  LOCAL DISTRIBUTOR ROAD
-  PROPOSED DEVELOPMENT CELLS
-  EXISTING / PROPOSED LANDSCAPE
-  PEDESTRIAN ROUTES
-  PROPOSED PLAYSACES
-  KEY NODES
-  PROPOSED ALLOTMENTS
-  PROPOSED SUDS

**Conwy Replacement LDP  
Abergele South East  
Strategic Site**



Residential development  
(complete)

Active  
Travel  
route

New Inn road

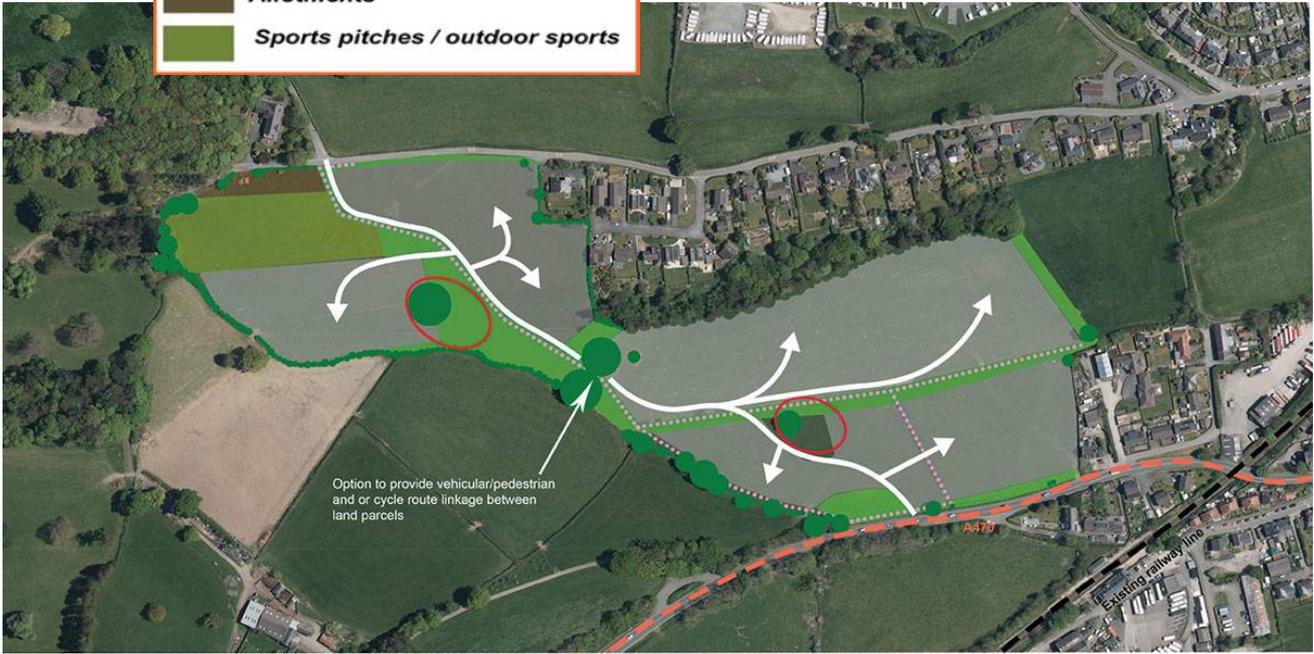
Mixed use development:  
Education, employment,  
open space, retail, allotments



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© Hawlfraint y Goron a hawliau cronfa ddata 2019 Arolwg Ordnans 100023380  
Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu'r data hwn i drydydd partion mewn unrhyw ffurf.

	<b>Housing</b>
	<b>Green space</b>
	<b>Recreation</b>
	<b>Allotments</b>
	<b>Sports pitches / outdoor sports</b>



### Appendix 3: Summary Deliverability & Infrastructure Assessment

Strategic Site	Infrastructure Constraints														
	Education	Health	Libraries	Leisure	Active Travel	Sustainable Transport	Green Infrastructure	Highways	Water	Electric/Gas	Sewerage	Landscape/Environmental	Telecommunications	Flood Risk	Financially Viable
Llanfairfechan	✓	📄	✓	✓	📄	✓	📄	📄	✓	✓	✓	✓	✓	✓	✓
Llanrhos	📄	📄	✓	✓	📄	📄	📄	📄	✓	✓	✓	📄	✓	✓	✓
Old Colwyn	✓	📄	✓	✓	📄	✓	📄	📄	✓	✓	📄	✓	✓	✓	✓
Abergele	✓	✓	✓	✓	✓	✓	✓	📄	✓	✓	✓	✓	✓	✓	✓
Llanrwst	✓	✓	✓	✓	📄	📄	✓	📄	✓	✓	✓	✓	✓	✓	✓

Key	
✓	Can be delivered on/off-site
X	Cannot be delivered
☹️	No Response Received
📄	Can be delivered but subject to further detailed evidence (please see assessment tables for evidence required)

## Appendix 4: Sequential Site Assessment

Table 1: Strategic Site Assessment.

Proposed SA Objectives	Sustainability Indicators for Candidate Site Assessments	Site 1	Site 2	Site 3	Site 4	Site 5
		Llanfairfechan	Llanrhos	Abergele	Old Colwyn	Llanrwst
1. Health and Wellbeing: Improve the health and wellbeing of the population, including with respect to physical and mental health, social wellbeing and community safety.	<ul style="list-style-type: none"> <li>Proximity to and the capacity of healthcare facilities.</li> </ul>	Green	Yellow	Yellow	Yellow	Green
	<ul style="list-style-type: none"> <li>Proximity to existing active travel networks.</li> </ul>	Green	Green	Green	Yellow	Green
	<ul style="list-style-type: none"> <li>Proximity to existing open space provision.</li> </ul>	Yellow	Yellow	Green	Yellow	Yellow
	<ul style="list-style-type: none"> <li>Proposed provision of new or upgraded healthcare facilities, active travel networks or open space within candidate sites.</li> </ul>	Green	Green	Green	Green	Green
2. Equality and Social Inclusion: Reduce poverty and inequality, tackle social exclusion and promote community cohesion, including through enhancing access to community facilities.	<ul style="list-style-type: none"> <li>Proximity to existing community facilities, public services and key amenities.</li> </ul>	Green	Green	Green	Green	Green
	<ul style="list-style-type: none"> <li>Proposed provision of new or upgraded community facilities, public services or key amenities within candidate sites.</li> </ul>	Green	Green	Green	Green	Green
3. Employment and Skills: Increase the number and quality of employment opportunities to meet identified needs, whilst improving the level of educational attainment and skills amongst residents.	<ul style="list-style-type: none"> <li>Employment/mixed use capacity of the site.</li> </ul>	Green	Green	Green	Yellow	Yellow
	<ul style="list-style-type: none"> <li>Proximity to existing and planned key employment locations (e.g. business parks, industrial estates and urban employment clusters).</li> </ul>	Green	Green	Green	Yellow	Yellow
	<ul style="list-style-type: none"> <li>Proximity to and the capacity of education infrastructure.</li> </ul>	Green	Green	Green	Green	Green
	<ul style="list-style-type: none"> <li>Proposed provision of new or upgraded education infrastructure within candidate sites.</li> </ul>	Green	Green	Green	Yellow	Green

<p>Transport and Communications: Enhance the accessibility of public services, economic opportunities and markets through improving infrastructure and creating a sustainable transport network, whilst also ensuring access to high quality communications and utilities.</p>	<ul style="list-style-type: none"> <li>Proximity to the public transport network (bus stops and train stations).</li> </ul>					
	<ul style="list-style-type: none"> <li>Proximity to the strategic road network (motorways and trunk roads).</li> </ul>					
	<ul style="list-style-type: none"> <li>Proximity to existing active travel networks.</li> </ul>					
	<ul style="list-style-type: none"> <li>Availability and the capacity of utilities infrastructure to serve the site.</li> </ul>					
	<ul style="list-style-type: none"> <li>Proposed provision of new or upgraded transport or communications infrastructure within or connecting to candidate sites.</li> </ul>					
<p>4. Housing: Provide a sufficient quantum and range of good quality and affordable housing in sustainable locations to meet identified needs.</p>	<ul style="list-style-type: none"> <li>Housing capacity of the site.</li> </ul>			None: highway constraints		
	<ul style="list-style-type: none"> <li>Deliverability of affordable housing as a component of any residential development.</li> </ul>	On site	On site	None	On site	On site
	<ul style="list-style-type: none"> <li>Adjacent land uses.</li> </ul>					
	<ul style="list-style-type: none"> <li>Proximity to COMAH sites</li> </ul>					
	<ul style="list-style-type: none"> <li>Proximity to European Sites vulnerable to recreational pressures.</li> </ul>					
<p>5. Economic Growth: Deliver sustainable economic growth and maximise the economic contribution of the CCBC area to the North Wales region, including through diversifying and strengthening the local economic base.</p>	<ul style="list-style-type: none"> <li>Site capability for industrial and economic uses.</li> </ul>					
	<ul style="list-style-type: none"> <li>Adjacent land uses, including potential agglomeration benefits.</li> </ul>					
	<ul style="list-style-type: none"> <li>Proximity to the strategic road and public transport networks.</li> </ul>					
<p>6. Air Quality: Prevent and reduce emissions and concentrations of harmful</p>	<ul style="list-style-type: none"> <li>Proximity to Air Quality Management Areas (AQMA).</li> </ul>	none	none	none	none	none

atmospheric pollutants and minimise exposure to poor air quality.	<ul style="list-style-type: none"> <li>Proximity to congestion pinch points.</li> </ul>						
	<ul style="list-style-type: none"> <li>Potential operational emissions.</li> </ul>						
7. Climate Change: Adopt appropriate mitigation and adaption measures to reduce and respond to the impacts of climate change.	<ul style="list-style-type: none"> <li>On-site provision or renewable or low carbon energy generation.</li> </ul>	Further viability work needed for all 5 sites.					
	<ul style="list-style-type: none"> <li>Proximity to the public transport network.</li> </ul>						
	<ul style="list-style-type: none"> <li>Capacity of the site to include climate change adaptation measures.</li> </ul>						
8. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites and species, improving green infrastructure provision and safeguarding important soil resources.	<ul style="list-style-type: none"> <li>Proximity to and potential effects on sites designated at international, national and local levels for reasons of biodiversity conservation, ecological importance or geological importance.</li> </ul>						
	<ul style="list-style-type: none"> <li>Proximity to designated woodlands and important trees or hedgerows.</li> </ul>						
	<ul style="list-style-type: none"> <li>Evidence of valued habitats or species on or adjacent to the site.</li> </ul>						
	<ul style="list-style-type: none"> <li>Potential impacts on habitat fragmentation and connectivity.</li> </ul>						
	<ul style="list-style-type: none"> <li>Agricultural land classification</li> </ul>						
	<ul style="list-style-type: none"> <li>Soil type and quality.</li> </ul>						
9. Water and Flood Risk: Conserve, protect and enhance water and coastal environments, water quality and water resources, whilst reducing the risk of flooding.	<ul style="list-style-type: none"> <li>Proximity to Flood Risk Zones.</li> </ul>						
	<ul style="list-style-type: none"> <li>Proximity to waterbodies and aquifers.</li> </ul>						
10. Materials and Waste: Contribute to the implementation of the circular economy, manage waste with minimal environmental impacts and ensure the sustainable use of natural resources,	<ul style="list-style-type: none"> <li>Proximity of waste collection facilities.</li> </ul>						
	<ul style="list-style-type: none"> <li>Establishment of locational need for minerals extraction.</li> </ul>						

	including for energy generation and providing an adequate supply of minerals and materials for construction.								
11.	Sustainable Placemaking: Maximise the efficient use of land and infrastructure and enhance design quality to create great places for people.	▪ Previously developed brownfield land or greenfield land.	All green field sites due to lack of brownfield site availability.						
		▪ Proximity to active travel networks.							
12.	Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets, including the use of the Welsh language.	▪ Proximity to and potential effects on designated heritage assets and areas.							
		▪ Proposed re-use of historic or culturally important buildings.							
		▪ Proposed inclusion of Welsh language signage within candidate sites.							
13.	Landscape: Protect and enhance the landscape character, visual amenity and legibility of settlements in the CCBC area, taking account of the special qualities of Snowdonia National Park.	▪ Proximity to and potential effects on nationally and locally designated landscapes;							
		▪ Evidence of potential impacts on visual amenity or key views;							
		▪ Evidence of integration or coalescence with, or separation from, existing settlements.							

**Table 2: All candidate Strategic Site Initial Assessment**

Site	SiteName	Eastings	Northings	Site Area_h	Dwellings	Strat allocation?	justification	Potential for allocation at Deposit?
67, 176	Brodnant Farm, Pabo Lane, Llandudno Junction	281108.066	377817.071	9.78	293.39	No	Flood risk across large parts of the site; access	Yes, outside flood zone.
68	Peulwys Farm, Peulwys Lane, Old Colwyn (Site 2)	287353.056	377706.532	15.17	455.07	Yes	See table 1: Provides opportunities for highway improvement; greater links to existing school & other facilities	yes
86	Land off Penmaenmawr Road, Llanfairfechan (Option 2)	268519.737	375246.706	7.03	210.82	No	Current allocation not come forward; uncertainty due to A55 junctions	Yes subject to further info re. A55 improvements and developer interest and certainty over delivery
104	Land by Ysgol y Creuddyn, Penrhyn Bay	281433.894	380811.553	8.73	261.78	No	Uncertainty about delivery - previously allocated but unwilling landowner	Yes subject to confirmation re. certainty of delivery (e.g. developer option)
115	Llanddulas Quarry, Areas 1, 5 and 7	289679.31	378090.162	15.08	452.46	No	topography	no
122	Ty Mawr, Old Colwyn	288204.755	377726.776	12.52	375.49	No	Uncertainty about delivery - previously allocated but not come forward.	Yes subject to confirmation re. certainty of delivery (e.g. developer option)
157	Land south of Aber Road, Llanfairfechan	267809.656	374260.279	19.78	593.53	Yes	See table 1.	
158	Land north of Abergele Road, Llanddulas	291089.314	378274.5	9.31	279.21	No	Unwilling landowner, part C2 Flood Zone	No
159	Land south of Abergele Road, Llanddulas	291245.583	378009.566	8.45	253.39	No	Unwilling landowner, heritage impact	No

90, 93, 162	Bryn Rhodyn Farm, Old Colwyn	287575.83	376801.891	14.39	431.66	No	Would be further significant incursion into open countryside along Dolwen Road. Peulwys Lane site provides more benefits.	Yes, a smaller part of the site may have potential
108 111	Land at Bryniau, nr Llandudno Hospital, Llandudno	278437.408	380579.01	15.69	470.63	No	Coalescence of Llandudno/Deganwy.	Yes, a smaller part of the site may have potential
280	Land to the East of the A470, Llanrwst	279702.134	362623.35	9.47	284.13	Yes	See table 1: single landowner; no flood risk	yes
126	Gofer, Rhuddlan Road	297258.409	377885.811	19.34	580.15	No	Location; contamination, C1 Flood Zone	Yes, possibly for renewable energy subject to flood risk assessment.
39,5 0,91, 171, 172, 173, 174	Land on Bryn Lupus Road/Pentywyn Road, Llanrhos	278831.423	379546.736	29.99	899.84	Yes	See table 1.	yes
156, 164	Land north/east of A470 and junction with Narrow Lane	280811.722	378270.921	22.54	676.27	No	Expansion into open countryside beyond A470;	Yes, a smaller part of the site may have potential
74,7 6	Land North of Sychnant Pass Road, Conwy	277269.033	377560.264	11.59	347.73	No	Access; landscape; world heritage site	Yes, a smaller part of the site may have potential
69,7 0,11 4	Land at Siambar Wen, Llanfair Road, Abergele	294417.854	376091.385	20.31	609.30	No	Town centre highways issues	Yes, a smaller part of the site may have potential
113, 118, 119, 120	Abergele SE	295032.82	376822.455	39.15	1174.44	Yes	See table 1.	yes