

At: Gadeirydd ac Aelodau'r Pwyllgor
Cynllunio

Dyddiad: Dydd Iau, 16 Ionawr
2014

Rhif Union: 01824 712568

ebost: dcc_admin@denbighshire.gov.uk

Annwyl Gyngorydd

Fe'ch gwahoddir i fynychu cyfarfod y **PWYLLGOR CYNLLUNIO, DYDD MERCHER, 22 IONAWR 2014 am 9.30 am yn SIAMBR Y CYNGOR, NEUADD Y SIR, RHUTHUN LL15 1YN.**

Yn gywir iawn

G Williams
Pennaeth Gwasanaethau Cyfreithiol a Democrataidd

AGENDA

1 YMDDIHEURIADAU

2 DATGAN CYSYLLTIAD

Aelodau i ddatgan unrhyw gysylltiad personol neu sy'n rhagfarnu mewn unrhyw fusnes a nodwyd i'w ystyried yn y cyfarfod hwn.

3 MATERION BRYD FEL Y CYTUNWYD GAN Y CADEIRYDD

Rhybudd o eitemau y dylid, ym marn y Cadeirydd eu hystyried yn y cyfarfod fel mater brys yn unol ag Adran 100B(4) Deddf Llywodraeth Leol, 1972.

- 4 COFNODION** (Tudalennau 11 - 16)
Cadarnhau cywirdeb cofnodion cyfarfod y Pwyllgor Cynllunio a gynhaliwyd ar 11 Rhagfyr 2013 (copi wedi'i atodi).
- 5 CEISIADAU AM GANIATÂD DATBLYGU** (Tudalennau 17 - 74)
Ystyried y ceisiadau am ganiatâd adeiladu (copïau wedi'u hatodi).
- 6 DRAFFT CANLLAW CYNLLUNIO ATODOL: GOFYNION PARCIO**
(Tudalennau 75 - 106)
Ystyried adroddiad Canllawiau Cynllunio Atodol ynghlwm.
- 7 DRAFFT CANLLAW CYNLLUNIO ATODOL: TRAWSNEWID ADEILADAU GWLEDIG** (Tudalennau 107 - 124)
Ystyried adroddiad Canllawiau Cynllunio Atodol ynghlwm.
- 8 DRAFFT O'R BIL CYNLLUNIO (CYMRU) AC YMGYNGHORIAD CYNLLUNIO CADARNHAOL.** (Tudalennau 125 - 128)
Ystyried adroddiad sy'n amlinellu prif oblygiadau'r newidiadau arfaethedig i'r system gynllunio gan Lywodraeth Cymru a chynnig sylwadau i'w cynnwys yn ymateb y Cyngor i'r ymgynghoriad.
- 9 PROSIECT ISADEILEDD MAWR CYSYLLTIADAU FFERMYDD GWYNT GOGLEDD CYMRU - ADRODDIAD DIWEDDARU** (Tudalennau 129 - 132)
Adroddiad i ddiweddarau'r Aelodau ynglŷn â statws cyfredol Prosiect Cysylltiadau Ffermydd Gwynt Gogledd Cymru, a cheisio penderfyniad i ba raddau y dylai'r Cyngor gymryd rhan yn y broses gynllunio ar gyfer y prosiect.
- 10 PENDERFYNIAD APÊL CYNLLUNIO – CAIS RHIF 21/2013/0797/PF – ERW LAS, PANT DU ROAD ERYRYS-** (Tudalennau 133 - 136)
Adroddiad gwybodaeth i'w nodi gan Bennaeth Cynllunio a Gwarchod y Cyhoedd.

AELODAETH

Y Cynghorwyr

Ian Armstrong
Joan Butterfield
Jeanette Chamberlain-Jones
William Cowie
James Davies
Meirick Davies
Richard Davies
Stuart Davies
Peter Duffy
Peter Arnold Evans
Carys Guy
Huw Hilditch-Roberts
Colin Hughes
Rhys Hughes
Alice Jones

Pat Jones
Margaret McCarroll
Win Mullen-James
Bob Murray
Peter Owen
Dewi Owens
Merfyn Parry
Arwel Roberts
David Simmons
Bill Tasker
Julian Thompson-Hill
Joe Welch
Cefyn Williams
Cheryl Williams
Huw Williams

COPIAU I'R:

Holl Gynghorwyr er gwybodaeth
Y Wasg a'r Llyfrgelloedd
Cyngorau Tref a Chymuned

Mae tudalen hwn yn fwriadol wag

CROESO I BWYLLGOR CYNLLUNIO CYNGOR SIR DDINBYCH

SUT GAIFF Y CYFARFOD EI GYNNAL

Oni bai bod Cadeirydd y Pwyllgor yn nodi i'r gwrthwyneb, bydd trefn y prif eitemau yn dilyn yr agenda a nodwyd ar flaen yr adroddiad hwn.

Cyflwyniad cyffredinol

Bydd y Cadeirydd yn agor y cyfarfod am 9.30yb ac yn croesawu pawb i'r Pwyllgor Cynllunio.

Bydd y Cadeirydd yn gofyn a oes unrhyw ymddiheuriadau dros absenoldeb a datganiadau o fuddiannau.

Bydd y Cadeirydd yn gwahodd Swyddogion i roi cyflwyniadau byr i'r eitemau ar yr agenda.

Bydd Swyddogion yn amlinellau (fel ag sy'n briodol) eitemau a fydd yn cynnwys siarad cyhoeddus, ceisiadau ar gyfer gohirio, eitemau sydd wedi'u tynnu'n ôl, ac unrhyw eitemau Rhan 2 lle bydd y wasg a'r cyhoedd yn cael eu gwahardd. Bydd cyfeiriadau at unrhyw wybodaeth ychwanegol a ddosbarthwyd yn Siambr y Cyngor cyn dechrau'r cyfarfod, gan gynnwys y taflenni sy'n crynhoi cyflwyniadau/newidiadau hwyr (taflenni glas) ac unrhyw gynlluniau atodol neu ddiwygiedig sy'n ymwneud ag eitemau i'w trafod.

Mae'r 'Taflenni Glas' yn cynnwys gwybodaeth bwysig, gan gynnwys crynodeb o ddeunydd a dderbyniwyd mewn perthynas ag eitemau ar yr agenda rhwng cwblhau'r prif adroddiad a'r diwrnod cyn y cyfarfod. Mae'r taflenni hefyd yn nodi trefn arfaethedig y ceisiadau cynllunio, sy'n cymryd i ystyriaeth unrhyw geisiadau i siarad yn gyhoeddus.

Mewn perthynas â threfn yr eitemau, bydd disgwyl i unrhyw Aelodau sydd am ddwyn eitem i'w thrafod wneud cais yn union ar ôl cyflwyniad y Swyddogion. Rhaid i unrhyw gais o'r fath fod yn gynnig ffurfiol a bydd pleidlais ar y cais.

Mae'r Pwyllgor Cynllunio yn cynnwys 30 o Aelodau Etholedig. Yn unol â phrotocol, mae'n rhaid i 50% o Aelodau'r Pwyllgor fod yn bresennol i sefydlu cworwm ac i sicrhau bod modd ystyried eitem a phleidleisio ar eitem.

Caiff Cynghorwyr Sir sydd ddim yn aelodau o'r Pwyllgor Cynllunio fynychu a siarad ar eitem, ond ni allant wneud cynnig, na phleidleisio.

YSTYRIED CEISIADAU CYNLLUNIO

Y drefn i'w dilyn

Bydd y Cadeirydd yn cyhoeddi'r eitem sydd i'w thrafod nesaf. Mewn perthynas â cheisiadau cynllunio, cyhoeddir rhif y cais, sail y cynnig a'r lleoliad, yr Aelodau lleol perthnasol ar gyfer yr ardal, ac argymhelliad y Swyddog.

Os oes yna siaradwyr cyhoeddus ar eitem, bydd y Cadeirydd yn eu gwahodd i annerch y Pwyllgor. Os oes siaradwyr yn erbyn ac o blaid cynnig, gofynnir i'r siaradwr sydd yn erbyn i siarad yn gyntaf. Bydd y Cadeirydd yn atgoffa siaradwyr bod ganddynt hyd at 3 munud i annerch y Pwyllgor. Mae gan siarad cyhoeddus ei brotocol ei hunan.

Lle bo hynny'n berthnasol, bydd y Cadeirydd yn cynnig cyfle i'r Aelodau ddarllen unrhyw wybodaeth hwyr ar yr eitem ar y 'Taflenni Glas' cyn parhau.

Os oes unrhyw Aelod am gynnig y dylid gohirio eitem, gan gynnwys ceisiadau i Banel Archwilio Safle ymweld â'r safle, dylid gwneud y cais ynghyd â'r rheswm cynllunio, cyn unrhyw siarad cyhoeddus neu drafodaeth am yr eitem honno.

Cyn unrhyw drafodaeth, bydd y Cadeirydd yn gwahodd swyddogion i roi cyflwyniad cryno i'r eitem lle credir bod hyn yn werth chweil yng ngolau natur y cais.

Mae sgriniau arddangos yn Siambr y Cyngor a ddefnyddir i ddangos ffotograffau neu gynlluniau a gyflwynir gyda cheisiadau. Cymerir y ffotograffau gan Swyddogion i roi argraff gyffredinol i Aelodau o safle a'i amgylchedd, ac nid eu bwriad yw cyflwyno achos o blaid neu yn erbyn cynnig.

Bydd y Cadeirydd yn cyhoeddi bod yr eitem yn agored am drafodaeth ac yn rhoi cyfle i Aelodau siarad a rhoi sylwadau am yr eitem.

Os oes unrhyw gais wedi bod yn destun Panel Archwilio Safle cyn y Pwyllgor, bydd y Cadeirydd fel rheol yn gwahodd yr Aelodau hynny a fynychodd, gan gynnwys yr aelod lleol, i siarad yn gyntaf.

Yn achos yr holl geisiadau eraill, bydd y Cadeirydd yn gofyn i'r aelod(au) lleol siarad yn gyntaf, os yw ef/nhw yn dymuno gwneud hynny.

Fel rheol, rhoddir hyd at bum munud i Aelodau siarad, a bydd y Cadeirydd yn llywio'r drafodaeth yn unol â Rheolau Sefydlog.

Unwaith bod aelod wedi siarad, ni ddylai ef/hi siarad eto oni bai ei fod ef/hi am esboniad o bwyntiau a gododd yn y drafodaeth, a rhaid i hynny hefyd ddigwydd ar ôl i'r holl Aelodau eraill gael cyfle i siarad, a gyda chaniatâd y Cadeirydd.

Ar derfyn trafodaeth yr Aelodau, bydd y Cadeirydd yn gofyn i Swyddogion ymateb yn ôl yr angen i gwestiynau a phwyntiau a godwyd, gan gynnwys cyngor ar unrhyw benderfyniad sy'n mynd yn groes i'r argymhelliad.

Cyn symud ymlaen at y bleidlais, bydd y Cadeirydd yn gwahodd neu'n gofyn am eglurhad o gynigion ac eilyddion i'r cynigion o blaid neu yn erbyn argymhelliad y Swyddog, neu unrhyw benderfyniadau eraill sy'n gofyn am ddiwygiadau i gynigion. Pan gaiff cynnig ei wneud yn groes i argymhelliad y Swyddog, bydd y Cadeirydd yn gofyn am eglurhad o'r rheswm/rhesymau cynllunio dros y cynnig hwnnw, er mwyn i hyn gael ei gofnodi yng Nghofnodion y cyfarfod. Mae'n bosibl y bydd y Cadeirydd yn gofyn am sylwadau gan y Swyddog Cyfreithiol a Chynllunio am ddilysrwydd y rheswm/rhesymau a nodwyd.

Bydd y Cadeirydd yn gwneud cyhoeddiad i nodi bod y drafodaeth ar ben, a bod y pleidleisio i ddilyn.

Y drefn bleidleisio

Cyn gofyn i Aelodau bleidleisio, bydd y Cadeirydd yn cyhoeddi pa benderfyniadau a wnaed a sut fydd y bleidlais yn cael ei chynnal. Gellir gofyn am esboniad pellach ynghylch newidiadau, amodau newydd ac ychwanegol a rhesymau dros wrthod er mwyn sicrhau nad oes unrhyw amwysedd yn yr hyn y mae'r Pwyllgor yn pleidleisio o'i blaid neu yn ei erbyn.

Os yw unrhyw aelod yn gwneud cais am Bleidlais wedi'i Chofnodi, mae'n rhaid ymdrin â hyn yn gyntaf yn unol â'r Rheolau Sefydlog. Bydd y Cadeirydd a Swyddogion yn egluro'r drefn i'w dilyn. Bydd enwau bob un o'r Aelodau pleidleisio sy'n bresennol yn cael eu galw allan, a bydd gofyn i'r Aelod nodi a yw eu pleidlais o blaid neu yn erbyn rhoi caniatâd neu ymwrthod. Bydd Swyddogion yn cyhoeddi canlyniad y bleidlais ar yr eitem.

Os yw pleidlais arferol i ddigwydd trwy gyfrwng y system bleidleisio electronig, bydd y Cadeirydd yn gofyn i'r Swyddogion weithredu'r sgrin bleidleisio yn y Siambr, a phan ofynnir iddynt wneud hynny, mae'n rhaid i'r Aelodau gofnodi eu pleidlais drwy bwysu'r botwm priodol.

Mae gan Aelodau 10 eiliad i gofnodi eu pleidleisiau unwaith bo'r sgrin wedi ymddangos.

Os yw'r system bleidleisio electronig yn methu, gellir cynnal y bleidlais drwy ddangos dwylo. Bydd y Cadeirydd yn esbonio'r drefn sydd i'w dilyn.

Ar derfyn y bleidlais, bydd y Cadeirydd yn cyhoeddi'r penderfyniad ar yr eitem.

Pan fydd penderfyniad ffurfiol y Pwyllgor yn groes i argymhelliad y Swyddog, bydd y Cadeirydd yn gofyn i Aelodau gytuno'r broses a ddefnyddir i ddrafftio amodau cynllunio neu resymau dros wrthod, er mwyn rhyddhau'r Tystysgrif Penderfyniad (e.e. dirprwyo awdurdod i'r Swyddog Cynllunio, i'r Swyddog Cynllunio mewn cysylltiad ag Aelodau Lleol, neu drwy gyfeirio'n ôl i'r Pwyllgor Cynllunio ar gyfer cadarnhad).

Mae tudalen hwn yn fwriadol wag

PWYLLGOR CYNLLUNIO

TREFN BLEIDLEISIO

Atgoffir yr aelodau o'r drefn i'w dilyn wrth bleidleisio i roddi neu i wrthod caniatâd cynllunio. Bydd y Cadeirydd neu'r Swyddogion yn esbonio'r drefn i'w dilyn fel y bo angen.

Unwaith y bydd y sgriniau arddangos yn y Siambr wedi eu clirio yn barod ar gyfer y pleidleisio a phan fydd y sgrîn bleidleisio yn ymddangos, bydd gan y Cynghorwyr 10 eiliad i gofnodi eu pleidlais fel a ganlyn:

Ar y bysellfwrdd pleidleisio, pwyswch y

<p>+ i RODDI caniatâd - i WRTHOD caniatâd 0 i BEIDIO â phleidleisio</p>
--

Neu yn achos eitemau Gorfodi:

<p>+ i AWDURDODI Camau Gorfodi - i WRTHOD AWDURDODI Camau Gorfodi 0 i BEIDIO â phleidleisio</p>
--

Mae tudalen hwn yn fwriadol wag

PWYLLGOR CYNLLUNIO

Cofnodion cyfarfod y Pwyllgor Cynllunio a gynhaliwyd yn Siambr y Cyngor, Neuadd y Sir, Rhuthun, ddydd Mercher 11 Rhagfyr 2013 am 9.30am.

PRESENNOL

Y Cynghr. J.R. Bartley (arsyllwr), W L Cowie, J.M. Davies, M Ll. Davies, S.A. Davies, H Hilditch-Roberts, T.R. Hughes, E.A. Jones, H. LL. Jones (aelod lleol) P M Jones, W M Mullen-James (Cadeirydd), RM Murray, D Owens, T M Parry, A Roberts, D Simmons, J Thompson-Hill, J S Welch, C H Williams, C L Williams a H O Williams

HEFYD YN BRESENNOL

Pennaeth Cynllunio a Gwarchod y Cyhoedd (Graham Boase), Rheolwr Rheoli Datblygu (Paul Mead), Pen Gyfreithiwr (Cynllunio a Phriffyrdd) (Susan Cordiner), Arweinydd Tîm (Cefnogaeth) (Gwen Butler), Swyddog Gwasanaethau Cwsmeriaid (Judith Williams) a'r Cyfieithydd (Catrin Gilkes).

Roedd Martha Savage (Swyddog Cynllunio Mwynau) yn bresennol yn rhan o'r cyfarfod

1 YMDDIHEURIADAU

Cafwyd ymddiheuriadau am absenoldeb gan y Cynghorwyr I W Armstrong, J A Butterfield, J Chamberlain-Jones, P. Duffy, R J Davies, P A. Evans, C L Guy, M McCarroll, PW Owen, a W N Tasker

2 DATGAN CYSYLLTIAD

Dim

3 MATERION BRYD: Dim

4 COFNODION Y CYFARFOD A GYNHALIWYD 13 Tachwedd 2013.

Cytunwyd fel cofnod cywir: yn amodol ar gynnwys y sylwadau a wnaed gan y Cynghorydd M. Lloyd Davies ynglŷn â'r grisiau bwriedig yn 23 Marine Drive y Rhyl, y teimlai y byddai'n fwy derbyniol os gosodir y grisiau yn y canol.

5 CEISIADAU AM GANIATÂD DATBLYGU

Cyflwynwyd adroddiad gan Bennaeth Cynllunio a Gwarchod y Cyhoedd (a ddosbarthwyd yn flaenorol) yn rhestru ceisiadau a gyflwynwyd ac y mae angen i'r Pwyllgor benderfynu arnynt.

PENDERFYNWYD:-

- (a) *bod argymhellion y Swyddogion, fel y cynhwysir yn yr adroddiad a gyflwynwyd, yn cael eu cadarnhau, a bod caniatâd neu wrthodiadau cynllunio, fel sy'n berthnasol, yn cael eu cyflwyno o dan Ddeddf Cynllunio Gwlad a Thref 1990, Gorchymyn Cynllunio Gwlad a Thref (Datblygu Cyffredinol a Ganiateir) 1995, Deddf Cynllunio a Digolledu 1991, Rheoliadau Hysbysebion Cynllunio Gwlad a Thref 1991 a/neu Ddeddf Cynllunio (Adeiladau Rhestredig ac Ardaloedd Cadwraeth) 1990 i'r cynigion sy'n cynnwys y ceisiadau canlynol yn destun yr amodau a restrir yn yr atodlen a gyflwynir:-*

Cais Rhif: 05/2012/0756/PO

Lleoliad: Tir ger Maes y Glyn Glyndyfrdwy Corwen

Disgrifiad: Datblygu 0.37 hectar o dir at ddibenion preswyl ac adeiladu mynediad newydd i gerbydau (cais amlinellol gan gynnwys mynediad)

Dosbarthwyd cynllun ychwanegol yn dangos y safle CDLI a ddyrannwyd yn New Inn. Cafwyd rhagor o eglurder ynghylch y polisi hefyd yn yr adroddiad atodol.

Roedd y Cynghorydd Huw Jones wedi gwneud cais am benderfyniad pwyllgor er mwyn edrych ar y materion sy'n ymwneud â'r potensial y byddai'r tir hwn yn cael llifogydd a'r modd y mae'r dyraniad CDLI wedi cael ei wneud. Roedd y Cynghorydd Jones yn poeni am oroesiad y pentref os nad oedd y safle'n cael ei ddatblygu a holodd ynghylch y cyngor a roddwyd bod y safle mewn perygl o lifogydd.

Cytunodd y Cynghorwyr eraill, gyda'r rhai sydd â gwybodaeth leol yn mynegi'r farn bod y safle CDLI a ddyrannwyd yn New Inn yn gallu dioddef llifogydd ond nid yw safle'r cais wedi profi hyn, a bod yr argymhelliaid yn ymateb heb feddwl i ddigwyddiadau llifogydd diweddar yn y Sir. Roeddent yn teimlo gan fod safle'r cais hwn wedi cael caniatâd ar gyfer datblygu yn y gorffennol (er bod hyn bellach wedi dod i ben), dylid ei ganiatáu

Cynigiodd y Cynghorydd Rhys Hughes y dylid RHOI caniatâd. Eiliwyd hyn gan y Cynghorydd Dewi Owens

Dywedodd Swyddogion bod Adnoddau Naturiol Cymru wedi codi gwrthwynebiad yn wreiddiol i'r cais hwn ar y sail bod y safle o fewn parth risg uchel o lifogydd. Fodd bynnag, mae'r safle y tu allan i ffin ddatblygu'r CDLI ar hyn o bryd. Cafodd y mater o addasrwydd safleoedd yn yr ardal ar gyfer tai eu harchwilio'n llawn drwy'r broses CDLI. Awgrymodd swyddogion hefyd os byddai'r safle hwn a'r safle a ddyrannwyd yn y CDLI yn cael eu datblygu, byddai gorgyflenwad o dai yn y pentref a fyddai'n rhoi straen ar y cyfleusterau sydd ar gael.

**AR ROI'R CAIS I'R BLEIDLAIS:
Pleidleisiodd 5 i GANIATÁU
Pleidleisiodd 14 i WRTHOD
0 yn Ymatal**

FELLY GWRTHODWYD CANIATÂD

Cais rhif: 43/2013/1236/PF.

Lleoliad: St Marys Bishopswood Road Prestatyn

Disgrifiad: Adeiladu wal gynnal yn yr ardd a grisiau mynediad i ffurfio gardd/teras patio wedi'i godi yng nghefn yr annedd (cais ôl-weithredol yn rhannol)

Cynigiodd y Cynghorydd Bob Murray y dylid RHOI caniatâd.
Eiliodd y Cynghorydd J Thompson Hill y cynnig hwn ac fe wnaeth gais ar ran yr aelod lleol bod angen cryfhau'r amodau tirlunio a gofynnodd bod gofyniad ar gyfer coed newydd yn cael ei gynnwys.

Swyddogion i ymgynghori â'r aelod lleol mewn perthynas ag union eiriad yr amodau

Ar roi'r cais i'r BLEIDLAIS:

**Pleidleisiodd 19 i GANIATÁU
Pleidleisiodd 0 i WRTHOD
0 yn Ymatal**

FELLY RHODDWDYD CANIATÂD

Mae hyn yn amodol ar ddiwygio Amod 1:

Bydd unrhyw goed presennol o fewn safle'r cais yn cael eu diogelu yn ystod y gwaith bwriedig trwy ffensio a godir o leiaf 1m o'r boncyff. Bydd unrhyw goed o fewn safle'r cais sy'n cael eu difrodi neu'n marw yn ystod y gwaith adeiladu yn cael eu disodli gan sbesimenau addas i'w cytuno arnynt yn ysgrifenedig gan yr ACLI.

Cais Rhif: 43/2013/1353/PF

Lleoliad: 55 Pendre Avenue Prestatyn

Disgrifiad: Codi estyniad un llawr yng nghefn yr annedd

Adroddwyd bod y cais cynllunio blaenorol am estyniad cefn yn yr eiddo hwn (a wrthodwyd gan Aelodau'r Pwyllgor yn groes i Argymhelliad Swyddogion) wedi'i GANIATAU ar apêl. Roedd penderfyniad yr apêl, a dderbyniwyd 10 Rhagfyr 2013, wedi'i ddsbarthu ar wahân

Siaradwyr Cyhoeddus:

Siaradodd Ms Tina Gray (Ymgeisydd) o blaid

Siaradodd Ms Gray am ei dymuniad i fynd i'r afael â'r gwrthwynebiadau blaenorol a wnaed gan ei chymdogion ac o ganlyniad i drafodaethau gyda swyddogion cynllunio, roedd wedi diwygio'r cynnig gwreiddiol.

Bydd yr estyniad rŵan yn llai na'r hyn a fwriadwyd yn wreiddiol ac roedd Ms Gray yn gobeithio y byddai hyn yn dderbyniol i bawb dan sylw

Cyfeiriodd y Cynghorydd James Davies at yr anawsterau o amgylch y cais hwn a thopograffeg y safle. Awgrymodd, er bod yr apêl wedi'i ganiatáu, byddai'r cais gerbron y pwyllgor heddiw, ar gyfer estyniad llai, yn fwy derbyniol.

Gofynnodd y Cynghorydd J Thompson Hill fod amodau a osodwyd gan yr Arolygydd Apêl (sy'n ymwneud â deunyddiau i gydweddu), yn cael eu cynnwys.

Cynigiodd y Cynghorydd Bill Cowie y dylid RHOI caniatâd. Eiliwyd hyn gan y Cynghorydd M. Lloyd Davies.

AR ROI'R CAIS I'R BLEIDLAIS:

Pleidleisiodd 18 i GANIATÁU

Pleidleisiodd 1 i WRTHOD

0 yn Ymatal

FELLY RHODDWDYD CANIATÂD

Yn amodol ar yr amod ychwanegol canlynol:

Bydd deunyddiau a gorffeniadau arwynebau allanol y waliau a tho'r adeilad a ganiateir drwy hyn, o'r un gwead, math a lliw fel y rhai ar waliau allanol a tho'r adeilad presennol.

**EITEM 6
APÊL CYNLLUNIO**

**MEWNFORIO GWASTRAFF ANADWEITHIOL AR GYFER EU HAILGYLCHU A'U DEFNYDDIO
AR GYFER ADFER GWAITH CHWAREL**

CHWAREL MAES Y DROELL FFORDD GRAIANRHYD, LLANARMON YN IÂL

CAIS RHIF 15/2011/0692/PF

Roedd Ms Martha Savage (Swyddog Cynllunio Mwynau) yn bresennol ar gyfer yr eitem hon.

Cyflwynwyd: adroddiad yn gofyn i'r Aelodau ystyried materion yn codi o farn ymgynghorydd priffyrdd arbenigol a chyfreithiol ynghylch y rhesymau dros wrthod y cais uchod, a fydd yn destun ymchwiliad cyhoeddus.

Mae'r adroddiad yn gofyn am arweiniad gan Aelodau ar safbwynt y Cyngor o ystyried y newidiadau i bolisi lleol a pholisi cenedlaethol ers y penderfyniad i wrthod ym mis Chwefror 2013.

Eglurodd swyddogion y cefndir i'r eitem hon, sy'n nodi gan fod polisi wedi newid o'r Cynllun Datblygu Unedol i Gynllun Datblygu Lleol, roedd wedi bod yn angenrheidiol i adolygu'r rhesymau dros wrthod. Mewn ymgynghoriad â bargyfreithiwr yr achos, bwriedir cynnwys "angen" fel rheswm dros wrthod.

O ganlyniad i'r newidiadau, cytunwyd i ohirio gwrandawriad yr apêl er mwyn rhoi amser i'r apelyddion adolygu eu hachos.

Mewn ateb i gwestiynau, dywedodd y swyddogion ei bod bellach yn bolisi i annog aildefnyddio gwastraff anadweithiol ar y safle yn hytrach na'i gludo i gyfleusterau fel yr hyn a gynigir ym Maes y Droell. Os nad oedd y gwastraff yn anadweithiol, yna ni fyddai'n cael ei ganiatáu ar y safle, ond byddai angen mynd ag ef at arbenigwr i gael eu trin. Felly gellid dadlau nad oes angen y safle hwn.

Roedd mater pellach gyda chynnig i newid y trefniadau mynediad a dylai hyn hefyd gael ei godi yn yr apêl os bydd manylion yn cael eu cyflwyno.

Bydd y Cynghorydd Martyn Holland yn cynrychioli'r Pwyllgor yn yr Apêl ac yn cael y diweddaraf gan Swyddogion.

Cynigiodd y Cynghorydd D Simmonds fod yr argymhelliad yn cael ei dderbyn Eiliwyd hyn gan y Cynghorydd Cheryl Williams

Ar roi'r cais i'r bleidlais
Pleidleisiodd 19 i dderbyn y cynnig
Pleidleisiodd 0 i beidio a derbyn
Nid oedd unrhyw ymatal.

PENDERFYNWYD, FELLY:

- 1.1. Yn sgil y newidiadau i bolisi cenedlaethol a lleol, mae'r egwyddor o gyfleuster ailgylchu yn y lleoliad hwn a'r angen ar gyfer yr elfen waredu o'r cynnig yn ffurfio rhan o achos y Cyngor yng nghyflwyniadau'r Cyngor i'r ymchwiliad sydd ar y gweill.
- 1.2. Nad ydyw'r rheswm cyntaf dros wrthod, ac eithrio i'r graddau y mae'n gysylltiedig â'r ail reswm dros wrthod, yn cael ei ddilyn gan y Cyngor.

- 1.3. Bod awdurdod dirprwyedig yn cael ei roi i'r Pennaeth Cynllunio a Gwarchod y Cyhoedd, a'r Rheolwr Rheoli Datblygu i wneud penderfyniad a yw'r ail reswm dros wrthod yn cael ei ddilyn gan y Cyngor, pe bai'r apelyddion yn cyflwyno unrhyw ddiwygiad i'r cynlluniau mynediad. Yn absenoldeb unrhyw fanylion mynediad derbyniol yn cael eu darparu, dylai'r Ail reswm dros wrthod gael ei gynnal.
- 1.4. Bod y trydydd rheswm dros wrthod yn cael ei ddilyn yn arbennig mewn perthynas â'r effaith y bydd y fynedfa newydd yn ei chael ar amwynder preswyl deiliaid yr eiddo yng nghyffiniau'r safle.
- 1.5. Bod absenoldeb angen yn cael ei godi fel pryder annibynnol y gellid gwrthod yr apêl yn briodol.
- 1.6. Mae barn yr ymgynghorydd priffyrdd annibynnol a benodwyd gan y Cyngor i adolygu'r achos yn cael ei ddwyn i sylw'r ymchwiliad.

HYFFORDDIANT AELODAU

Atgoffwyd yr Aelodau am eu rhwymedigaeth i hyfforddiant ar faterion Cynllunio a dywedwyd wrthynt y byddai croeso iddynt fynychu unrhyw un o'r digwyddiadau hyfforddiant yn y dyfodol a drefnir:

3 Chwefror 2014 - 6:30 pm Caledfryn Dinbych (digwyddiad Cyngorau Tref a Chymuned)
4 Mawrth 2014 – 10am - lleoliad i'w gadarnhau (digwyddiadau Cyngorau Tref a Chymuned)
23 Ebrill 2014 - 6:30 pm - Caledfryn Dinbych (digwyddiad Cyngorau Tref a Chymuned)

Er mwyn cyflawni eu anghenion hyfforddiant, gallai Aelodau hefyd fynd i Gymorthfeydd Cynllunio, Apeliadau neu ddigwyddiadau CDLI a byddent yn ennill credyd am fynychu 8 neu fwy o Bwyllgorau Cynllunio

Daeth y cyfarfod i ben am 10-45am.

DENBIGHSHIRE COUNTY COUNCIL
PLANNING COMMITTEE 22nd JANUARY 2014
INDEX OF PLANNING APPLICATIONS

Item No	Application No	Location and Proposal	Page No
1	01/2012/1607/PO	Former Wool Depot Grove Road Denbigh Development of 0.6 ha of land for residential purposes (outline application including access)	19
2	01/2013/0899/PF	Lleweni Hall Denbigh Conversion and extension of stable wing to form 1 no. dwelling and installation of a package treatment plant	35
3	07/2013/1233/PF	Rhos Isa Llandrillo Corwen Erection of replacement two-storey dwelling with detached garage/workshop and alterations to existing vehicular access	51
4	43/2013/1305/PF	Outbuildings at Tyn Y Wal Ffordd Penrhwyfya Meliden Prestatyn Conversion of redundant outbuilding to form 1 no. dwelling. Formation of pitched roof over existing workshop	63

Mae tudalen hwn yn fwriadol wag

Graham Boase
Head of Planning & Public Protection
Denbighshire County Council
Caledfryn
Smithfield Road
Denbigh
Denbighshire LL16 3RJ
Tel: 01824 706800 Fax: 01824 706709

Heading
01/2012/1607/PO
Former Wool Depot
Grove Road Denbigh

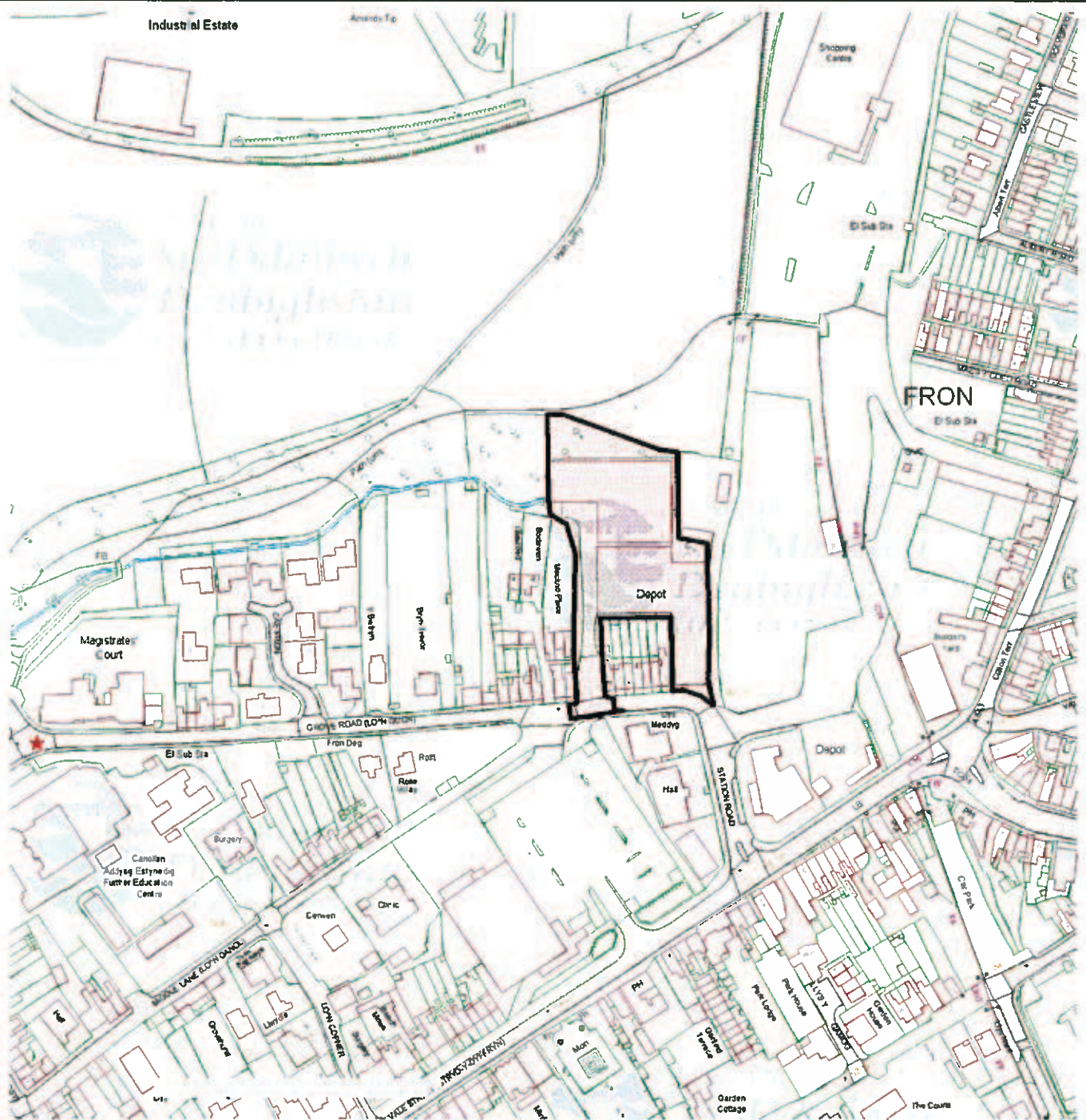
 Application Site

Date 6/1/2014
Centre = 305606 E 366544 N

Scale 1/2500



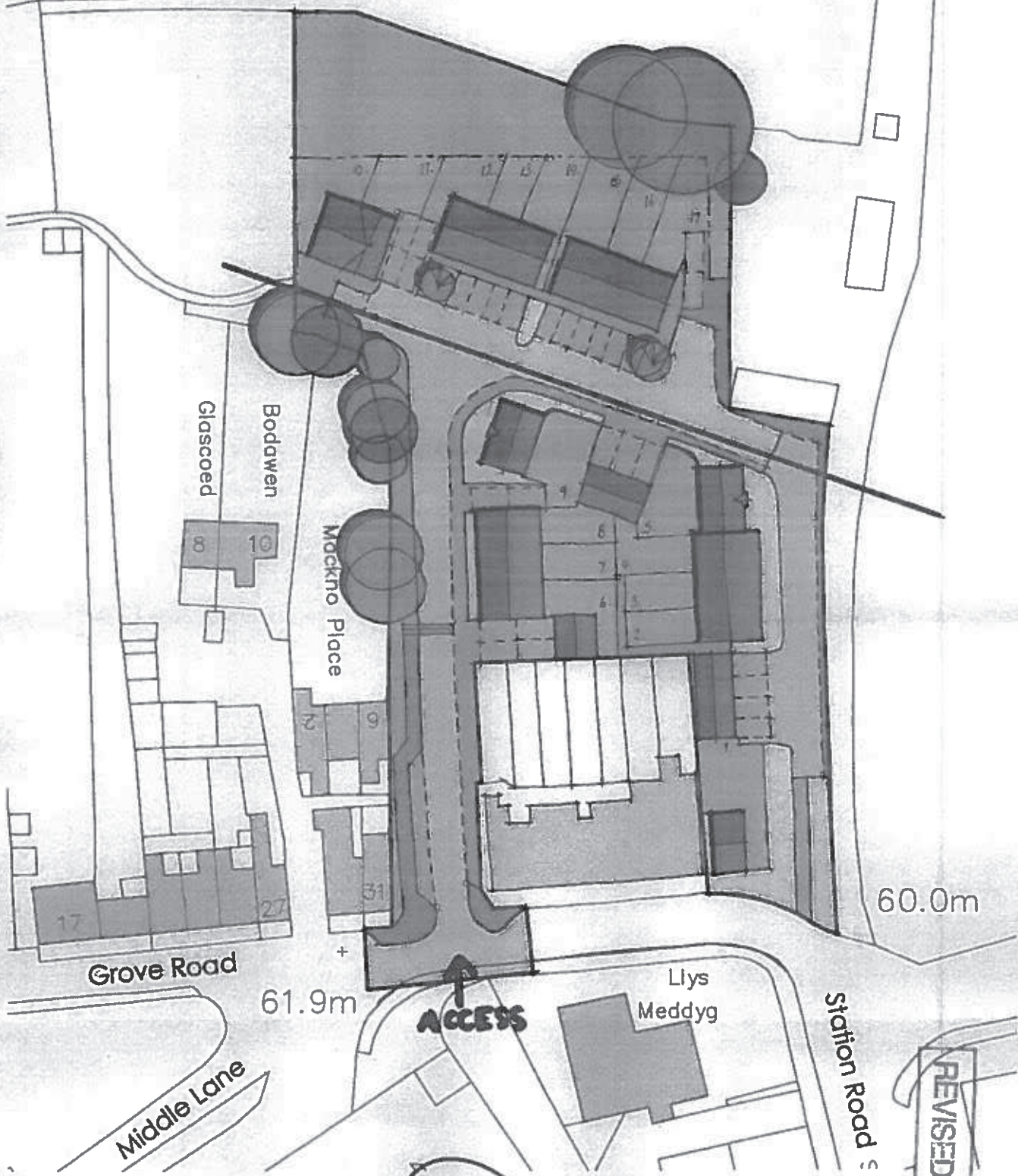
This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office.
© Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Denbighshire County Council 100023408 2011

Atgynhychir y map hwn o ddeunydd yr Ordnance Survey gyda chaniatâd yr Ordnance Survey ar ran Rheolwr Llyfrfa Ei Mawrhydi
© Hawffraint y Goron. Mae atgynhychru heb ganiatâd yn torri hawffraint y Goron a gall hyn arwain at erlyniad neu achos sifil. Cyngor Sir Ddinbych. 100023408 2011

ILLUSTRATIVE SITE LAYOUT



60.0m

61.9m

ACCESS

Llys Meddyg

Station Road S

Middle Lane

Grove Road

REVISED PLAN

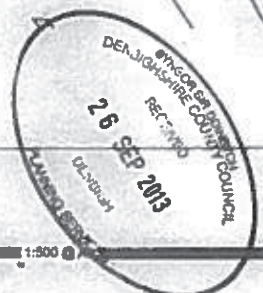
01 / 2012 / 16071 P0

12-036 401 date 24.08.13

ORIGIN3

Tydwili House
17 Wilmshurst Road
Clifton, Bristol
BS8 1PS

www.origin3.co.uk
info@origin3.co.uk



Grove Road, Denbigh
Illustrative Site Layout
LXB Retail Properties Plc

1:500

Tudalen 20

**EXTANT PLANNING PERMISSION
- STATION
YARD SITE**

01/ 2007/ 1 4 4 4 / P F

- KEY**
- SITE BOUNDARY
 - STONE & CONCRETE RETAINING WALL
 - PROPOSED LEVELS
 - EXISTING LEVELS
 - MAIN PEDESTRIAN ROUTE

REVISED PLAN

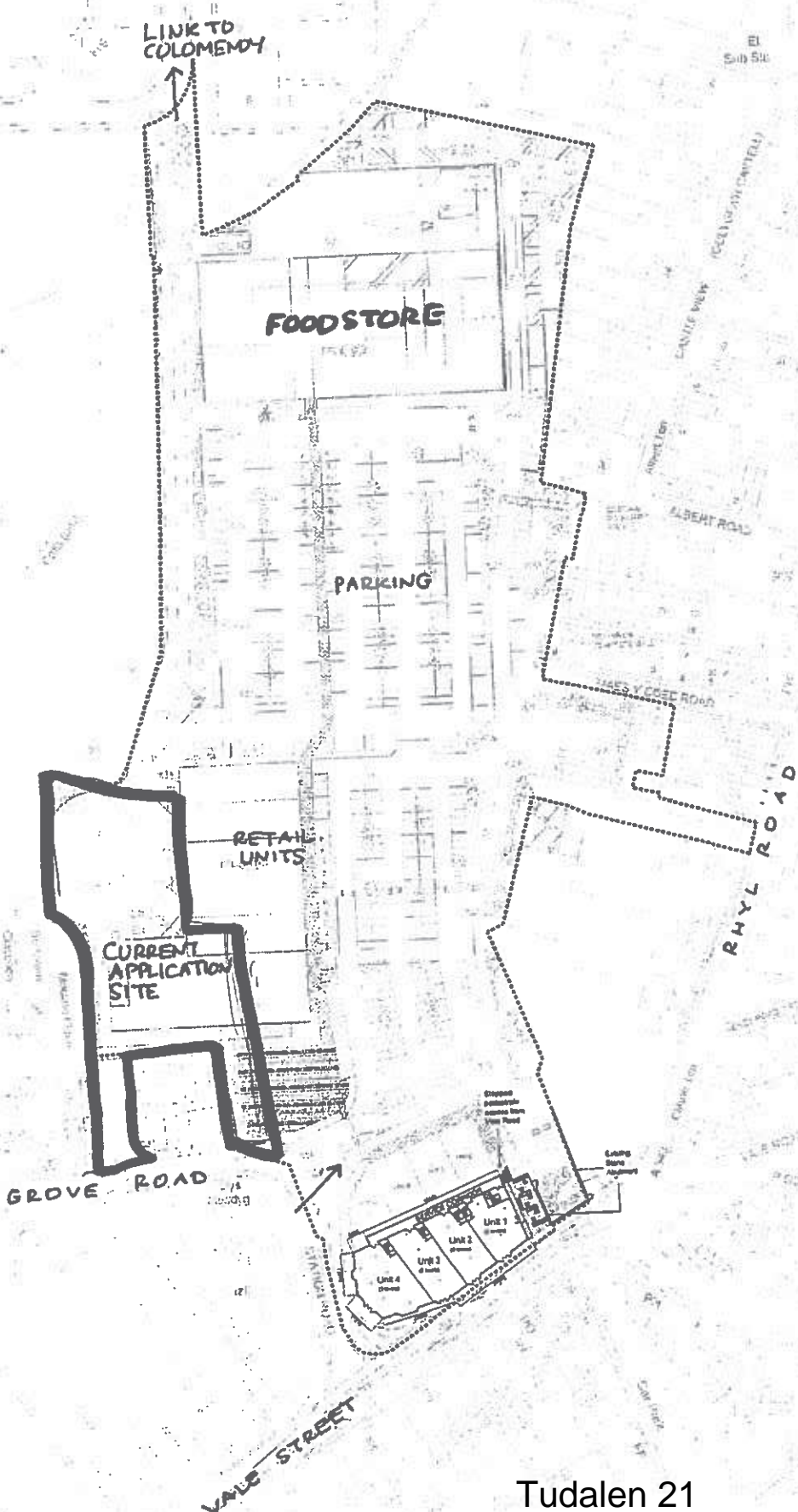
CYNGOR SIR DDINBYCH
DERBIGHSHIRE COUNTY COUNCIL
RECEIVED
- 1 AUG 2008
PLANNING SERVICES

LEACH BROSSE HALEP
ARCHITECTS

DENBIGH

PROPOSED SITE PLAN
LOWER LEVEL

Drawn By: JCF Auth By: JH Date: 21.07.08
 Dwg No: 6495 L18736 1:500/D40 Rev: 1
 LEACH BROSSE HALEP ARCHITECTS
 10-12 THE SQUARE, DENBIGH, NORTH WALES LL15 1JG
 Tel: 01772 823021 Fax: 01772 823732
 e: info@leachbrosse.com www.leachbrosse.com



ITEM NO: 1

WARD NO: Denbigh Central

WARD MEMBER(S): Councillor Gwyneth Kensler

APPLICATION NO: 01/2012/1607/ PO

PROPOSAL: Development of 0.6 ha of land for residential purposes (outline application including access)

LOCATION: Former Wool Depot Grove Road Denbigh

APPLICANT: MrC EvansLXB RP (Denbigh) Ltd

CONSTRAINTS: C2 Flood Zone

PUBLICITY UNDERTAKEN: Site Notice - YesPress Notice - YesNeighbour letters - Yes
(The application has been advertised as a Departure from the Local Development Plan)

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- Recommendation to grant / approve – Departure from Development plan

CONSULTATION RESPONSES:

DENBIGH TOWN COUNCIL
"No objection"

NATURAL RESOURCES WALES

No objection subject to the inclusion of conditions relating to floor levels, treatment of surface water, debris screen/culvert.

DWR CYMRU / WELSH WATER

No objection subject to the inclusion of conditions relating to separation of foul and surface water, and protection of the public sewer crossing the site.

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –
Head of Highways and Infrastructure

- Highways Officer

No objection subject to the inclusion of conditions requiring approval of highway details and construction stage arrangements.

Conservation Architect

No objection

Ecologist

No objection

Housing and Community Development Service

No objection. There is demand for affordable housing units within the area and 10% should be provided in accordance with the LDP Policy.

Economic and Business Development Manager

No objection

RESPONSE TO PUBLICITY:

In objection

Representations received from:
Mr J. Lovegrove 45, Grove Rd, Denbigh
Mrs L. Lovegrove, 45, Grove Road, Denbigh

Summary of planning based representations in objection:
Support the general philosophy and intended housing design however have concerns that there may be a risk of flooding; that the development will affect parking on Grove Road.

In support

Representations received from:
S. Lloyd, 5, Bro Wen, Denbigh
O. Roberts, 4, Machno Place, Denbigh

Summary of planning based representations in support:
The site has vastly improved since the demolition of the Wool Depot, an appropriately designed housing development would provide huge benefits to the site and the surrounding area.

General Comments – neither object or support

Mrs. N. A. Davies, 18, Cheriton Avenue, Wirral
Mrs. E. W. Brine, St. Crispins, 14, Severn Quay, Severnside South

Comments regarding the accuracy of the plans.

EXPIRY DATE OF APPLICATION:12/2/2013

REASONS FOR DELAY IN DECISION

- additional information required from applicant
- re-consultations / further publicity necessary on amended plans and / or additional information
- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 The application seeks outline planning permission for residential development of 0.6 hectares of land, with only means of access included for consideration. All other matters are reserved for future approval.
- 1.1.2 The site is located within the town's development boundary in the Local Development Plan and lies immediately to the north of existing dwellings on Grove Road.
- 1.1.3 The application documents include an illustrative layout plan showing ideas for a development of 17 dwellings, accessed from an existing access which is located in between 31 and 33 Grove Road.
- 1.1.4 The supporting document includes a Planning, Design and Access Statement, Sustainability Statement, Transport Report, Tree Quality Survey and Development Implications, Statement of Community Involvement, a Phase 2 Geo-environmental Site Investigation, Flood Consequences Assessment and a Hydrology & Modelling Report
The main points of relevance to the proposals in the supporting documents are:

In the Planning, Design, and Access Statement:

- The application site is part of the Station Yard retail allocation (Policy PSE 7) within the adopted Local Development Plan (LDP). Clearly the proposal results in some conflict with the adopted LDP, however residential use is considered

acceptable as redevelopment of this small section of the site will not prevent the wider site coming forward and could help stimulate development locally; in relation to 'piecemeal' development, the indicative layout has incorporated an access road that runs up to the east of the site boundary and could be extended in future to allow access to the wider allocated retail site. The site is located to the rear of existing residential properties, this part of the site does not enjoy a road-frontage and could cause amenity concerns for nearby residents. The site is disconnected from the main retail allocation and its loss would therefore have little impact on the ability of the wider site to meet the retail demands of the town.

- Conflict with Policy PSE7 must be balanced against other material considerations which includes social, community and economic benefits of housing and investment into and redevelopment of a brownfield site.
- 10% Affordable housing provision is offered in accordance with Policy BSC 4
- Provision of open space will be made in accordance with Policy BSC 11
- There are no other planning policy conflicts

The other documents confirm:

- a Code for Sustainable Homes Level 3 (plus 1 credit under ENE 1) could be achieved.
- The existing access with significant enhancements that address concerns about visibility and pedestrian provision is acceptable for the site and the traffic generated by the development would be less than what was generated by the Wool Depot.
- A detailed hydraulic modelling study and Flood Consequences Assessment conclude that the potential adverse consequences of a flooding event on the site will have a low impact and a low risk and that any exceptional or unexpected flood event can be managed to satisfactorily reduce its adverse effects.

1.2 Description of site and surroundings

1.2.1 The application site comprises 0.6ha of land in central Denbigh formerly the site of the Wool Depot. The site has been cleared of all previous development in connection with the Wool Depot. The site is relatively level.

1.2.2 To the south and west of the site is residential development, to the north are open fields protected as open space and to the east is Station Yard which is predominantly vacant. Access to the site is off Grove Road, between nos 31 and 33.

1.2.3 The site is bounded by high timber fencing.

1.3 Relevant planning constraints/considerations

1.3.1 The application site is located within the development boundary of Denbigh and allocated as a retail site within the Local Development Plan (as there was a valid planning consent for a foodstore and general retail development at the time of preparing the plan).

1.3.2 The site is located within a C2 Flood Zone as defined in the Development Advice Maps that accompany TAN 15: Development and Flood Risk.

1.3.3 The site is adjacent to the Denbigh Conservation Area.

1.4 Relevant planning history

1.4.1 The application site forms part of the larger Station Yard site, granted planning permission in 2009 for redevelopment by way of a mixed use scheme comprising 11,212 sq.m (gross internal area) of Class A1 retail floorspace, 504 sq.m (gross internal area) of Class A3 retail floorspace, public open space, internal roads and footways, associated car parking spaces, associated ancillary facilities and comprehensive hard and soft landscaping.

It is understood the Wool Depot buildings were demolished in 2012.

1.5 Developments/changes since the original submission

1.5.1 An updated Flood Consequences Assessment has been submitted along with a Hydrology and Modelling Report. A revised 'indicative' layout plan has been submitted along with an updated Design and Access Statement to reflect the adoption of the LDP in June 2013.

1.6 Other relevant background information

1.6.1 The Development Advice Maps within TAN 15 show the site to be predominantly within a C2 floodzone. The maps have not been updated to reflect the the Denbigh Flood Risk Management Scheme.

2. DETAILS OF PLANNING HISTORY:

2.1 01/2007/1444/PF Redevelopment of site by way of mixed use development comprising 11,212 sq.m (gross internal area) of Class A1 retail floorspace, 504 sq.m (gross internal area) of Class A3 retail floorspace, public open space, internal roads and footways, associated car parking spaces, associated ancillary facilities and comprehensive hard and soft landscaping
GRANTED 24th June, 2009.

01/2012/0272/DA Prior notification for the proposed demolition of 4 no. warehouse buildings
GRANTED 26th March, 2012

3. RELEVANT POLICIES AND GUIDANCE:

3.1 The main planning policies and guidance are considered to be:
Denbighshire Local Development Plan (adopted 4th June 2013)
Policy RD1 – Sustainable development and good standard design
Policy BSC1 – Growth Strategy for Denbighshire
Policy BSC4 – Affordable Housing
Policy BSC11 – Recreation and open space
Policy PSE6 – Retail economy
Policy PSE7 – Proposals for new retail development
Policy ASA3 – Parking standards

3.2 Supplementary Planning Guidance

Supplementary Planning Guidance Note 4: Recreational Public Open Space
Supplementary Planning Guidance Note 22 Affordable Housing in New Developments
Supplementary Planning Guidance Note 25: Residential Development Design Guide

Government Policy / Guidance

Planning Policy Wales Edition 5 November 2012
TAN 12: Design (2009)
TAN 15: Development & Flood Risk (2004)
TAN 22: Planning for Sustainable Buildings (2010)

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 5, 2012 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (Section 3.1.2). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned., and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Sections 3.1.3 and 3.1.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Loss of land for retail development
- 4.1.3 Visual amenity
- 4.1.4 Residential amenity
- 4.1.5 Ecology
- 4.1.6 Flooding
- 4.1.7 Highways (including access and parking)
- 4.1.8 Affordable Housing
- 4.1.9 Open Space
- 4.1.10 Sustainability including codes and water management
- 4.1.11 Contaminated land

4.2 In relation to the main planning considerations:

4.2.1 Principle

The application involves residential development on an allocated retail area within the development boundary of Denbigh as identified in the adopted Local Development Plan. It obliges consideration of a range of planning policies and guidance which apply to the principles of development on land allocated for retail use and the provision of housing, as well as the policies relating to the assessment of localised impact of such development. The weighing up of the merits of the proposals involves due consideration of the socio-economic arguments in the context of the scheme being redevelopment of previously developed land within the development boundary of a town.

The main policies in the Local Development Plan which are relevant to the principle of the development are:

Policy BSC 1, which sets out the basic housing growth strategy for the County.

Policy PSE 7 which allocates land for new retail development and includes Station Yard because of an extant planning permission for food and non-food retail.

The LDP policies referred to above are in general conformity with the approach to development in Planning Policy Wales. Planning Policy Wales also contains a preference for the re-use of land which meets with the definition of 'previously developed land', in preference to greenfield sites.

Taking all the 'in principle' policies into account, it would be Officers' view that the proposal to redevelop the site for residential purposes does pose a potential conflict with policy as it involves the loss of part of an identified retail site, which needs to be weighed in the consideration of the merits of the application. The main issues are discussed in the following sections of the report.

4.2.2 Loss of land for retail development

Policy PSE 7 of the Local Development Plan allocates land for retail development and specifically Station Yard in Denbigh because of an extant planning permission for food and non-food retail. The planning permission was granted in June 2009 (expires June 2014) for the redevelopment of the site, which includes the application site, for a mixed use development comprising 11,212 sq.m (gross internal area) of Class A1 retail floorspace, 504 sq.m (gross internal area) of Class A3 retail floorspace, public open space, internal roads and footways, associated car parking spaces, associated ancillary facilities and comprehensive hard and soft landscaping.

The Economic and Business Development Manager has not expressed concerns over the loss of this small part of the larger retail site. The application site is on the edge of the overall site adjacent to existing residential properties and to allow residential development of this site would not prevent the wider site coming forward

(albeit that this could not then be developed in accordance with the 2009 permission). Potentially, developing this site may stimulate further development in the area.

Policy PSE 7 designates the site for retail purposes. The introduction of residential use is therefore in conflict with the policy. The retail allocation in the LDP was made on the basis of the planning permission for the redevelopment of the Station Yard site. This current proposal would result in the loss of 0.6ha of an overall retail site area of over 4.85ha. The application site is on the edge of the overall site, with the land taking up part of an area approved for a block of retail units with a rear delivery and service yard, please see plan at the front of this report showing the approved scheme for retail development.

Whilst the main permission for the foodstore and retail development remains in place until June 2014, it is understood that the scheme is unlikely to be implemented as a significant part of the site subject to the 2009 permission is in separate ownership.

The current applicant, LXB Properties, have been party to the discussions relating to the development of the wider redevelopment scheme for the site since 2009, however for a number of reasons the site has not come forward and therefore they have developed a standalone application for the Wool Depot site.

In terms of the retail allocation, it is not considered that the redevelopment of this small section of the site, which is on the edge of the larger site with a separate access would prevent a revised retail development coming forward on the larger site. The indicative layout has incorporated an access road to the east of the site that could be utilized in future however this would need further consideration in the context of consideration of a new scheme for the site.

In terms of the general character of the area, the former Wool Depot site is located in very close proximity to residential properties and it is considered that residential use is far more in keeping with the character of the area.

Officers' conclusion on the loss of 0.6 hectares of allocated retail land is that the proposal would not prevent a development of the Station yard site.

4.2.3 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (vi) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

There are no objections to the proposal based on potential visual impacts of the development.

No details of layout, house types etc have been submitted for consideration given this application seeks only outline planning permission, with access being the sole detail on which approval is being sought. Officers conclude therefore that it is not possible to assess detailed visual impacts given the application seeks outline permission with all matters, other than means of access, reserved for later approval.

4.2.4 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact

on residential amenity; test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc.

There are no local concerns expressed over potential for loss of privacy from new development on the site.

Whilst the application contains an illustrative layout indicating a possible format for a development of 17 dwellings, there are no elevation details or floor plans to allow assessment of the impact on adjacent properties. A detailed application would require careful consideration to address impacts on adjacent properties and the visual amenities of the area. Officers conclude therefore that it is not possible to assess detailed amenity impacts at this stage given the application seeks only outline planning permission with all matters, other than means of access, reserved for later approval

4.2.5 Ecology

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment. Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests. This reflects policy and guidance in Planning Policy Wales (Section 5.2), current legislation and SPG 18 – Nature Conservation and Species Protection, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

There are no objections expressed over the potential impact on habitat as a result of development.

The only consideration regarding wildlife is for any works to trees or removal of vegetation which should be undertaken outside of the bird breeding season. If any trees support bats, an assessment should be undertaken before any works are undertaken.

4.2.6 Flooding

Planning Policy Wales Section 13.2 identifies flood risk as a material planning consideration in planning and along with TAN 15 – Development and Flood Risk, provides a detailed framework within which risks arising from different sources of flooding should be assessed. The development advice maps of the site show most of the site to be located within a C2 flood zone, which is an area of the floodplain without significant flood defence. It should be noted that the development advice maps have not been updated to consider the benefit afforded by the Denbigh Flood Risk Management Scheme Works undertaken recently for Denbighshire County Council.

The TAN advises that the C2 classification should be used to indicate that only less vulnerable development should be considered subject to application of justification tests, including acceptability of the consequences and highly vulnerable development such as residential development should not be considered in this zone. However there are exceptions which allow development in a flood zone, if it can be demonstrated that the location is necessary to assist, or be part of, a local authority regeneration initiative or strategy to sustain an existing settlement; or the location is necessary to contribute to key employment objectives supported by the Local Planning Authority to sustain an existing settlement. In order for a development to be considered as an exception, the site must also meet the definition of previously developed land, as per the Planning Policy Wales definition. The most relevant elements of this definition are that previously developed land includes land which is or

was occupied by a permanent structure and associated fixed surface infrastructure (excluding agricultural or forestry buildings) and land 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. Finally a Flood Consequence Assessment (FCA) is required to be submitted to support the application for the exception, to explore the potential consequences of a flooding event for the particular type of development proposed.

The proposed development has been the subject of prolonged discussions with NRW and a Flood Consequence Assessment along with a Hydrology and Modelling Report has been submitted in support of the proposal.

NRW have ultimately raised no objections to residential development of the site subject to the inclusion of conditions relating to finished floor levels, the construction details of a replacement debris screen at the culvert inlet and also requiring the submission of a surface water drainage regulation system.

It is Officers opinion in relation to the exception tests that the development is 'justified', the site is previously developed land located within the development boundary of Denbigh and would assist the local authority's strategy to sustain an existing settlement by providing new housing. The Flood Consequences and Hydrology and Modelling Report submitted in support of the application demonstrate that the risks of flooding can be acceptably managed and NRW have not raised an objection to the proposal subject to conditions. It is therefore considered that the proposal represents an acceptable form of development which meets the relevant tests in TAN 15.

4.2.7 Highways (including access and parking)

Local Development Plan Policy RD 1 tests (vii) and (viii) oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and consideration of the impact of development on the local highway network Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

Residents have made comments regarding the loss of parking for the residents of 33 to 45 Grove Road, who utilise an area of land at the bottom of Grove Road in the ownership of the applicant, in an area where the Wool Depot building was previously located. The proposal is to utilise the existing vehicular access off Grove Road which is located in between 2 residential properties. The access is shown to be improved with visibility splays achieved in both directions. The highway officer raises no objections subject to inclusion of conditions including further details of the access and highway improvements, street lighting, drainage, signage, internal estate road along with details of the site compound location, traffic management scheme, vehicle washing facilities and details of the operation and management of construction vehicles.

The indicative layout does include parking bays to the west of the access road as parking for residents, however the loss of the area currently used by residents, which is privately owned land does not raise any highway concerns locally. Having due regard to the historic use of the site, the nature of the local road network and the response of the Highway Officer it is not considered there are any significant highway concerns likely to arise from the proposal.

4.2.8 Affordable Housing

Local Development Plan Policy BSC 4 seeks to ensure, where relevant, 10% affordable housing either on site on developments of 10 or more residential units or by way of a financial contribution on development of less than 10 residential units is

Officers' view is that it would be reasonable to deal with contaminated land matters through the imposition of planning conditions.

5. SUMMARY AND CONCLUSIONS:

5.1 In Officers' opinion there are no fundamental concerns over residential use of the site. The proposed use is considered to be in keeping with the character of the area.

5.2 It is not considered that the proposal, to develop a small part of the approved retail development, would prejudice that site's ability to bring forward retail development.

5.3 In accordance with Welsh Government Circular 07/12, the Local Planning Authority are required to notify Welsh Government of an intention to Grant Planning Permission for highly vulnerable development of more than 10 dwellings due to the sites location within a C2 floodzone. The Local Planning Authority must not grant planning permission until the expiry of the period of 21 days beginning with the date which the Welsh Ministers tell the Authority in writing is the date upon which they received the notification: hence the recommendation is subject to referral to Welsh Government and confirmation that permission may be granted.

RECOMMENDATION: - GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. Approval of the details of the layout, scale and appearance of the building(s), and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before the commencement of any development.
3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
4. All planting, seeding, turfing, fencing, walling or other treatment comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of the development and any trees or plants which, within a period of five years of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
5. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained to the detailed mechanism for the provision of affordable housing as part of the development, in accordance with the Council's Policies and Supplementary Planning Guidance, has been submitted to and approved in writing by the Local Planning Authority.
6. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained to the detailed arrangements for the provision for amenity and open space within the site in accordance with the Council's policies and guidance.
7. Construction of any dwelling hereby permitted shall not begin until an 'Interim Certificate' has been submitted to the Local Planning Authority, certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has been achieved for that individual dwelling or house type in accordance with the requirements of the Code for Sustainable Homes: Technical Guide 22 November 2010.
8. Each new dwelling hereby permitted shall be constructed to achieve a minimum Code for Sustainable Homes Level 3 and achieve a minimum of 1 credit under category 'Ene1 - Dwelling Emission Rate' in accordance with the requirements of the Code for Sustainable Homes: Technical Guide 22 November 2010. The development shall be carried out entirely in accordance with the approved assessment and certification.
9. Prior to the occupation of each of the dwellings hereby permitted, a Code for Sustainable Homes 'Final Certificate' shall be submitted to the Local Planning Authority certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has been achieved for that dwelling in accordance with the requirements of the Code for Sustainable Homes.
10. Works to trees/vegetation should be undertaken outside the bird breeding season and of any trees are found to support bats, an assessment should undertaken before works proceed.
11. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained to the detailed layout, design, means of traffic calming, street

lighting, signing, drainage and construction of the internal estate road, access improvements and the associated highway. The development shall be constructed in accordance with such approved details.

12. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained in relation to the site compound location, traffic management scheme, vehicle wheel washing facilities, hours and days of operation and the management and operation of construction vehicles. The development shall be constructed in accordance with such approved details.

13. Facilities shall be provided and retained within the site for the loading, unloading, parking and turning of vehicles in accordance with a scheme to be agreed with the Local Planning Authority, and shall be completed prior to the proposed development being brought into use.

14. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a scheme to ensure that Finished Floor Levels are set no lower than the corresponding modelled 1 in 100 year (including an allowance for climate change and a 100% blockage of the culvert) has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall also provide details of the proposed ground levels and details of the flood exceedance routes that will be required through the site and beyond, directly to the east of, and south east, of the application area. The development shall be constructed in accordance with such approved details.

15. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a scheme for the construction of a replacement debris screen at the culvert inlet (built in accordance with best practice guidance) has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include warning signage to inform residents of the importance of maintaining access to the culvert inlet so that clearance of the screen can be undertaken if and when required. The development shall be constructed in accordance with such approved details.

16. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a scheme for the implementation of a surface water drainage regulation system has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall also include details of the land drainage system that is proposed to intercept surface water from the northern escarpment. The development shall be constructed in accordance with such approved details.

17. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a scheme for the adoption and/or management of the culvert inlet trash screen and the culverted watercourse passing beneath the site. The development shall be constructed in accordance with such approved details.

18. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a remediation strategy that includes the components listed below to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Local Planning Authority:

1. A preliminary risk assessment which has identified:

- a. all previous uses.
- b. potential contaminants associated with those uses
- c. a conceptual model of the site indicating sources, pathways and receptors.
- d. potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

19. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a verification report demonstrating completion of works set

out in the approved remediation strategy and the effectiveness of the remediation. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

20. No development shall be permitted to take place until the written approval of the Local Planning Authority has been obtained for a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

21. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. The application is for outline permission with details of means of access only.
3. To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.
4. To ensure a satisfactory standard of development, in the interests of visual amenity.
5. In the interest of compliance with adopted affordable housing policies.
6. In the interest of compliance with adopted open space policies.
7. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.
8. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.
9. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.
10. In the interests of nature conservation.
11. In the interest of the free and safe movement and traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.
12. In the interest of the free and safe movement of traffic on the adjacent highway and in the interests of highway safety.
13. To provide for the loading, unloading and parking of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety.
14. To reduce the risk of flooding to the development and future occupants.
15. To reduce the risk of flooding to the development and future occupants.
16. To prevent flooding by ensuring the satisfactory storage of, and disposal of, surface water.
17. To ensure the long term management of the watercourse and associated infrastructure.
18. The controlled waters at this site are of high environmental sensitivity due to the sites being on a principal aquifer and contamination is known at the site from the previous land uses.
19. To demonstrate that the remediation criteria relating to controlled waters have been met and (if necessary) to secure longer-term monitoring of groundwater quality. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site.
20. To ensure that longer term remediation criteria relating to controlled waters have been met. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site.
21. Unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remediated.

NOTES TO APPLICANT:

Please find attached response and Advisory Notes from Dwr Cymru Welsh Water.

Your attention is drawn to the following:

- (i) Highway Supplementary Notes Nos. 1,3,4,5,6,7,8,9 & 10.
- (ii) New Roads and Street Works Act 1991-Part N Form.
- (iii) Denbighshire County Council Specification for Road Construction.
- (iv) Denbighshire County Council General Notes for Highway Lighting Installations.
- (v) Denbighshire County Councils General Requirement for Traffic Signs and Road Markings.

Mae tudalen hwn yn fwriadol wag

Graham Boase
Head of Planning & Public Protection
Denbighshire County Council
Caledfryn
Smithfield Road
Denbigh
Denbighshire LL16 3RJ

Tel: 01824 706800 Fax: 01824 706709

Heading:
01/2013/0899/PF
Lleweni Hall
Denbigh

2

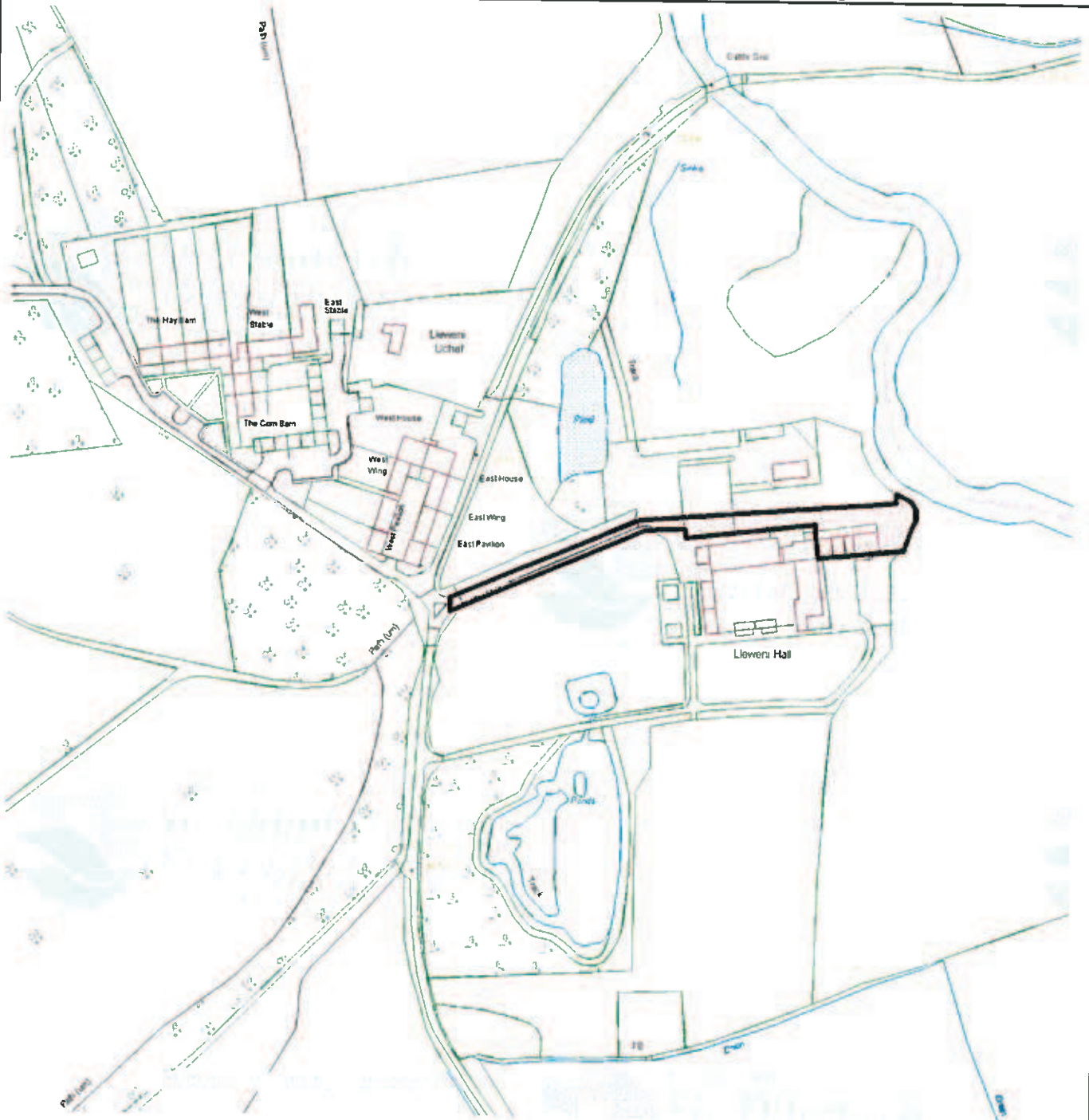
 Application Site



Date 6/1/2014
Centre = 308079 E 368522 N

Scale 1/2500

This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office
© Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Denbighshire County Council 100023408 2011
Atgynhychir y map hwn o ddeunydd yr Ordnance Survey gyda chaniatâd yr Ordnance Survey ar ran Rheolwr Llyfrau Ei Mawrhydi
© Hawffraint y Goron. Mae atgynhychu heb ganiatâd yn torri hawffraint y Goron a gall hyn arwain at erlyniad neu achos sifft. Cyngor Sir Ddinbych 100023408. 2011

SITE PLAN

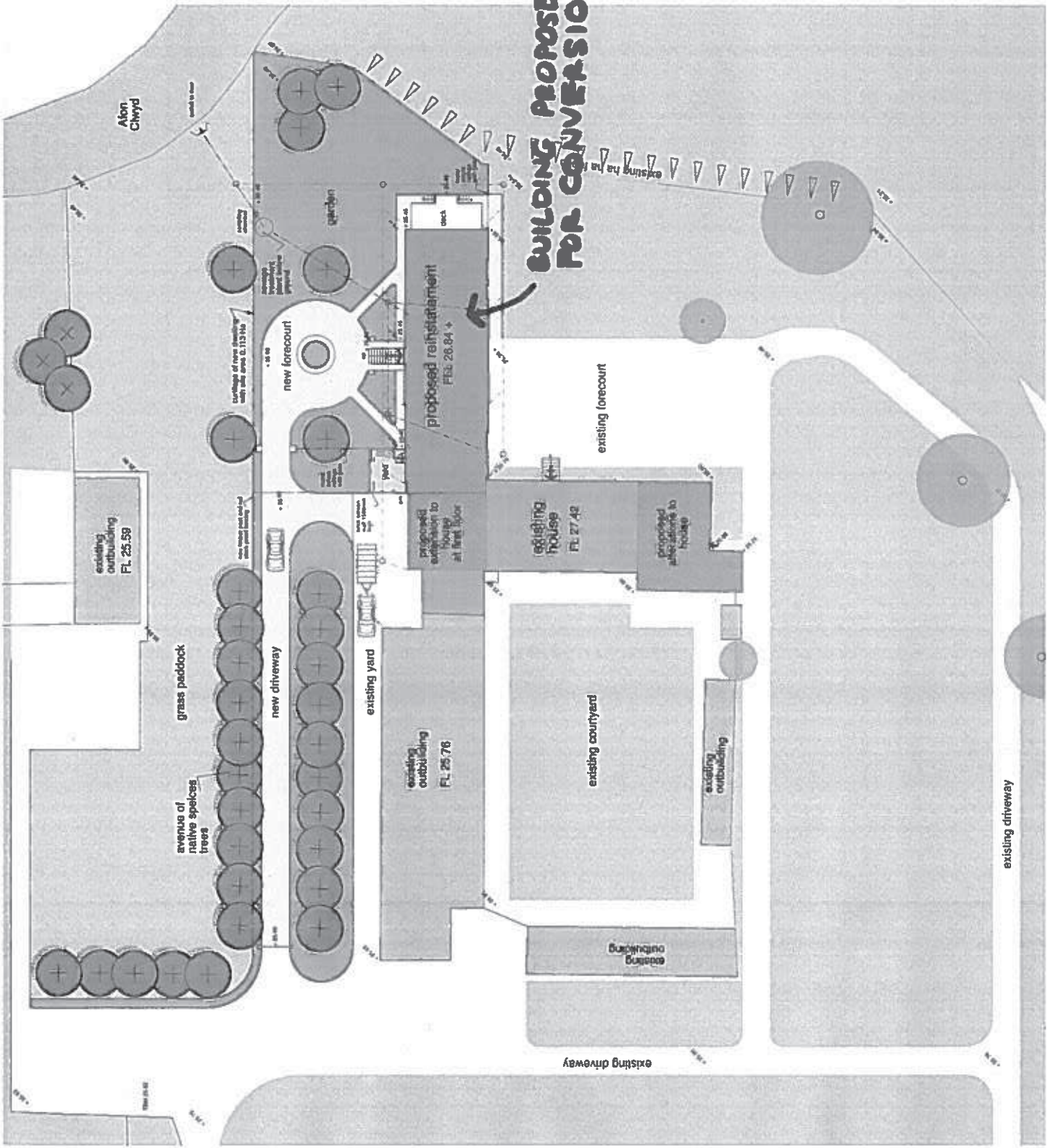


Based on OS information. Licence A11081 1314

Legend

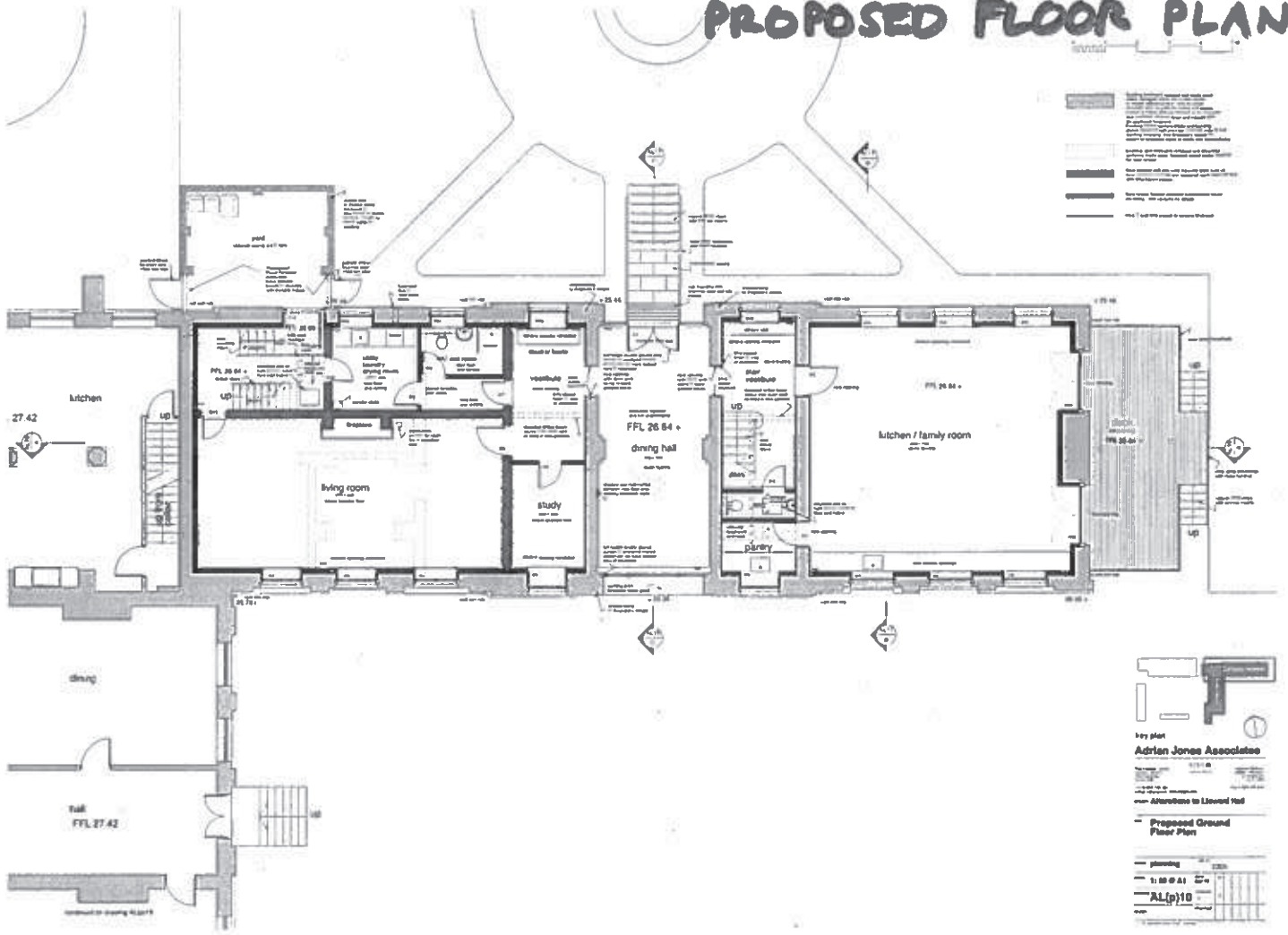
- caveats of new dwelling
- new landscaped garden/terrace area for new dwelling
- permissible ground planting with timber kerbs on a concrete base for new driveway, parking and paved areas
- existing handstands
- new four drainage units
- new surface water drainage runs
- new native tree species planting
- existing trees (approx location)
- existing ground level
- proposed ground level
- finished ground floor level of new dwelling
- levelled ground floor level of existing buildings

Adrian Jones Associates
 11, 200 @ A1
 AL(p)01
 2305
 11, 200 @ A1
 AL(p)01
 2305



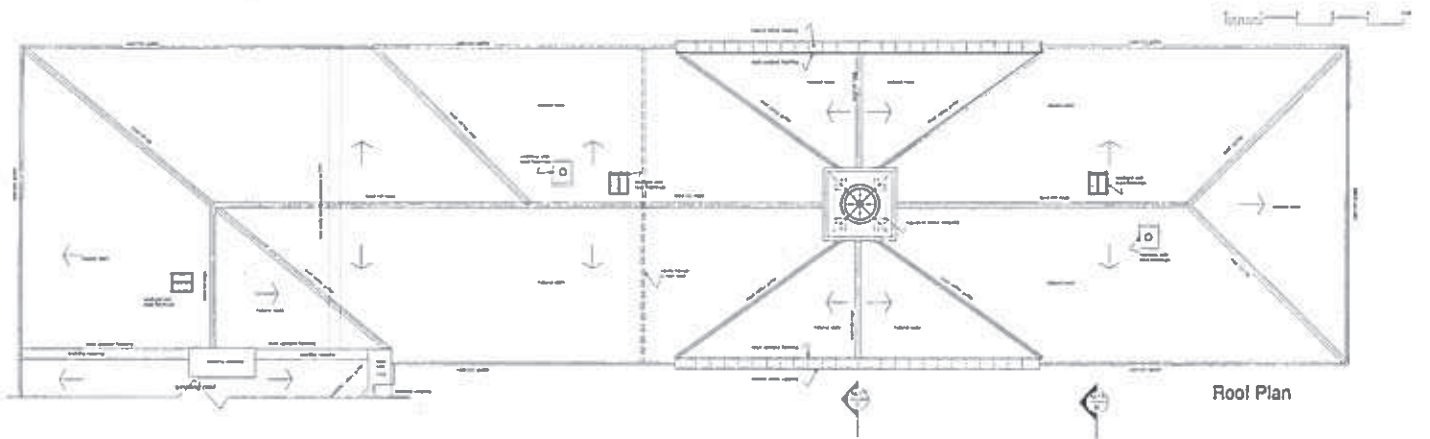
BUILDING PROPOSED FOR CONVERSION

PROPOSED FLOOR PLANS

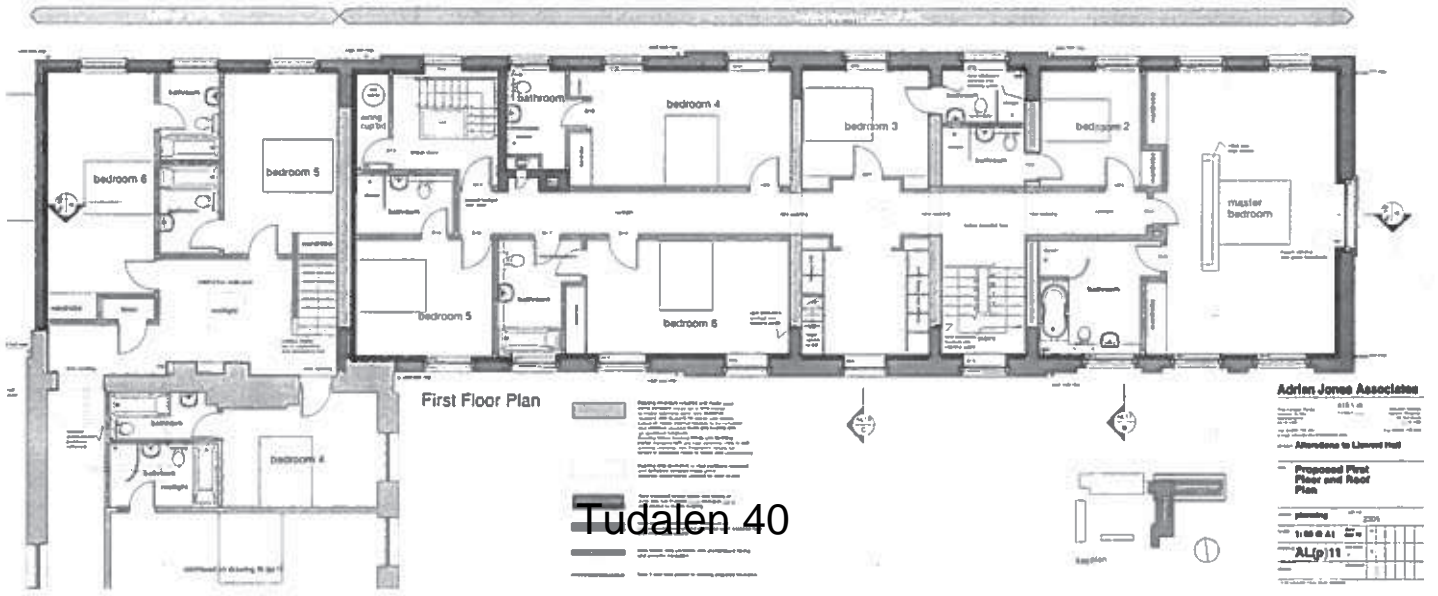


- Proposed Ground Floor Plan
- Existing Ground Floor Plan
- Proposed First Floor Plan
- Proposed Roof Plan
- Proposed Second Floor Plan
- Proposed Third Floor Plan
- Proposed Fourth Floor Plan
- Proposed Fifth Floor Plan
- Proposed Sixth Floor Plan
- Proposed Seventh Floor Plan
- Proposed Eighth Floor Plan
- Proposed Ninth Floor Plan
- Proposed Tenth Floor Plan

Very plan
Adrian Jones Associates
 1111 11th St.
 San Francisco, CA 94103
 Phone: 415.774.1111
 Fax: 415.774.1112
 www.adrianjones.com
 Prepared to Licensed Prof.
Proposed Ground Floor Plan
 planning
 1:50 @ A1
AL(p)10



Roof Plan



First Floor Plan

Adrian Jones Associates
 1111 11th St.
 San Francisco, CA 94103
 Phone: 415.774.1111
 Fax: 415.774.1112
 www.adrianjones.com
 Prepared to Licensed Prof.
Proposed First Floor and Roof Plan
 planning
 1:50 @ A1
AL(p)11

Tudalen 40

ITEM NO: 2
WARD NO: Denbigh Lower
WARD MEMBER(S): Councillors Ray Bartley & Richard Davies
APPLICATION NO: 01/2013/0899/ PF
PROPOSAL: Conversion and extension of stable wing to form 1 no. dwelling and installation of a package treatment plant
LOCATION: Lleweni Hall Denbigh
APPLICANT: Mr & Mrs J & C Kissane
CONSTRAINTS: C2 Flood Zone
B Flood Zone
PROW
Listed Building
PUBLICITY UNDERTAKEN: Site Notice - No Press Notice - No Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- DC Manager discretion

CONSULTATION RESPONSES:
DENBIGH TOWN COUNCIL:
"No objection"

NATURAL RESOURCES WALES
No objection, subject to conditions relating to finished floor levels of the proposed dwelling.

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –
Biodiversity Officer
No objection.

Conservation Officer
In relation to the detailing, believes the proposals are extremely well considered and will allow the Grade II* building to be safeguarded for generations to come.

Head of Highways and Infrastructure
- Highways Officer
No objection.
- Rights of Way Officer
No objection.

Valuation and Estates Manager
Considers the costings put forward by the Agent to be realistic, and that to convert the building for affordable housing purposes is not economically viable.

RESPONSE TO PUBLICITY:
Representation received:
Mr Witter, Lleweni Airfield

Summary of representations:
Access issues, concerns over right of way conflicts.

EXPIRY DATE OF APPLICATION: 09/09/2013

REASONS FOR DELAY IN DECISION:

- timing of receipt of representations
- additional information required from applicant

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 Full planning permission is sought for the conversion of an outbuilding attached to the Grade II* Listed Building at Lleweni Hall, referred to as the 'North Wing'.
- 1.1.2 The conversion involves substantial alterations to reinstate the original form of the wing. The alterations include re-positioning of the first floor, roof, and original fenestration pattern of the building as well as reinstatement of the original cupola. In basic terms what is proposed is the addition of a first floor to the outbuilding to match the overall height of the attached Hall. Members can see the proposed alterations on the plans at the front of the report.
- 1.1.3 The scheme of conversion would create a dwelling with 6 bedrooms, each with ensuite facilities, a kitchen, dining room, living room, utility and study.
- 1.1.4 The gross internal floor space of the proposed dwelling would be approximately 440 sqm. The site area is 0.113 ha.
- 1.1.5 Externally the yard to the north and north east of the building would be used as a forecourt and grassed garden area. Access would be via a driveway from the existing yard to the west of the complex.
- 1.1.6 The supporting documents include a Design, Access and Justification Statement, a Flood Consequence Assessment, Structural Report and Protected Species Survey.

1.2 Description of site and surroundings

- 1.2.1 The site is located in the open countryside to the north east of Denbigh. The site is bounded by agricultural land and the river Clwyd to the east of the site.
- 1.2.2 The Lleweni complex contains a number of historic buildings. Lleweni Hall is a Grade II* listed building comprising of the hall, the attached outbuilding to which this application relates and three farm ranges. To the west of the main hall, is the Carriage Yard, which is Grade II* listed in its own right and was converted into dwellings some 10 years ago.
- 1.2.3 The North Wing is a brick built building with a corrugated roof which the Agent advises is close to collapse, which can be seen by propping and a crash deck that have been erected to mitigate the danger from potential collapse.
- 1.2.4 It is believed that the last use of the building was for storage ancillary to the dwelling in the main hall. The former agricultural or stable use ceased 10 years ago.

1.3 Relevant planning constraints/considerations

- 1.3.1 The site is located in the open countryside outside any development boundary in the Local Development Plan. It is also located in a C2 flood zone as defined by the

Development Advice Maps of TAN 15.

1.4 Relevant planning history

- 1.4.1 A corresponding listed building application has been submitted for consideration of the changes to the listed building.

1.5 Developments/changes since the original submission

- 1.5.1 The application was originally submitted in July 2013. However, on the advice of the Conservation Officer, amended plans were sought to address an issue with fenestration detailing on the east elevation.
- 1.5.2 Officers also requested additional information to address planning policy issues in the Design and Access Statement.

1.6 Other relevant background information

- 1.6.1 In support of the case, the Agent has done a significant amount of research into the history of the North Wing. With photographic evidence, he proves that the reinstatement work would restore the building to its original form which was lost in the 1920's.

2. DETAILS OF PLANNING HISTORY:

- 2.1 None

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

- 3.1 Denbighshire Local Development Plan (adopted 4th June 2013)
- Policy PSE 4 – Re-use and adaptation of rural buildings in open countryside
 - Policy VOE 1 – Key areas of importance
 - Policy VOE 4 – Enabling Development
 - Policy BSC 3 – Securing infrastructure contributions from development
 - Policy BSC 11 – Recreation and open space
- 3.2 Supplementary Planning Guidance
- SPG 4 – Open Space Requirements in New Developments
 - SPG 7 – Residential Space Standards
 - SPG 16 – Conversion of Rural Buildings
 - SPG 18 – Species Protection and Nature Conservation
- 3.3 Government Policy / Guidance
- Planning Policy Wales Edition 5 November 2012
 - Technical Advice Note 5 – Nature conservation and planning (2009)
 - Technical Advice Note 12 – Design (2009)
 - Technical Advice Note 15 – Development and Floodrisk

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 5, 2012 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (Section 3.1.2). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned., and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Sections 3.1.3 and 3.1.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Highways (including access and parking)
- 4.1.6 Employment Use Test
- 4.1.7 Affordable Housing
- 4.1.8 Enabling Development
- 4.1.9 Open Space
- 4.1.10 Floodrisk

4.2 In relation to the main planning considerations:

4.2.1 Principle

The proposal is for the conversion of an outbuilding in the open countryside to a dwelling. Local Development Plan Policy PSE 4 Re-use and adaptation of rural buildings in open countryside allows for such conversions where the scheme of conversion makes a positive contribution to the landscape, any architectural features of merit are retained, it is demonstrated that an employment use is not viable, and the resulting dwelling is affordable for local needs. It is considered that a proposal of this nature would be acceptable in principle subject to assessment of its impacts and compliance with the specific criteria of Policy PSE 4. These are set out in the following paragraphs.

4.2.2 Visual amenity/AONB

In referring to what may be regarded as material considerations, Planning Policy Wales 3.1.4 refers to the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment. The impact of a development on visual amenity is therefore a relevant test on planning applications. This is repeated in Policy PSE 4 which requires conversion schemes to make a positive contribution to the landscape. Policy VOE 1 acknowledges the importance of sites of built heritage and supports development which would maintain and enhance these.

The application proposes substantial alterations to a Grade II* listed building, most notably the reinstatement of the original floors, which would necessitate the increase in overall height of the current building to match that of the existing hall. A number of alterations are proposed to the openings on all elevations. The Conservation Officer considers that the scheme of conversion is sympathetic to the character and historic significance of the building.

With regard to the specific detailing of the scheme of conversion it is considered that the detailing would enhance the appearance of the Grade II* listed building, and the proposal offers opportunities to assimilate and improve what is a building in poor condition into the landscape and complex of historic buildings. The proposal is considered acceptable regarding its impact upon visual amenity and the listed buildings.

4.2.3 Residential amenity

Planning Policy Wales 3.1.4 refers to the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment as potentially material considerations. The impact of a development on residential amenity is therefore a relevant test on planning applications. Further guidance on the acceptability of a

proposal in terms of the amenity it would provide for occupants is contained in Supplementary Planning Guidance Note 7, Residential Space Standards.

The nearest dwelling to the site is the attached Hall. Other dwellings in the area are located in the carriage yard conversions to the west of the site. The principal windows of the proposed dwelling would face north, south and east. Internally the rooms would range in size from 9sqm (smallest bedroom) to 60sqm (kitchen family). The living room would be 43sqm. In total the conversion would provide a gross internal floor area of approximately 440sqm and 6 bedrooms. Externally there would be in excess of 700sqm of garden/parking area.

With regard to the requirements of SPG 7 it is considered that the proposal clearly exceeds the minimum space standards and it is considered that the scheme of conversion would provide adequate amenity for future occupants. It is also considered that given the orientation of the building, its siting in relation to the attached and neighbouring dwellings, the use of the building as a dwelling would not result in harm to the residential amenity of occupiers of nearby properties.

4.2.4 Ecology

Policy VOE 1 seeks to ensure that wildlife and bio-diversity are not negatively affected as a result of development.

A Bat and Bird survey has been submitted with the application. The survey found no evidence of bats in the building proposed to be converted although bats were present in the main house. No birds were found to be nesting in the building. NRW and the Biodiversity Officer have asked for the recommendations of the ecological survey to be conditioned if permission is granted.

In the absence of any protected species it is considered that the ecological impacts of the proposal are acceptable. It is considered prudent however to attach a note to applicant to advise that all contractors follow the code of best practice.

4.2.5 Highways (including access and parking)

Planning Policy Wales 3.1.4 refers to what may be regarded as material considerations and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment. The acceptability of means of access is therefore a standard test on most planning applications. Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

The proposal would utilise an existing access and no alterations are proposed. The submitted site layout shows a large area allocated for parking and turning. The County Council's Highway Engineer has not raised an objection to the proposal. Concerns have been raised by an adjacent landowner over rights of way and the access arrangements.

With respect to the comments raised by the adjacent landowner these are civil issues outside the remit of the planning process. It is considered that the proposal is acceptable in terms of its impact upon highway safety, and sufficient parking and turning space can be accommodated within the site.

4.2.6 Employment Test

Policy PSE 4 permits conversions of rural buildings to dwelling houses where it is demonstrated that there are no viable alternative employment uses.

The application is accompanied by a statement from the Agent which refers to policy PSE 4 and the requirement for a marketing test. Employment uses for the building has been deemed as 'not feasible' because of the costs of stabilising, repairing and converting the building to a standard required for a listed building. The Agent also states that the access arrangements would not be suitable for commercial uses. The County Council's Valuation and Estates Manager has confirmed that there is a low demand for commercial uses in this type of location.

Given the statement of the Agent, and in the absence of any evidence to the contrary, and the fact that this is a Grade II* listed building in disrepair within a group of listed buildings, it is considered that the building is unlikely to be attractive for, or to come forward as a commercial unit. It is therefore not considered the failure to meet the employment use test is a reasonable ground for refusal.

4.2.7 Affordable Housing

Policy PSE 4 states that where it is accepted that there is no commercial use viable for a rural building it may be converted to a dwelling, but that dwelling must be affordable for local needs.

The requirement for the dwelling to be affordable for local needs has been put to the Agent. The Agent has responded with a detailed argument on the basis of the costs of repairing and converting the listed building would make it an unviable project if the dwelling had to be made available for local affordable needs. The Agent has suggested that the total cost of conversion would be in the order of £490,000. An approximate price guide for the purchase of an affordable four bedroom dwelling in this area is £161,000. The Agent's figures have been examined by the County Council's Valuation and Estates Manager who has concluded that they are not unrealistic estimations and reflect a reasonable purchase price of the building.

The application raises difficult issues in relation to LDP Policy PSE 4. It is acknowledged that there is a clear need for affordable housing across the whole of the County, as evidenced in deliberations at the recent Local Development Plan Inquiry. Policy PSE 4 has the intention of addressing the shortfall of affordable housing in rural areas. However, it is inevitable that the application of this policy must be flexible, and based on the merits of each individual application. The financial details submitted in this application clearly show conversion and sale or rent of the listed building for local affordable needs would not be commercially viable. It is therefore considered in this instance that the building is unlikely to come forward as an affordable unit for viability reasons and a high risk that the building would therefore remain empty, and become a problem site within the AONB. In Officers opinion it would be unreasonable in this instance to insist on provision of an affordable unit.

4.2.8 Enabling Development

Policy VOE 4 states that enabling development may be permitted as a way of resolving the status of heritage assets designated at 'at risk' provided a number of criteria are met. The most relevant of these is that the enabling development must not harm the setting of the heritage asset, the proposal avoids detrimental fragmentation of the heritage asset and the proposal will secure the future of the asset.

This policy has been referred to by the Agent in the supporting documentation; the structural report confirms that the building is close to being a dangerous structure and if left it will suffer collapse. The Agent also advises that without intervention the collapse of the North Wing may impact on the main hall. A CADW grant was sought for the work but was turned down, therefore the only viable means of funding the works required for reinstate the building to a sustainably sound condition is by the proposed development. The Conservation Officer has advised that the building is not classified as 'at risk', however as the stable formed part of the Lleweni Listing it may not have been considered on its own right, rather as part of the Hall which would not have been 'at risk'. In her view the proposal is a viable and necessary development for the preservation a building in a precarious state.

Enabling development is classified as development that would be unacceptable in planning terms but for the fact that it would bring heritage and public benefits sufficient to justify it being carried out and which would not be otherwise achieved. Financial viability of a scheme is a key issue where there is a heritage asset at risk. Is it typical to allow new building in order to general funds to repair the heritage asset. Strictly speaking policy VOE 4 would not be of direct relevance to this proposal as the heritage asset is not designated as 'at risk' and there are policies applicable to the reuse of rural buildings in the open countryside. However Officers have to take into account the fact that the building is a heritage asset that would benefit from the proposed development.

4.2.9 Open Space

Local Development Plan Policy BSC 3 seeks to secure, where relevant, infrastructure contributions from development. Policy BSC 11 requires proposals for all new residential development to make a contribution to recreation and open space either on site, or by provision of a commuted sum.

As the current application seeks the creation of an additional unit it is considered appropriate to require the relevant Open Space to be provided. The open space requirement can be subject to the imposition of a suitably worded planning condition to secure the relevant provision.

4.2.10 Floodrisk

Planning Policy Wales Section 13.2 identifies flood risk as a material planning consideration in planning and along with TAN 15 – Development and Flood Risk, provides a detailed framework within which risks arising from different sources of flooding should be assessed. The development advice maps of the site show the site located within a C2 flood zone, which is an area of the floodplain without significant flood defence. The TAN advises that the C2 classification should be used to indicate that only less vulnerable development should be considered subject to application of justification tests, including acceptability of the consequences, highly vulnerable such as residential development should not be considered in this zone. However there are exceptions which allow development in the flood zone, if it can be demonstrated that the location is necessary to assist, or be part of, a local authority regeneration initiative or strategy to sustain an existing settlement; or the location is necessary to contribute to key employment objectives supported by the Local Planning Authority to sustain an existing settlement. In order for a development to be considered as an exception, the site must also meet the definition of previously developed land, as per the Planning Policy Wales definition. The most relevant elements of this definition are that previously developed land includes land which is or was occupied by a permanent structure and associated fixed surface infrastructure (excluding agricultural or forestry buildings) and land 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. Finally a Flood Consequence Assessment (FCA) is required to be submitted to support the application for the exception, to explore the potential consequences of a flooding event for the particular type of development proposed.

It is Officers opinion in relation to the exception tests that the development may be 'justified' as it would protect a heritage asset. The application relates to an existing building, used in connection with the attached dwelling. Natural Resources Wales Officers have considered the submitted FCA. They have not objected to the proposal, however they have suggested a condition relating to floor levels be attached and notes to Applicant be included in the decision. Officers must take the advice of the Environment Agency in relation to flooding issues, and in this instance this demonstrates that the proposal complies with TAN 15 in terms of flood risk.

4 SUMMARY AND CONCLUSIONS:

5.1 The report attempts to highlight the specific issues arising with regard to Policy PSE 4. It acknowledges the basis of the policy, but that there are other material considerations relating to this application which must be taken into account alongside the need to provide affordable dwellings in the open countryside.

5.2 In this case, the arguments of viability cannot be ignored and such arguments strongly indicate that if the Local Planning Authority were to insist on the dwelling being for affordable local needs only, the scheme would not proceed, and the Grade II* building would ultimately be likely to suffer collapse.

5.3 There is a need to balance the need to provide affordable housing and the need to preserve the character of Listed Buildings, particularly Grade II* Buildings which make up only 6% of Listed Buildings in Wales. In this instance, with a high possibility of the building not coming forward as an affordable dwelling it is considered reasonable to grant permission in the interest of avoiding future harm to the character of the Listed Building.

RECOMMENDATION: GRANT - subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. No development shall be permitted to commence until the mechanism for meeting the requirements of the Local Planning Authority's policy for provision of recreational open space in conjunction with the development has been agreed in writing by the Local Planning Authority.
3. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Consequence Assessment (FCA) Brian Killingworth Ltd, 163/13, and the mitigation measures detailed within the FCA. In particular the finished floor levels should be set no lower than 26.84m above Ordnance Datum (AOD), the proposed driveway levels shall be set no lower than 25.60m above Ordnance Datum (AOD), and the mitigation measures shall be fully implemented prior to occupation and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. In the interest of providing public open space.
3. To reduce the risk of flooding to the proposed development and future occupants and to ensure safe access and egress from and to the site.

NOTES TO APPLICANT:

You are advised that the Local Planning Authority has granted this permission solely on the basis that the proposal involves the conversion of the building to a dwelling, to be carried out strictly in accordance with the approved plans. Any alteration or demolition work deviating from that shown on the approved plans, unless agreed by the Local Planning Authority, involving the rebuilding of part or all of the outbuilding will invalidate the planning permission.

Biodiversity

The Biodiversity Officer had advised your attention should be drawn to the following:

The Biodiversity Officer had advised your attention should be drawn to the recommendations within the ecological report which should be followed. Namely:

1. Maintenance of the basement area to the kitchen as winter hibernation roost and introduction of bat boxes

2. The general precautionary recommendations during the conversion phase are followed
3. The bat friendly conversion suggestions are considered and introduced where appropriate

Flood Defence Consent

Please be advised that under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of Natural Resources Wales is required for any works or structures located in, under, over or within 7 metres of the bank top of the River Clwyd, designated "main river".

Environment Management

The private treatment plant and reed bed associated with this development will require an Environmental Permit under the Environmental Permitting Regulations 2010, from Natural Resources Wales, unless an exemption applies. The applicant is advised to contact Natural Resources Wales for further advice and to discuss the issues likely to be raised. You should be aware that a permit may not be granted. Additional guidance on 'Environmental Permitting' can be accessed: <http://www.environment-agency.gov.uk/business/sectors/32320.aspx>.

Listed Building Consent

You are hereby reminded that the works to which this permission relates also require Listed Building Consent and that it does not necessarily follow that such Consent will be granted. It is a criminal offence for demolition works or other operations affecting the character of a listed building (including internal alterations) to be carried out until Listed Building Consent has also been granted.

Mae tudalen hwn yn fwriadol wag



CYNGOR
Sir Ddinbych
Denbighshire
COUNTY COUNCIL

Graham Boase
Head of Planning & Public Protection
Denbighshire County Council
Caledfryn
Smithfield Road
Denbigh
Denbighshire LL16 3RJ

Tel: 01824 706800 Fax: 01824 706709

Heading

07/2013/1233/PF
Rhos Isa
Llandrillo



Application Site

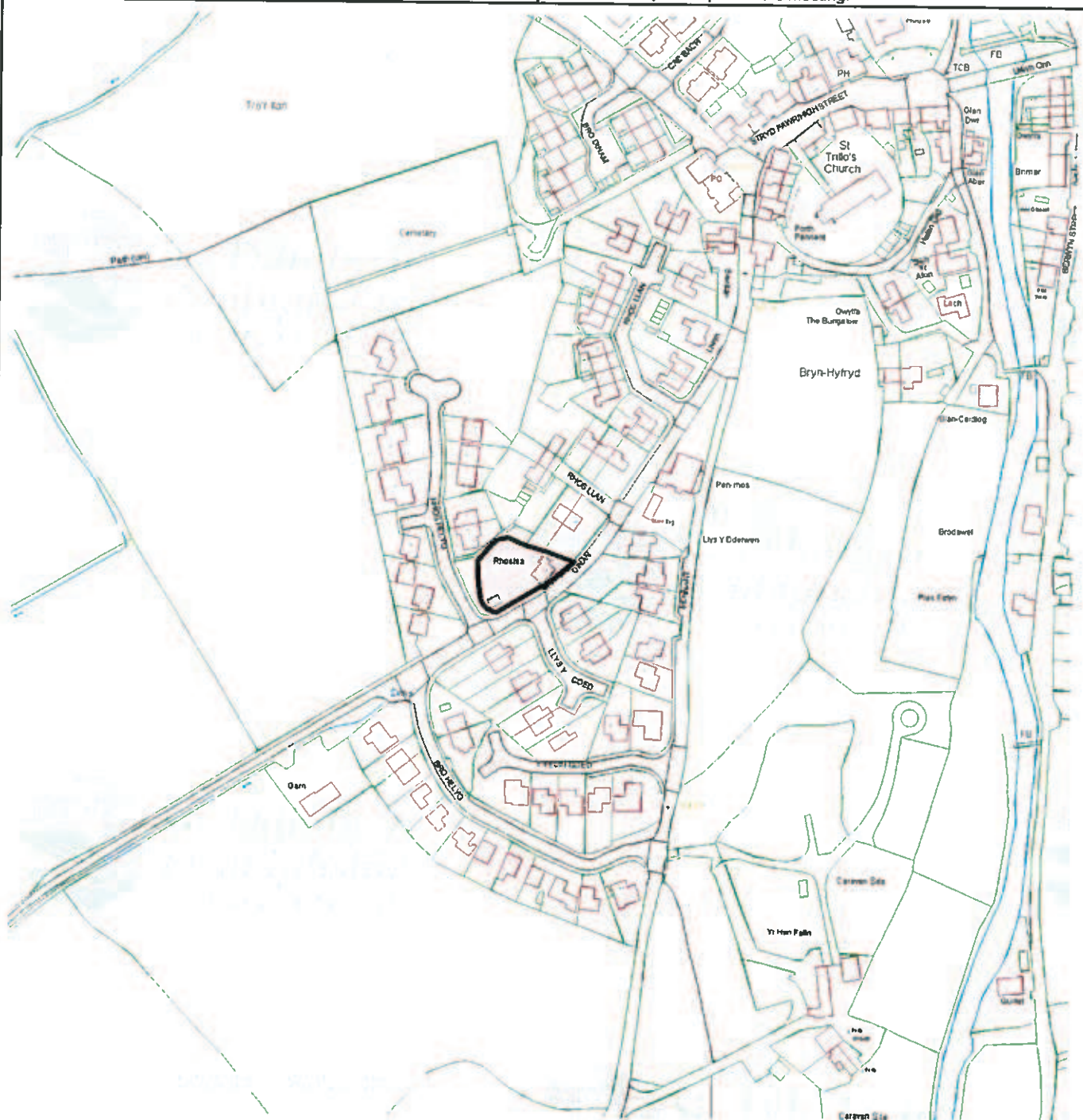


Date 6/1/2014

Scale 1/2500

Centre = 303297 E 336908 N

This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office
© Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Denbighshire County Council. 100023408 2011.

Atgynhyrchir y map hwn o ddeunydd yr Ordnance Survey gyda chaniatâd yr Ordnance Survey ar ran Rheolwr Llyfrfa Ei Mawrhydi
© Hawffraint y Goron. Mae atgynhyrchu heb ganiatâd yn torri hawffraint y Goron a gall hyn arwain at edrydd neu achos siffr Cyngor Sir Ddinbych 100023408 2011.



CYNGOR
Sir Ddinbych
Denbighshire
COUNTY COUNCIL

Graham Boase
 Head of Planning & Public Protection
 Denbighshire County Council
 Caledfryn
 Smithfield Road
 Denbigh
 Denbighshire LL16 3RJ

Tel 01824 706800 Fax 01824 706709

Heading
 07/2013/1233/PF
 Rhos Isa
 Llandrillo

3

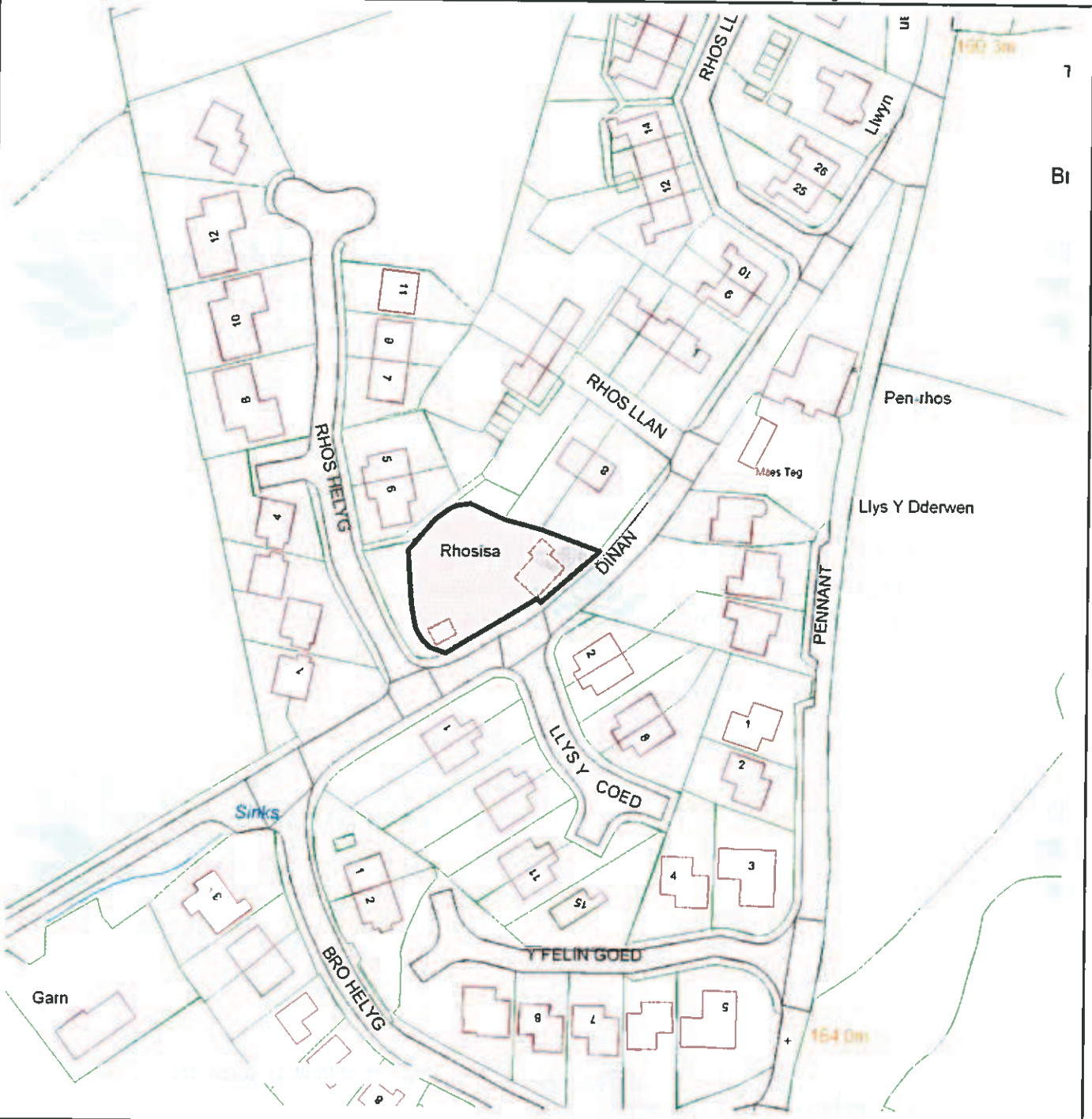
 Application Site



Date 6/1/2014
 Centre = 303297 E 336908 N

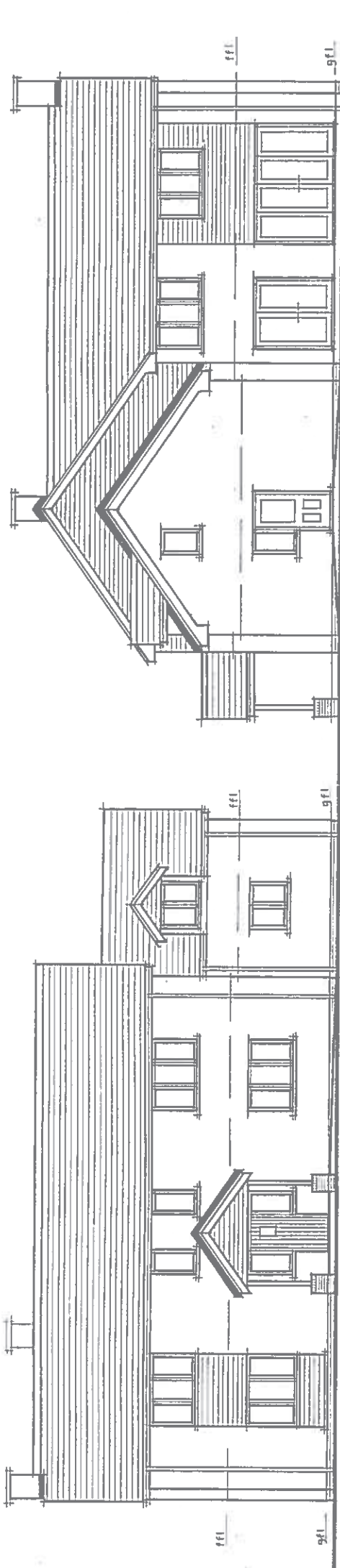
Scale 1/1250

This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office.
 © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Denbighshire County Council. 100023408. 2011

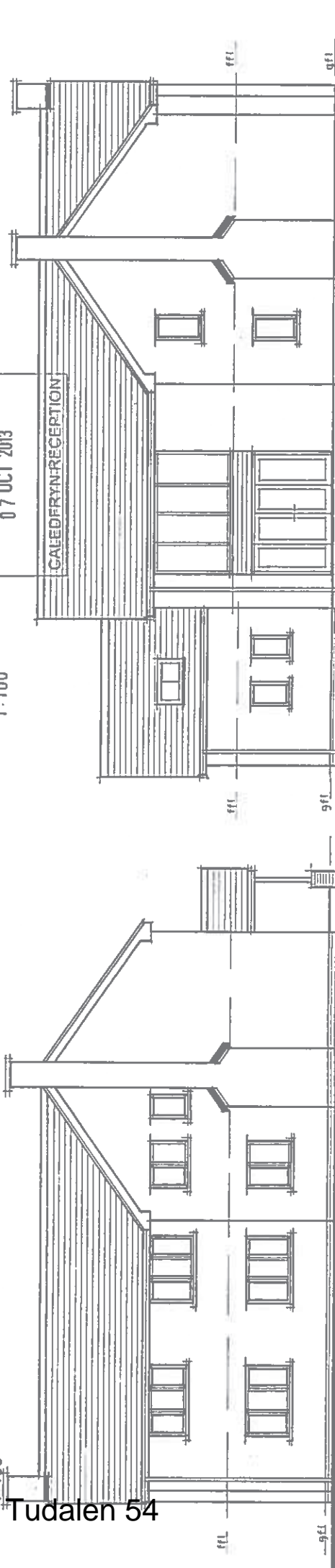
Algyhyrchir y map hwn o ddeunydd yr Ordnance Survey gyda chaniatâd yr Ordnance Survey ar ran Rheolwr Llyfrau Ei Mawrhydi
 © Hawlfraint y Goron. Mae algyhyrchu heb ganiatâd yn torri hawlfraint y Goron a gall hyn arwain at erlyniad masnachol sifil. Cyngor Sir Ddinbych. 100023408. 2011



FRONT ELEVATION
1:100

RECEIVED
07 OCT 2013

SIDE ELEVATION
1:100



SIDE ELEVATION
1:100

REAR ELEVATION
1:100

EXTERNAL MATERIALS

Roof - New or second-hand natural blue/gray mineral slates.

Walls - Smooth self-coloured render finish.

Horizontal cedar board timber cladding where shown on elevations.

Windows/External Doors - White upvc or colour coated aluminium windows and external doors

Fascia & Barge Boards - White upvc fascia & barge boards.

Rainwater Goods - White upvc gutters and down pipes

© COPYRIGHT ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK

M J R **MATISCHOK & ROSS**
architectural services

Project title
RHOSISA, LLANDRILLO, CORWEN

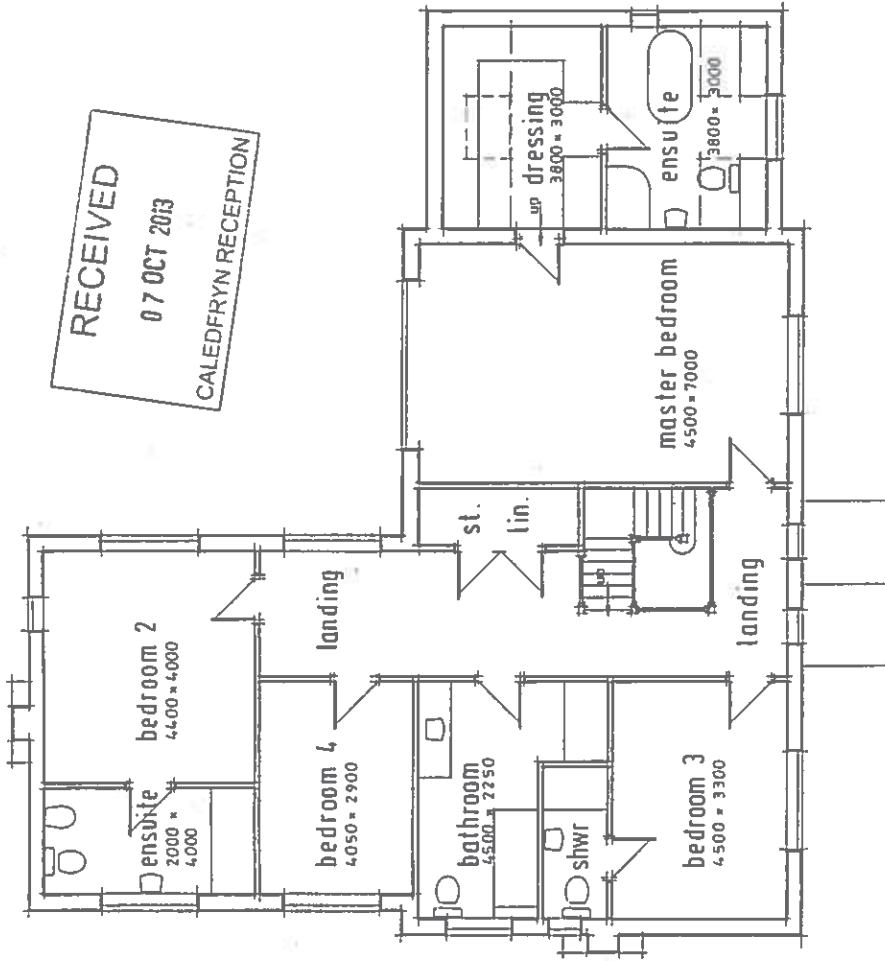
Drawing title
Proposed Elevations.

Project no.	0531	drawing no.	6	revision	
Date	18.09.13	scale	1:100	drawn by	PM

Birch House, Hem Lon Parcwr, Ruthin, Denbighshire, LL15 1NA
t 01824705222 & 01824707171
e mail@matischokross.co.uk web www.matischokross.co.uk

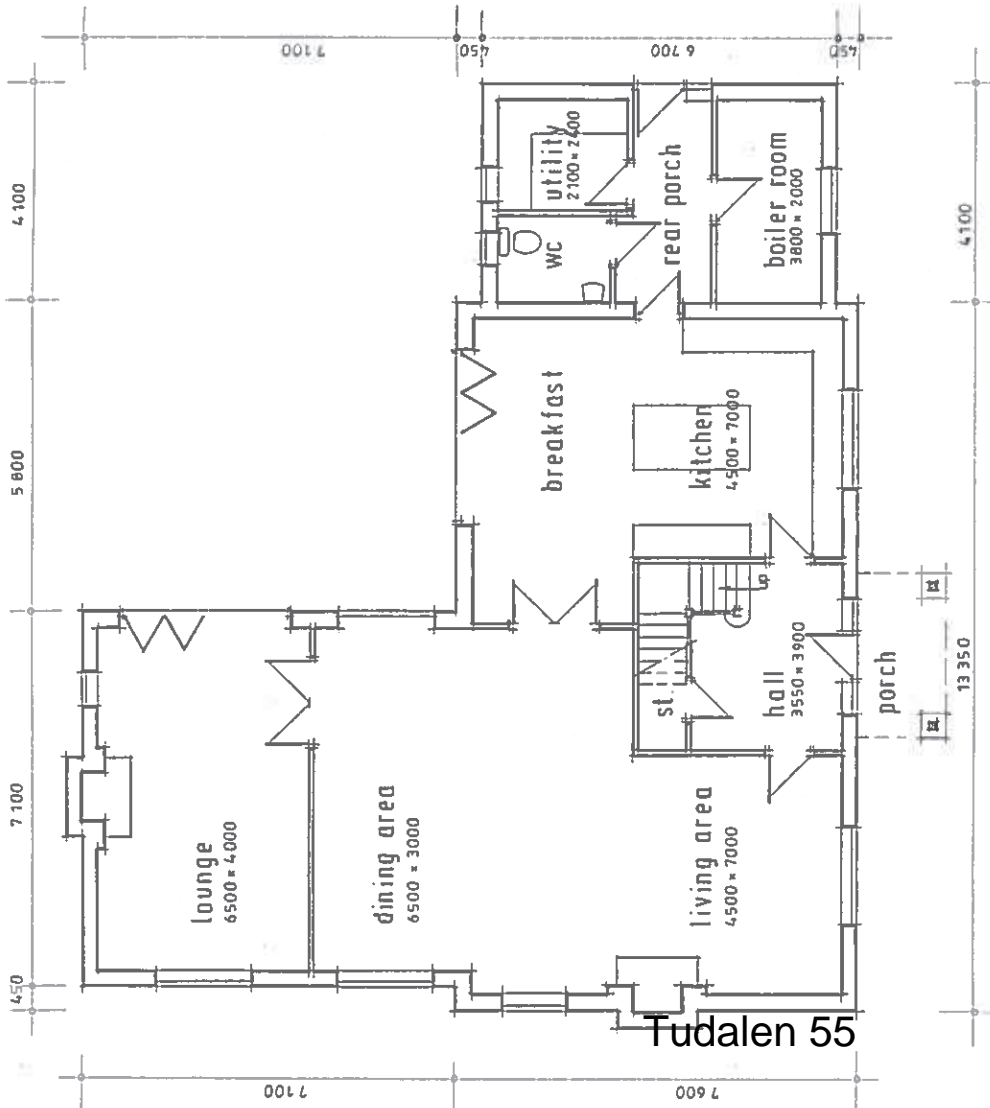
07 / 2013 / 1233 / PF

RECEIVED
07 OCT 2013
CALEDFRYN RECEPTION



FIRST FLOOR LAYOUT PLAN
1:100

TOTAL FLOOR AREA = 317m²



GROUND FLOOR LAYOUT PLAN
1:100

Tudalen 55

FLOOR PLANS

M.A.R. MATISCHOK & ROSS
architectural services

project title: RHOSISA, LLANDRILLO, CORWEN

drawing title: Proposed Floor Plans

project no.	0531	drawing no.	3	revision	
date	18-09-13	scale	1:100	drawn by	PM

Birch House, Hen Lon Parcwr, Ruffin, Dembitgshire, LL15 1NA
t 01824 705 222 e 01824 707 171
e: mail@matischokross.co.uk w: www.matischokross.co.uk

ITEM NO: 3
WARD NO: Llandrillo
WARD MEMBER(S): Councillor Cefyn Williams
APPLICATION NO: 07/2013/1233/ PF
PROPOSAL: Erection of replacement two-storey dwelling with detached garage/workshop and alterations to existing vehicular access
LOCATION: Rhos Isa Llandrillo Corwen
APPLICANT: MrD S Williams
CONSTRAINTS:
PUBLICITY UNDERTAKEN: Site Notice - NoPress Notice - NoNeighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- Referral by Head of Planning / Development Control Manager

CONSULTATION RESPONSES:

LLANDRILLO COMMUNITY COUNCIL:
"No objections"

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –
Head of Highways and Infrastructure:

- Highways Officer:
No objections subject to conditions relating to the creation of the access and the provision of parking and turning spaces.

Ecologist:
No objections

RESPONSE TO PUBLICITY:

None received

EXPIRY DATE OF APPLICATION:

REASONS FOR DELAY IN DECISION (where applicable):

- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 The application seeks full planning permission for the erection of a replacement dwelling, and alterations to an access on land adjacent to existing housing developments at Llys Y Coed, Rhos Llan and Rhos Helyg in Llandrillo.
- 1.1.2 A two storey dwelling is proposed in the form of an 'L' shape, set back from the road frontage, with the parking and turning to the front. The proposed dwelling comprises 4 bedrooms and associated living areas, and a detached garage.
- 1.1.3 Materials proposed are a mix of cedar cladding and rendered walls with slate roof and upvc doors and windows.
- 1.1.4 The detailing of the proposal, the former dwelling and the site layout can be seen in the plans at the front of this report.

1.2 Description of site and surroundings

- 1.2.1 The application site is located to the west of Llandrillo. The site is accessed off the existing Dinan public road.
- 1.2.2 The site has been occupied by a two storey dwelling which has been demolished. It is on the corner of Dinan and Rhos Helyg.
- 1.2.3 The site is bound by hedges, and there are a number of mature trees within the site.
- 1.2.4 The surrounding area is characterised by residential development. The existing dwellings are a mix of sizes and types.

1.3 Relevant planning constraints/considerations

- 1.3.1 The site is within the development boundary of Llandrillo, as shown on the proposals map in the Local Development Plan.

1.4 Relevant planning history

- 1.4.1 Permission was granted in 2012 under the then relevant Unitary Development Plan for the redevelopment of this site by way of two dwellings. The permission has not been implemented.

1.5 Developments/changes since the original submission

- 1.5.1 None

1.6 Other relevant background information

- 1.6.1 None

2. DETAILS OF PLANNING HISTORY:

- 2.1 07/2012/1109 – Demolition of derelict detached two storey dwelling and erection of 1 detached two storey dwelling and 1 detached single storey dwelling and alterations to existing access, GRANTED under delegated powers

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Denbighshire Local Development Plan (adopted 4th June 2013)

Policy RD 1 – Sustainable development and good standard design

Policy BSC 1 – Growth strategy for Denbighshire

Policy BSC 3 – Securing infrastructure contributions from development

Policy BSC 11 – Recreation and open space

Policy VOE 5 – Conservation of natural resources

3.2 Supplementary Planning Guidance

SPG 4 – Open space requirements in new development

SPG 6 – Trees and development

SPG 7 – Residential space standards
SPG 18 – Nature conservation and species protection
SPG 25 – Residential development design guide

3.3 GOVERNMENT POLICY / GUIDANCE

Planning Policy Wales Edition 5 November 2012
Technical Advice Note 5 – Nature Conservation and Planning (2009)
Technical Advice Note 12 – Design (2009)
Technical Advice Note 18 – Transport (2007)
Technical Advice Note 22 – Sustainable Buildings (2010)

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 5, 2012 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (Section 3.1.2). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned., and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Sections 3.1.3 and 3.1.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues are considered to be:

- 4.1.1 Principle
- 4.1.2 Density of development
- 4.1.3 Visual amenity
- 4.1.4 Residential amenity
- 4.1.5 Ecology
- 4.1.6 Recreation and open space
- 4.1.7 Highways (including access and parking)
- 4.1.8 Sustainability including codes and water management

4.2 In relation to the main planning considerations:

4.2.1 Principle:

In relation to the principle of the development, the relevant planning policy context in the Local Development Plan is Policy BSC 1 which sets out the basic growth strategy for Denbighshire and makes provision for new housing development, including within settlements like Llandrillo which are defined as villages. Policy RD1 relates to development proposals within development boundaries and sets out tests to ensure that development proposals do not have an unacceptable impact on the amenity and appearance of the area.

The site being considered is within the development boundary of Llandrillo, and therefore the principle of development is considered acceptable subject to an assessment of impacts as set out below.

4.2.2 Density of development:

Policy RD 1 states that development should make the most efficient use of land by achieving a minimum density of development of 35 dwellings per hectare, unless local circumstances dictate a lower density. Policy RD 1 also requires development to respect the character of the surrounding area.

The site measures approximately 0.09ha, and based on the indicative density could accommodate 3 dwellings. The surrounding area is developed by way of dwellings, most occupying plots smaller than the application site.

In Officers' view, it is considered that to develop a site of this size, in this location with three dwellings would not be possible due to highway constraints. The sites planning history does indicate that it would be possible to develop the site by way of two dwellings. However, given the history of the site (a single dwelling), it is not considered reasonable to insist on development achieving an equivalent density figure of 35 dwellings per hectare and the proposal is therefore considered acceptable on the basis of a 1:1 replacement.

4.2.3 Visual amenity:

Policy RD 1 contains general considerations to be given to the impacts of development. Among these considerations is the impact on the visual amenity of the area. There is a general requirement for development proposals to respect the site and surroundings by virtue of siting, scale, form, character, materials and spaces in and around buildings. Public views into and out of townscapes and across the open countryside should be respected.

The proposed two storey dwelling would be sited within an area characterised by spacious development, and two storey dwellings. The dwelling would be constructed with cedar cladding, render and slate roof. Within the surrounding area there is a wide range of building materials evident. The proposed dwelling would be set back from the highway with parking and turning area located to the front, replicating the general form of development within the locality.

It is considered that the scale and form of the dwelling are in keeping with the character of the area. The choice of materials is considered acceptable in this location, and the layout of the site would not appear at odds with the surrounding area. Within the scheme there is scope for suitable landscaping to help assimilate the development into the character of the area. The proposal is therefore considered to be acceptable in terms of visual amenity and its impact upon the character of the area, and is in accordance with Policy RD 1 in terms of visual amenity.

4.2.4 Residential amenity:

Policy RD 1 contains general considerations to be given to the impacts of development. Among these considerations is the impact on the residential amenity of the area. There is a general requirement for development proposals to not result in a loss of amenity for neighbouring dwellings by virtue of overlooking, increased activity, and disturbance. Adequate standards of amenity for the proposed development itself should also be provided. Supplementary Planning Guidance Note 7 advises that the minimum amount of amenity space for a dwelling is 40 square metres.

The nearest dwellings to the proposed dwelling are those on Rhos Helyg and Rhos Llan, some 20 metres to the north and east of the site. There are no dwellings directly opposite the site, and none to the south. The proposed dwelling would have a garden area in excess of 100 square metres.

Given the separation distances involved, and the location of windows, it is not considered that the proposed dwelling would result in a loss of amenity for surrounding properties. With in excess of 100 square metres of garden space, the proposed dwelling would have sufficient amenity space for future occupants. In terms of residential amenity the proposed dwelling is considered acceptable and in accordance with the relevant planning policies and guidance.

4.2.5 Ecology:

There is a general requirement in Policy RD 1 for development proposals to protect the natural environment. This is expanded on in Policy VOE 1 and VOE 5. Guidance

is offered in Supplementary Planning Guidance Note 18, Nature Conservation and Species Protection.

Within the site and along the boundaries are a number of mature trees. These trees have the potential to be host to protected species and other wildlife. They are also landscape features in their own right. The proposal seeks to remove a number of them to allow for the development. The site has been surveyed for protected species, and an arboriculture report has been submitted. No objections have been lodged from Natural Resources Wales, or the County Council Biodiversity Officer.

It is accepted that some trees will need to be removed from the site if the development is to proceed. There is scope to assess the site further to retain some trees, and to replant new ones as mitigation for the lost trees. The applicant has agreed to the imposition of planning conditions to secure this. In terms of wildlife, the advice of the County Council Biodiversity Officer is that the proposal is acceptable provided the recommendations in the ecological report are followed. The proposal is therefore considered acceptable in terms of biodiversity; subject to the imposition of relevant conditions.

4.2.6 Recreation and open space:

Policy BSC 3 seeks to secure, where relevant, infrastructure contributions from development. Policy BSC 11 requires all new residential development to provide a contribution to recreation and open space either on site, or by the provision of a commuted sum.

The proposal is for a single dwelling. Almost immediately to the rear of the site is an area designated as public open/recreation space. The applicant has agreed to pay a commuted sum in the region of £2660 towards the provision of improved facilities, and the ongoing maintenance of the recreation space in Llandrillo.

It is considered that in this instance the provision of a commuted sum is preferable to the option of on site provision, given that the proposal is for a single dwelling. It is therefore considered that the proposal is in accordance with Policy BSC 3 and Policy BSC 11, subject to a condition to secure the mechanism by which the commuted sum would be secured.

4.2.7 Highways (including access and parking):

Policy RD 1 and Technical Advice Note 18, contain criteria that seek to ensure development proposals do not have an adverse impact on highway safety.

The proposal involves alterations to an existing access onto the highway. A parking and turning area is located to the front of the dwelling, along with a garage. No objections have been received from the Highway Officer.

With regard to the requirements of Policy RD 1 and TAN 18, it is considered that the proposal is acceptable, and would not have an adverse impact upon the highway infrastructure.

4.2.8 Sustainability, including codes and water management:

Guidance in TAN 12 Design and TAN 22 Sustainable Buildings has introduced an obligation on applicants to demonstrate the approach to a range of design considerations, including how inclusive design and standards of environmental sustainability are to be achieved.

In the case of this submission, the Sustainability Code requirements of Planning Policy Wales, TAN 12 and 22 are considered to have been satisfactorily addressed. The Code for Sustainable Homes Pre Assessment Report indicates that it should be possible to achieve the required number of credits under 'Ene1 - Dwelling Emission Rate' and attain a Code Level 3 type for the development. In line with the advice contained in TAN 22, suitably worded conditions can be included to ensure the

development is carried out in accordance with the requirements of Sustainability Code guidance.

5. SUMMARY AND CONCLUSIONS:

5.1 The proposal is considered to comply with policy, subject to conditions, and it is therefore recommended that permission be granted.

RECOMMENDATION: GRANT - subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. **PRE-COMMENCEMENT CONDITION**
Prior to the commencement of the development, the written approval of the Local Planning Authority shall be obtained in respect of the walls and roof materials to be used for the development hereby permitted and no materials other than those approved shall be used.
3. **PRE-COMMENCEMENT CONDITION**
No development shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, a detailed scheme of hard and soft landscaping for the site, and such scheme shall include details of:
 - (a) all existing trees, hedgerows and other vegetation on the land, details of any to be retained, and measures for their protection in the course of development.
 - (b) proposed new trees, hedgerows, shrubs or vegetation, including confirmation of species, numbers, and location and the proposed timing of the planting;
 - (c) proposed materials to be used on the driveway(s), paths and other hard surfaced areas;
 - (d) proposed earthworks, grading and mounding of land and changes in levels, final contours and the relationship of proposed mounding to existing vegetation and surrounding landform;
 - (e) Proposed positions, design, materials and type of boundary treatment.
4. Facilities shall be provided and retained within the site for the loading/ unloading, parking and turning of vehicles in accordance with the approved plan which shall be completed prior to the development being brought into use.
5. Full details of the vehicular footway crossing shall be submitted to and approved in writing by the Local Planning Authority before the commence of any site works and the access shall be completed in accordance with the approved plans before it is brought into use.
6. None of the trees or hedgerows shown on the approved plans as being retained shall be felled, lopped or topped without the prior written consent of the Local Planning Authority. Any trees or hedgerow plants which die or are severely damaged or become seriously diseased within five years of the completion of the development shall be replaced with trees or hedgerow plants of such size and species to be agreed in writing with the Local Planning Authority.
7. All planting, seeding, turfing, fencing, walling or other treatment comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of the development and any trees or plants which, within a period of five years of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
8. **PRE-COMMENCEMENT CONDITION**
No development shall take place until the mechanism for securing the provision of Recreation and Open space has been agreed in writing with the Local Planning Authority.
9. The new dwelling hereby permitted shall be constructed to achieve a minimum Code for Sustainable Homes Level 3 and achieve a minimum of 1 credit under category 'Ene1 - Dwelling Emission Rate' in accordance with the requirements of the Code for Sustainable Homes: Technical Guide November 2010. The development shall be carried out entirely in accordance with the approved assessment and certification.
10. Construction of the dwelling hereby permitted shall not begin until an 'Interim Certificate' has been submitted to the Local Planning Authority, certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has been achieved for that individual dwelling or house type in accordance with the requirements of the Code for Sustainable Homes: Technical Guide November 2010.
11. Prior to the occupation of the dwelling hereby permitted, a Code for Sustainable Homes 'Final Certificate' shall be submitted to the Local Planning Authority certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has

been achieved for that dwelling in accordance with the requirements of the Code for Sustainable Homes: Technical Guide November 2010.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. In the interests of visual amenity.
3. To ensure in the interests of visual amenity a satisfactory standard of landscaping in conjunction with the development.
4. To provide for the loading/ unloading, parking and turning of vehicles and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety.
5. To ensure the formation of a safe and satisfactory access in the interests of highway safety.
6. To safeguard the existing trees and hedges on the site, in the interests of the visual amenities of the locality.
7. To ensure a satisfactory standard of development, in the interests of visual amenity.
8. In the interest of providing public open space.
9. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.
10. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.
11. To comply with the provisions of TAN 22: Planning for Sustainable Buildings.

NOTES TO APPLICANT:

Your attention is drawn to the attached Highway Supplementary Notes Nos. 1, 3, 4, 5 & 10.
Your attention is drawn to the attached Part N form (New Road and Street Works Act 1991).
Your attention is drawn to the attached notes relating to applications for consent to construct a vehicular crossing over a footway / verge under Section 184 of the Highways Act 1980.



CYNGOR
Sir Ddinbych
Denbighshire
COUNTY COUNCIL

Graham Boase
Head of Planning & Public Protection
Denbighshire County Council
Caledfryn
Smithfield Road
Denbigh
Denbighshire LL16 3RJ

Tel: 01824 706800 Fax: 01824 706709

Heading:

43/2013/1305/PF

Tyn y Wal Outbuildings

Ffordd Penrhwyfya, Meliden

4



Application Site

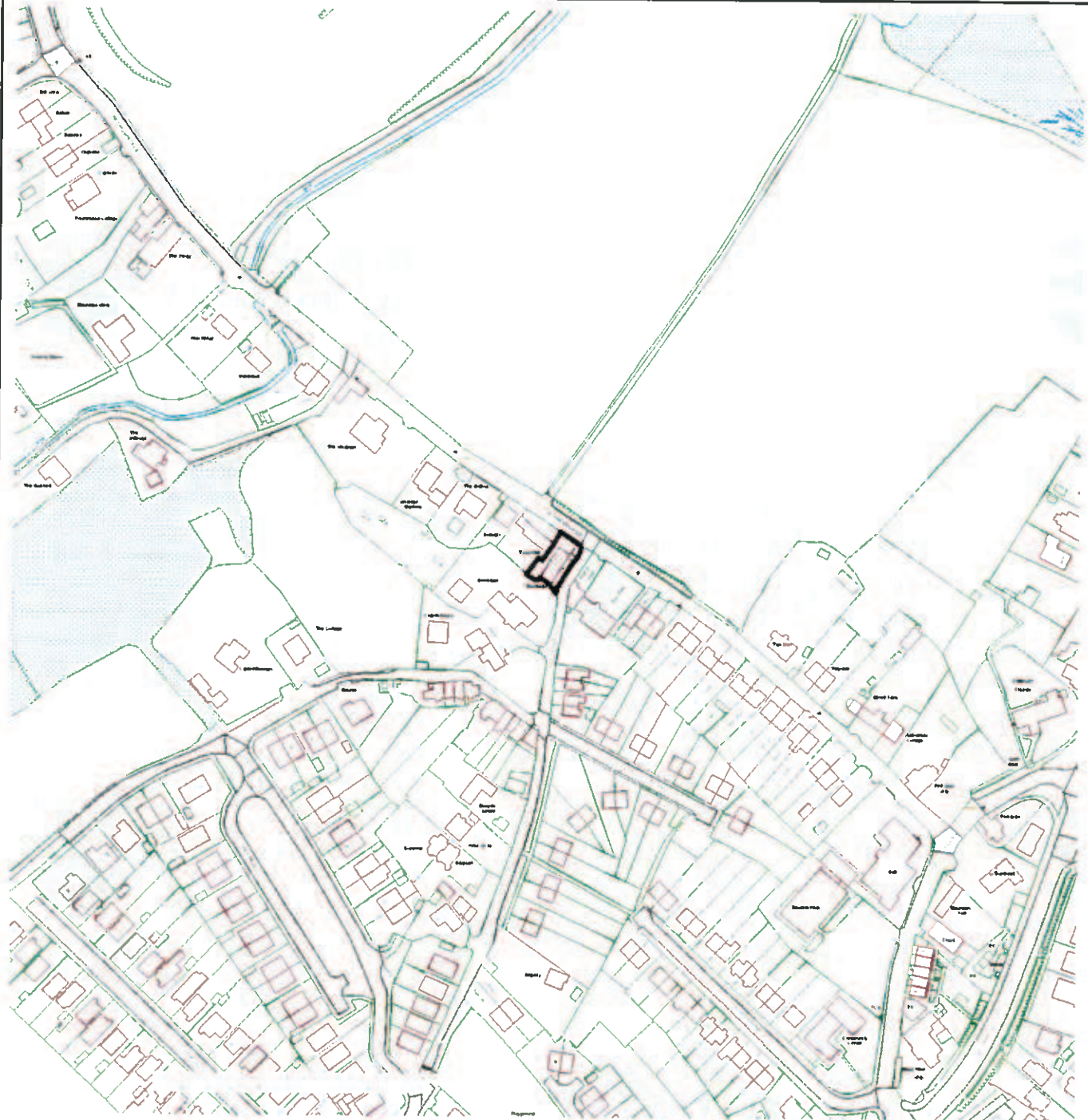


Date 6/1/2014

Scale 1/2500

Centre = 306075 E 381161 N

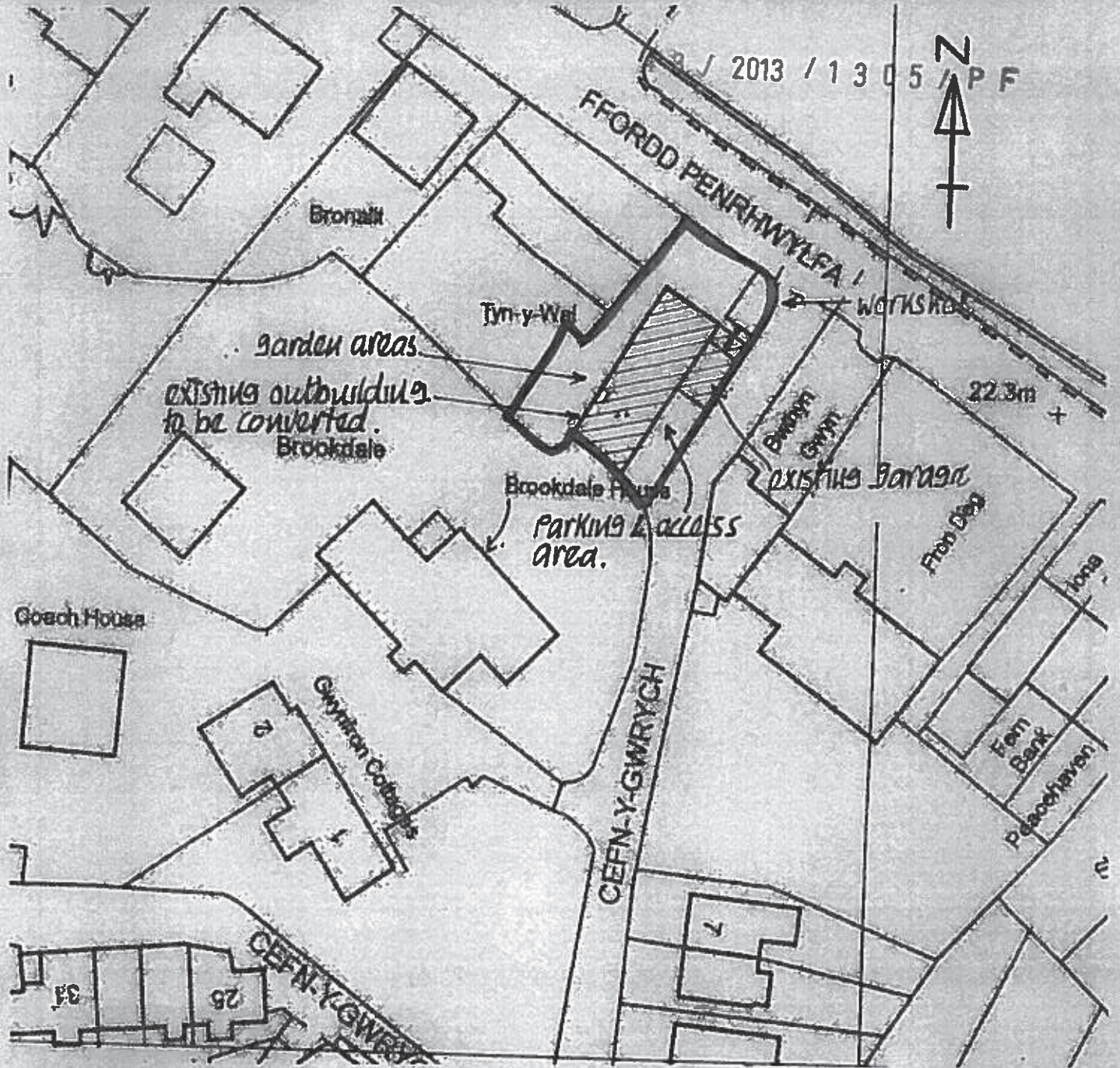
This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Denbighshire County Council 100023408. 2011

Atgynhychir y map hwn o ddeunydd yr Ordnance Survey gyda chaniatâd yr Ordnance Survey ar ran Rheolwr Llyfrau E. Mawrbyddi © Hawffraint y Goron. Mae atgynhychu heb ganiatâd yn torri hawffraint y Goron a gall hyn arwain at hysbysu'r Cyngor Sir Ddinbych. 100023408. 2011

SITE PLAN



Outbuilding Conversion

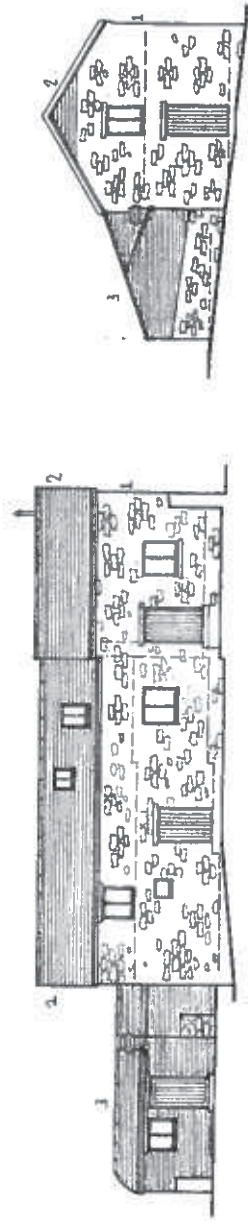
Site Plan. DAB. 1:500.

Proposed

PROPOSED ELEVATIONS

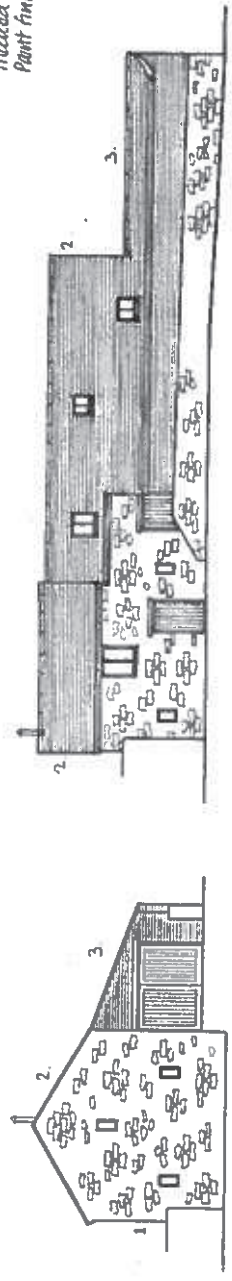
NOTES

1. Carefully take down existing portions of structurally defective stone walls as shown on Plan
Rebuild, raising existing stonework externally and point in lime mortar
Reconstruct existing brickwork at peak of front elevation gable as shown raising oriental bricks and point in lime mortar
2. Remove existing roof covering and structures which are inadequate. Form new traditional rafted and Parim roof structures with natural blue mineral slate covering.
3. Remove existing iron roofs and structure to existing gables and add timber etc. Form new roofs with traditional roof structure finished with natural blue mineral slate.
Stonework & brickwork pointing
All existing masonry (& reconstructed areas) to be flush pointed in lime mortar
Roofs
Natural blue mineral slate with flush charcoal grey ridge tiles
Roofwater Gables to be black coated aluminium fascias to be treated timber
Painted black
Doors & windows
bracketed timber units with cream satin
Paint finish



FRONT

SIDE



REAR

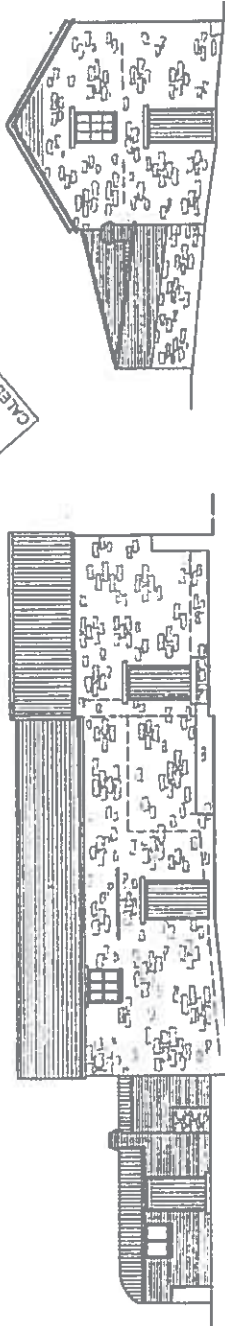
SIDE

TYN Y WAL DG11 1:50

PROPOSED

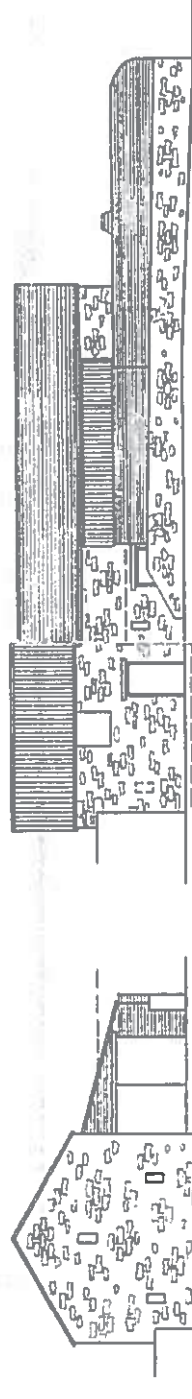
for A 6 13 13 DORS & WINDOWS etc.

RECEIVED
11 OCT 2013
GAEFRYNN RECEPTION



FRONT

SIDE



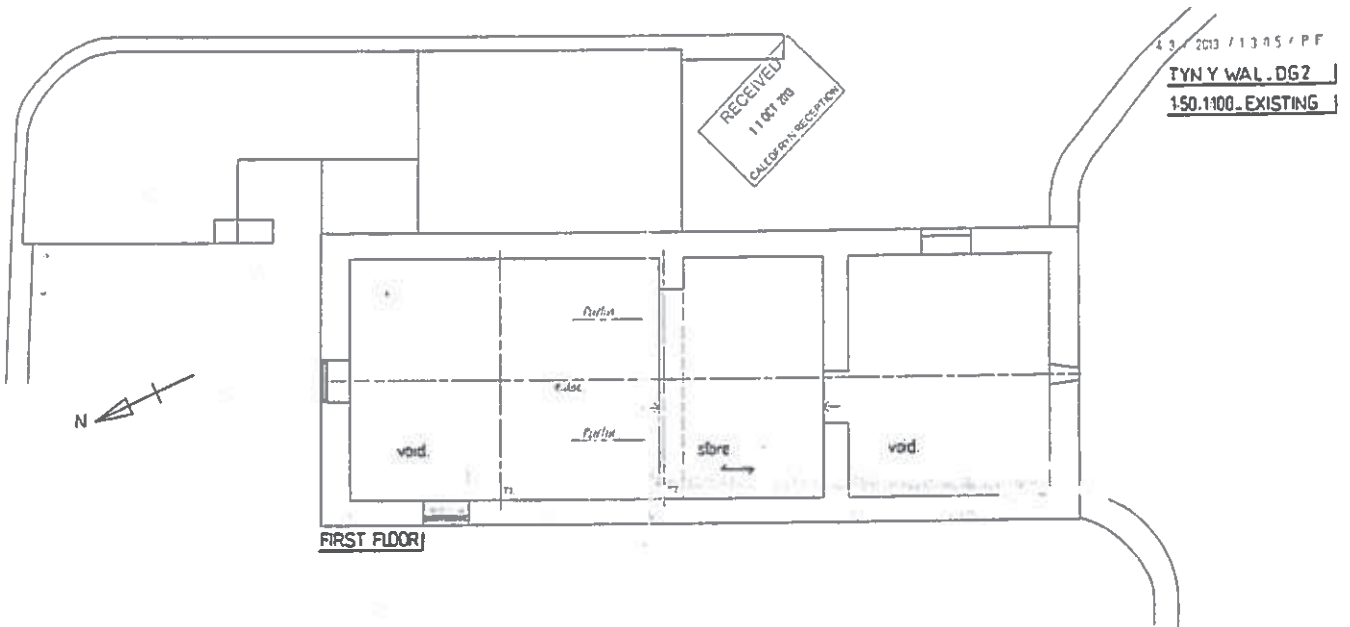
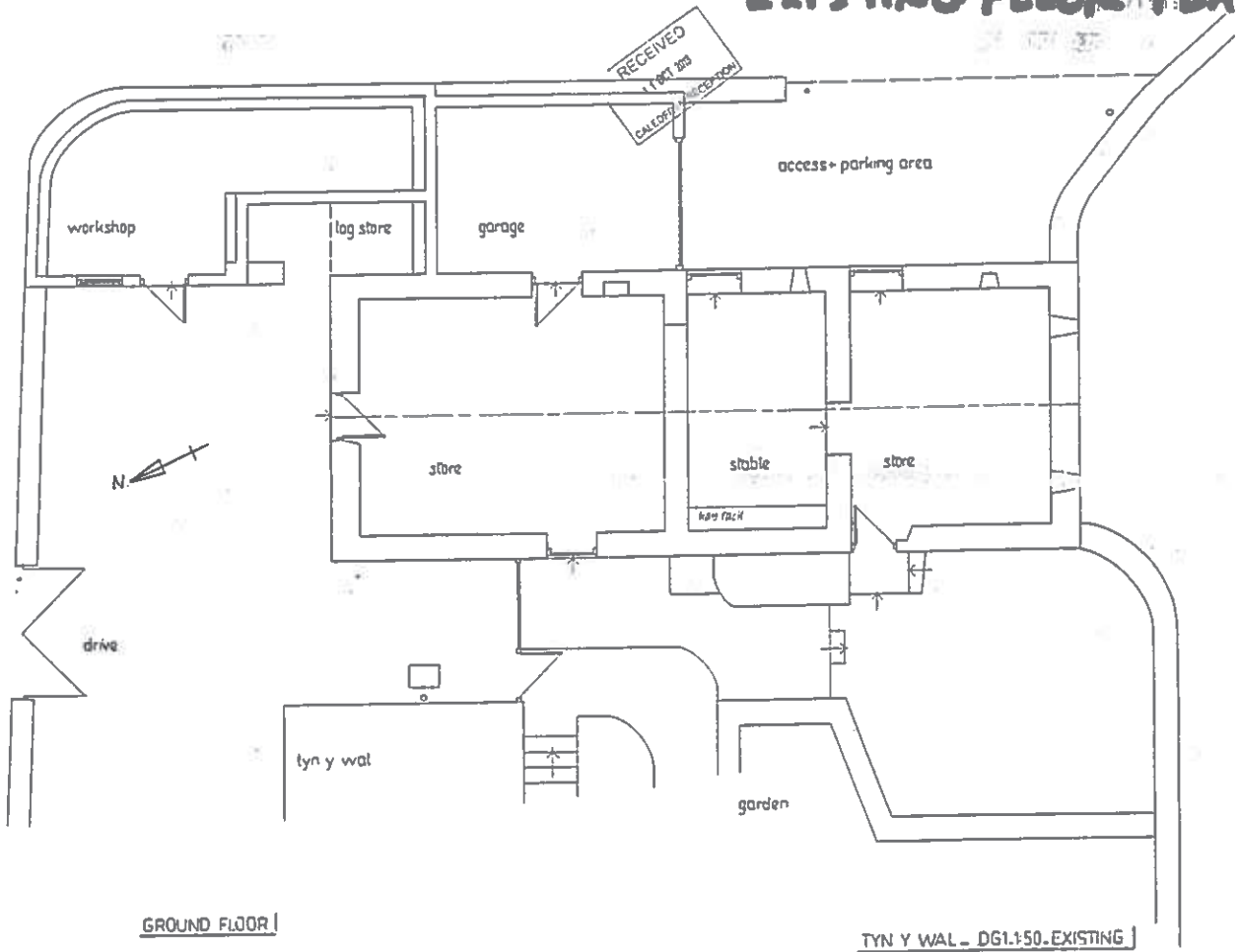
REAR

SIDE

EXISTING ELEVATIONS

TYN Y WAL_D63_1:100 - EXISTING

EXISTING FLOOR PLANS



ITEM NO: 4
WARD NO: Prestatyn Meliden
WARD MEMBER(S): Councillor Peter Evans
APPLICATION NO: 43/2013/1305/ PF
PROPOSAL: Conversion of redundant outbuilding to form 1 no. dwelling.
Formation of pitched roof over existing workshop
LOCATION: Outbuildings at Tyn Y Wal Ffordd Penrhwyfya Meliden Prestatyn
APPLICANT: MrDarren Cooper
CONSTRAINTS: Tree Preservation OrderConservation Area
PUBLICITY UNDERTAKEN: Site Notice - YesPress Notice - YesNeighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- Recommendation to grant – 4 or more objections received

CONSULTATION RESPONSES:

PRESTAYN TOWN COUNCIL
'No objection'

CLWYD POWYS ARCHAEOLOGICAL TRUST
Recommend photographic survey condition

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –
Head of Highways and Infrastructure
Highways Officer
No objection subject to condition requiring completion of parking and turning

Biodiversity Officer
No objection subject to recommendations of the submitted ecology report being followed

Conservation Architect
No objection subject to acceptable colour of window frames which can be secured by condition

RESPONSE TO PUBLICITY:

In objection

Representations received from:

S. M. Elmusrati, Bronallt, Ffordd Penrhwyfya, Meliden
S. Johnson, 2, Gwynfron Cottages, Cefn y Gwrych, Meliden
M. Rendell, Brookdale House, Cefn y Gwrych, Meliden
C. Muirhead & G. Roberts, 1, Gwynfron Cottages, Cefn y Gwrych, Meliden

Summary of planning based representations in objection:

Visual impact - Impact on Conservation Area
Highways impact - lack of parking provision and poor access arrangements
Residential Amenity - over development of the site, overlooking

EXPIRY DATE OF APPLICATION: 05/12/2013

REASONS FOR DELAY IN DECISION (where applicable):

- protracted negotiations resulting in amended plans
- re-consultations / further publicity necessary on amended plans and / or additional information

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

- 1.1.1 The proposal is for the conversion of an existing outbuilding into a 3 bedroom dwelling.

1.2 Description of site and surroundings

- 1.2.1 The existing outbuilding is a stone walled former agricultural building, located on a corner plot on Ffordd Penrhwylfa, Meliden.

- 1.2.2 It is currently used as an amenity building for the adjacent dwelling, Tyn y Wal.

1.3 Relevant planning constraints/considerations

- 1.3.1 The site lies within the Meilden (Ffordd Penrhwylfa) Conservation Area and the development boundary, of Meliden as defined in the Local Development Plan proposals map.

1.4 Relevant planning history

- 1.4.1 An application for conversion of the outbuilding to 2no. dwellings was previously refused in September 2013 under delegated powers due to failure to meet required space standards and the negative impact of the physical alterations required on the character of the outbuilding and the wider conservation area.

1.5 Developments/changes since the original submission

- 1.5.1 Plans have been altered to reflect the initial recommendations of the Conservation Officer.

1.6 Other relevant background information

- 1.6.1 None

2. DETAILS OF PLANNING HISTORY:

- 2.1 43/2013/0635 - Change of use of outbuilding to form 2no. residential dwellings - REFUSED
24/09/2013

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Denbighshire Local Development Plan (adopted 4th June 2013)

- Policy BSC 1 - Growth Strategy for Denbighshire
- Policy RD 1 - Sustainable Development and Good Standard Design
- Policy BSC 11 - Recreation and Open Space
- Policy ASA 3 - Parking Standards

3.2 Supplementary Planning Guidance

- SPG 7 - Residential Space Standards
- SPG 13 - Conservation Areas

3.3 Government Policy / Guidance

- Planning Policy Wales Edition 5 November 2012
- Technical Advice Note 12 - Design

3.4 Other Material Considerations

- Meliden (Ffordd Penrhwylfa) Conservation Area Appraisal

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 5, 2012 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (Section 3.1.2). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned., and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Sections 3.1.3 and 3.1.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Highways (including access and parking)
- 4.1.6 Open Space

4.2 In relation to the main planning considerations:

4.2.1 Principle

The proposal is for alterations to an existing building within a development boundary, on land which is not subject to any specific designation is acceptable in principle, in support of the basic growth strategy for the Council in Policy BSC 1 of the Local Development Plan.

4.2.2 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; Local Development Plan Policy VOE 1 seeks to protect sites of built heritage from development that would adversely affect them. Planning Policy Wales (Section 6), stresses the importance of protecting the historic environment, and in relation to Conservation Areas, to ensure they are protected or enhanced, while at the same time remaining alive and prosperous, avoiding unnecessarily detailed controls. The basic objective is therefore to preserve or enhance the character and appearance of a Conservation Area, or its setting.

The Meliden (Ffordd Penrhwyfa) Conservation Area Appraisal notes that the Conservation Area is of rural nature and has very rural appearance. Single storey farm outbuildings are noted as features of the Conservation Area. The appraisal notes that the view looking to the south up Ffordd Penrhwyfa to Ffordd Talargoch is of a pleasant country road. The existing outbuilding appears on a historic map dating to 1874. The outbuilding is pictured as an example of a Conservation Area building within the appraisal. The proposals have been altered in line with the recommendations of the Conservation Officer. The Conservation Officer has no objection to the revised scheme subject to acceptable window frame colours.

It is considered that the current scheme of alterations respects the character and appearance of the existing building. The proposals are therefore considered to have an acceptable impact in relation to the character and appearance of the conservation area. Having regard to the above it is not considered that the proposals would have an unacceptable visual impact.

4.2.3 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc. SPG 7 requires that 40m² of private external amenity space is provided as a minimum for residential properties.

The proposed development would exceed the minimum space standards set out in SPG 7 for a single.

As the minimum standards of SPG 7 are exceeded it is considered that the proposal would have an acceptable impact on the amenity of the proposed dwelling. Having regard to the above it is considered that the proposals would not have an unacceptable impact on residential amenity.

4.2.4 Ecology

Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests. This reflects policy and guidance in Planning Policy Wales (Section 5.2), current legislation and SPG 18 – Nature Conservation and Species Protection, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

A protected species survey has been submitted and the Biodiversity Officer has raised no objections subject to the recommendations being followed.

The proposals are therefore considered acceptable in relation to impact on ecology subject to condition.

4.2.5 Highways (including access and parking)

Local Development Plan Policy RD 1 tests (vii) and (viii) oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and consideration of the impact of development on the local highway network Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

The Highways Officer considers that the proposed parking and access arrangements are acceptable having regard to existing facilities.

It is therefore considered that the proposals would have an acceptable highways impact.

4.2.6 Open Space

Local Development Plan Policy BSC 3 seeks to ensure, where relevant, infrastructure contributions from development. Policy BSC 11 requires proposals for all new residential development to make a contribution to recreation and open space either on site, or by provision of a commuted sum.

The proposal includes the creation of one new residential unit.

It is considered that the proposal would be acceptable in relation to open space subject to the requisite contributions being secured. It is considered that this could be done through an appropriately worded condition.

5. SUMMARY AND CONCLUSIONS:

5.1 It is considered that the proposals would not have unacceptable impacts and it is therefore recommended for grant

RECCOMENDATION: GRANT - subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. Notwithstanding the provisions of all Class(es) of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no development permitted by the said Classes shall be carried out without approval in writing of the Local Planning Authority.
3. Development shall not begin until an appropriate photographic survey of the existing buildings on the site has been carried out in accordance with details to be submitted to, and approved by, the local planning authority. The resulting digital photographs should be forwarded on a CD or DVD to the Local Planning Authority and the Development Control Archaeologist, Clwyd-Powys Archaeological Trust, 41 Broad Street, Welshpool, Powys, SY21 7RR. tel: 01938 553670.
4. All development will take place in accordance with the recommendations set out within the submitted protected species survey unless otherwise agreed in writing by the Local Planning Authority.
5. Notwithstanding the submitted plans, details of the proposed window frame colour shall be submitted and approved in writing by the Local Planning Authority. The colour approved shall be applied prior to the development being brought into use and shall be retained at all times unless otherwise agreed in writing by the Local Planning Authority.
6. The development shall not begin until arrangements for the provision of Open Space as part of the development, in accordance with the Council's Policies and Supplementary Planning Guidance, has been submitted to and approved in writing by the Local Planning Authority.
7. Parking and turning facilities hereby approved shall be implemented prior to the first occupation of the dwelling, and shall be retained as such at all times unless otherwise agreed in writing by the Local Planning Authority.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. In the interests of residential and visual amenity.
3. In the interests of investigation and recording of historic/listed buildings.
4. In the interest of preserving the conservation status of protected species.
5. In the interest of preserving the character and appearance of the conservation area.
6. In the interest of compliance with adopted open space policies.
7. In the interest of the safe and free flow of traffic.

NOTES TO APPLICANT:

Condition No. 3 of this permission requires the carrying out of a photographic survey. The applicant is expected to pay for and complete the photographic survey. Professional photographers may be used where access to a camera or technical difficulties are encountered but the applicant should be aware that this will significantly increase the cost of the survey.

Photographs should be taken using a digital camera with a minimum resolution of 4 megapixels and preferably 8 megapixels or more.

Photographs should be taken at the highest jpeg resolution setting available on the camera (usually Fine or Super Fine). The saved photographs must be copied onto a good quality branded CD or DVD disk in the jpeg/jpg file format.

Note: Digital photographs presented on normal paper or photographic paper will not be accepted as they are not archivally stable in the long term.

The use of a standard flashgun is recommended indoors to light the interior views.

If available a measured scale should be placed within each but this is not essential.

Photographs should be taken of all exterior and interior wall elevations which are affected by the development together with photographs of interior roof detail where this is altered. Features of particular interest (e.g. obvious differences in wall makeup, windows and doors whether blocked up or not, fireplaces, timber framing, stairwells, cellars) should also be fully photographed.

The applicant should indicate where the views taken are positioned on an architect's floor plan of the building. Location reference numbers on the plan/s should utilise the digital photo numbers from the camera for cross reference purposes.

The applicant must check the photos at the application site to ensure there are no blurred or poorly lit images. If some images are blurred, please increase the speed at which the exposures are taken (1/125 is a good minimum) and re-take the images. If images are poorly lit please check your flash is working and/or increase the aperture. Setting the camera ISO at 200 or 400 will also allow higher shutter speeds to be used in dimly lit locations.

The photographs should then be sent to: Mark Walters, Development Control Section, Clwyd-Powys Archaeological Trust, 7A Church Street, Welshpool, Powys, SY21 7DL (Tel: 01938 553670). CPAT will confirm receipt of your photographs and inform the planning authority that the condition has been satisfied.

Adroddiad i: Pwyllgor Cynllunio

Dyddiad y cyfarfod: 22 Ionawr 2014

Aelod/ Swyddog Arweiniol: Cynghorydd David Smith, Parth Cyhoeddus /
Angela Loftus, Rheolwr Polisi Cynllunio a
Gwarchod y Cyhoedd

Awdur yr Adroddiad: Karsten Brußk, Swyddog Cynllunio

Teitl: Drafft o'r Canllawiau Cynllunio Atodol: Gofynion
Parcio

1. Beth mae'r adroddiad amdan?

- 1.1 Mae'r adroddiad yn cyd-fynd â'r Nodyn Canllawiau Cynllunio Atodol (CCA) o fewn Drafft o Gynllun Datblygu Lleol Sir Ddinbych 2006 - 2021 (CDLI): Gofynion Parcio a fydd, os mabwysiadir y rhain, yn cael eu defnyddio i bennu ceisiadau cynllunio.

2. Beth yw'r rheswm dros lunio'r adroddiad hwn?

- 2.1 Bwriad yr adroddiad hwn yw derbyn cymeradwyaeth Aelodau i ymgynghori ar y drafft o'r CCA: Gofynion Parcio, sy'n cynnig drafft o safonau parcio newydd i'w defnyddio yn y Sir. Unwaith y caiff y drafft ei fabwysiadu, bydd yn cymryd lle'r CCA 21 presennol: Gofynion Parcio mewn Datblygiadau Newydd, ac yn rhoi arweiniad diweddaraf pellach i Ddatblygwyr, Swyddogion ac Aelodau.

3. Beth yw'r argymhellion?

- 3.1 Bod Aelodau'n cymeradwyo'r ddogfen ddrafft CCA 'Gofynion Parcio' (wedi'i atodi yn Atodiad 1) fel sail ar gyfer ymgynghoriad cyhoeddus.

4. Manylion yr adroddiad

- 4.1 Nid yw nodiadau Canllawiau Cynllunio Atodol y Cyngor yn rhan o'r cynllun datblygu a fabwysiadwyd. Mae Llywodraeth Cymru (LIC) wedi cadarnhau ar ôl ymgynghoriad cyhoeddus a chymeradwyaeth yr Awdurdod Cynllunio Lleol, fod modd trin CCA fel deunydd ystyried cynllunio pan fydd ACLI, Arolygwyr Cynllunio a Llywodraeth Cymru yn gwneud penderfyniadau ar geisiadau cynllunio ac apeliadau.
- 4.2 Pan gafodd Cynllun Datblygu Lleol Sir Ddinbych 2006 -2021 ei fabwysiadu ym Mehefin 2013 fe benderfynodd y Cyngor i gario mlaen gyda'r holl CCA a oedd

wedi eu mabwysiadu a'u defnyddio fel arweiniad cynllunio mewn perthynas i'r CDLI, yn amodol ar adolygiad llawn. Cytunwyd gwneud adolygiad o bob CCA cyn gynted a bo hynny'n ymarferol ar ôl mabwysiadu'r Cynllun.

- 4.3 Diweddarwyd y safonau parcio i adlewyrchu polisi Llywodraeth Cymru a'r Cyngor ar gynllunio ar gyfer cludiant a defnydd o dir. Mae polisi cynllunio Cenedlaethol a lleol wedi eu cynnwys yn y Polisi Cynllunio i Gymru (Rhifyn 5 – Tachwedd 2012), Nodyn Cyngor Technegol (NCT) 18: Cludiant (2007) a Chynllun Datblygu Lleol Sir Ddinbych 2006 – 2021 (CDLI), a fabwysiadwyd ym Mehefin 2013. Mae atodiadau ACLI yn ychwanegu at bolisi CDLI ASA3 trwy ddarparu rhagor o wybodaeth ar ofynion parcio.
- 4.4 Yn Sir Ddinbych mae safonau parcio wedi eu gosod ar gyfer tri phrif barth parcio sy'n adlewyrchu'r gwahanol ofynion ar gyfer teithiau unigol mewn car yn ardaloedd trefol a gwledig y Sir, ac os yw gwasanaethau cludiant cyhoeddus ar gael yn hawdd, a'r ddarpariaeth isadeiledd.
- 4.5 Mae yna ymdriniaeth newydd wrth gyfrifo gofynion parcio, h.y. maent wedi eu rhannu'n ddau gategori: gweithredol ac anweithredol. Mae'r categori cyntaf yn cyfeirio at lefydd parcio gwag sy'n ddigonol ar gyfer yr uchafswm o gerbydau a maint y cerbydau sy'n debygol o fod ar y safle ar un cyfnod penodol. Mae gofyniad anweithredol yn golygu bod cerbydau wedi parcio mewn llefydd parcio sydd ddim o reidrwydd yno i weithredu'r lleoliad, e.e. staff, cleientiaid neu ymwelwyr.
- 4.6 Mae'r ddogfen yn pwysleisio y gweithredir y safonau uchafswm parcio ledled y Sir er mwyn lleihau'r orddibyniaeth ar y car. Y nod yw lleihau'r nifer o deithiau unigol mewn car ac i hyrwyddo'r defnydd o drafnidiaeth gynaliadwy.
- 4.7 Mae safonau Parcio yn cynnwys darparu llefydd parcio i feiciau, beiciau modur, lorïau, bysiau a cheir. Mae'r ddogfen yn pwysleisio'r gofynion ychwanegol a ddarperir i fodurwyr anabl.
- 4.8 Os bydd yr aelodau yn Cymeradwyo'r ddogfen yna bydd cyfnod o ymgynghoriad cyhoeddus ar ddrafft o'r CCA am o leiaf 8 wythnos. Bydd yr holl adborth a dderbynnir yn cael ei adrodd yn ôl i'r Pwyllgor Cynllunio a bydd y CCA terfynol yn cael ei fabwysiadu. Cynhaliwyd gweithdy gyda Grŵp Llywio'r CDLI ym mis Tachwedd 2013 ac mae crynodeb o'r prif faterion a godwyd wedi'i atodi yn Atodiad 3.

5. Sut y bydd y penderfyniad yn cyfrannu at Flaenoriaethau'r Gorfforaeth?

- 5.1 Blaenoriaethau Corfforaethol 2012 – 17. Bydd y CCA yn cyfrannu'n gadarnhaol at y blaenoriaethau corfforaethol canlynol:
 - Moderneiddio'r Cyngor i drosglwyddo effeithiolrwydd ac i wella gwasanaethau i'n cwsmeriaid trwy sicrhau fod y canllawiau ar gynllunio wedi eu diweddarau.

6. Beth yw'r gost a sut y bydd yn effeithio gwasanaethau eraill?

6.1 Ni ddisgwylir costau ychwanegol i gymeradwyo drafft o ddogfen CCA yn dilyn ymgynghoriad â chyrrff statudol a'r cyhoedd.

7. Beth yw prif ganlyniadau'r Asesiad Effaith ar Gyfartaledd (EAG) a wnaethpwyd ar y penderfyniad? Dylid atodi'r templed EAG fel atodiad i'r adroddiad hwn.

7.1 Mae'r Asesiad Effaith ar Gyfartaledd yn ymarfer sgrinio a ddaeth i'r canlyniad nad oedd angen EAG (llawn). Mae'r templed EAG wedi'i atodi i'r adroddiad hwn yn Atodiad II.

8. Pa ymgynghoriadau a wnaed gydag Archwiliad ac eraill?

8.1 Dim ymgynghoriad ffurfiol wedi'i wneud eto ond mae swyddogion o'r adrannau Polisi Cynllunio, Datblygu Rheolaeth a Phriffyrdd yn rhan o'r broses llunio drafft o'r ddogfen CCA. Cynhaliwyd gweithdy gydag aelodau o'r Grŵp Llywio CDLI ym mis Tachwedd 2013.

9. Datganiad y Prif Swyddog Cyllid

9.1 Dylid cynnwys unrhyw gostau sydd ynghlwm â'r arweiniad o fewn cyllidebau presennol ac felly nid oes unrhyw oblygiadau ariannol wedi eu cynnwys yn yr adroddiad.

10. Beth yw'r risgiau ac oes yna unrhyw beth y gallwn ei wneud i'w lleihau nhw?

10.1 Yn absenoldeb canllaw diweddaraf mae yna risg na fydd y Cyngor yn gallu darparu cyngor cynllunio manwl gywir i gwsmeriaid.

11. Pŵer i wneud penderfyniad

11.1 Deddf Cynllunio a Phrynu Gorfodol 2004.

Mae tudalen hwn yn fwriadol wag

**DRAFT Supplementary Planning Guidance Note:
Parking Requirements in New Developments (November 2013)**

Content

1. Introduction	02
2. Status and stages in preparation	02
3. Background	02
4. Policy	03
5. Parking Standards	04
6. Parking Zones	05
6.1 Parking Zone 1	05
6.2 Parking Zone 2	09
7. Access for disabled people	11
8. Cycle parking standards	14
9. Motorcycle parking standards	15
10. Landscaping	16
11. Contacts / Sources	17

Appendices

Figures

Figure 1	Alternative ways of arranging disabled parking spaces	13
----------	---	----

1 Introduction

- 1.1 This note is one of a series of Supplementary Planning Guidance notes (SPGs) amplifying the development plan with the aim of improving the process, design and quality of new development. The notes are intended to offer more detailed guidance which will assist members of the public, Members of the Council, and officers in discussions prior to the submission of planning applications and assist officers and Members in determining planning applications.

2 Status and stages in preparation

- 2.1 The Council's SPG notes are not part of the adopted development plan. The Welsh Government has confirmed that following public consultation and subsequent Local Planning Authority (LPA) approval, SPGs can be treated as a material planning consideration when LPAs, Planning Inspectors and the Welsh Government determine planning applications and appeals. This SPG document was formally approved for consultation by Denbighshire County Council's Planning Committee on XXXX.
- 2.2 This note has been prepared in accordance with guidance contained in Planning Policy Wales Edition 5 (November 2012), Technical Advice Note (TAN) 18: Transport, and Local Development Plans Wales (Welsh Government 2005).

3 Background

- 3.1 The availability of car parking is a key element in managing car use and a major influence on the choice of transport. Car parking can take up large amounts of space in developments thereby reducing densities. Poor design and layout of parking areas can make it more difficult to provide effective walking, cycling, and public transport links.
- 3.2 Welsh Government (WG) is committed to implementing the principles of sustainable development in planning policies and, hence, into new developments with high quality design. Local planning authorities are advised to ensure new developments include facilities to promote sustainable transport. Applicants should be aware that new developments must make provision for the safe cycles parking. A series of standards have been adopted for different types of development (see Section 8).
- 3.3 The parking standards are based on the following factors:
- A recognition that the availability of parking influences choice of means of transport;
 - The need to reduce reliance on the motor car and promote other means of travel;
 - Making the best use of the existing transport network; and
 - The need to promote regeneration and investment in Denbighshire.
- 3.4 Where major developments are proposed (for example, a large industrial unit,

office complex or housing scheme) car parking provision should be reduced, and the development should incorporate measures to further reduce reliance upon travel by car. Such measures should be detailed within the Travel Plan, produced by the applicant. Travel Plans propose measures that promote environmentally friendly forms of travel in preference to the car. To encourage cycling, measures could include financial incentives for cyclists and the provision of facilities such as showering and changing areas.

3.5 The parking standards laid out in this document were prepared on the basis of the following documents:

- County Surveyors' Society (Wales) (CSS Wales): Wales Parking Standards (2008); The document was produced on behalf all 22 Welsh Unitary Authorities and the four Welsh regional transport consortia: Sewta, SWWITCH, Taith and TraCC;
- Department for Transport: Inclusive Mobility (2005); and
- Denbighshire County Council Supplementary Planning Guidance Note 21: Parking Requirements in New Developments (2004), a document that supplemented Unitary Development Plan policy TRA9 'Parking & Service Provision'.

4 Planning Policy

4.1 The parking standards have been updated to reflect WG and Council policy on transportation and land use planning. National and local planning policy is contained in Planning Policy Wales (Edition 5 – November 2012), Technical Advice Note (TAN) 18: Transport (2007) and the Denbighshire Local Development Plan 2006 – 2021 (LDP), adopted June 2013.

4.2 In line with national policy, justification of LDP policy ASA3 states "*Maximum parking standards will be applied throughout the County to reduce the over-reliance on the car. Their purpose is to minimise individual car-based trips and to promote sustainable transport means.*" This SPG supplements LDP policy ASA3 in laying out the parking standards to be applied in Denbighshire.

4.3 It should be noted that the following car parking standards are maximum standards for each land use category. Where the maximum is not provided the developer will be required to show the scale, i.e. frequency and length, of the journeys to the site and, if parking demands exceed proposed parking provision, how the resulting shortfall will be catered for.

4.4 Additional guidance on parking principles for West Rhyl can be found in LDP Supplementary Planning Guidance Note (SPG) 03: West Rhyl, and further guidance on specific requirements for disabled people is laid out in SPG 08: 'Access for all'. Applicants should also refer to WG Technical Advice Note 12: Design (2009) and The Chartered Institution of Highways & Transportation: Manual for Streets 2 (2010) for guidance on best practise with regard to layout and design.

5 Parking Standards

5.1 Parking Standards apply throughout the County with the following exceptions:

- Where the implementation of these standards would cause road safety or congestion problems additional provision will be required.
- There may be occasions when a particular development does not justify the levels of parking indicated. The Authority may give consideration to a variation in standards relating to the nature of development, a lower level of car ownership in urban areas and those well serviced by public transport. In these circumstances, a fully reasoned assessment of the parking provision proposed (covering areas such as existing public transport or parking provision) will be the subject of negotiation with the Council.
- Variations may be allowed in the light of local circumstances (e.g. the availability and existing capacity of nearby parking and public transport). Each planning application will be assessed on their own merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development. Planning policies which seek to maintain the town centre and other areas designated as main centres for development activity in the County are also relevant considerations. In certain circumstances, e.g. Conservation Areas, modifications of the standards may be allowed in order to preserve built / natural environmental conditions.
- Innovative car free housing schemes will be considered on their merits.

5.2 In assessing the parking requirements for a particular development, the Council will need to take into account a number of factors in relation to the development and its location. These are listed below. However it should be noted that some of these factors are outside direct planning control, e.g.:

- a) accessibility to and the service provided by the public transport system;
- b) the availability of private buses or the extent of car pooling;
- c) the relative proportions of full time / part time / local catchment of labour;
- d) accessibility by walking and cycling; and
- f) accessibility to and the availability of public and/ or private car parking space in the vicinity.

5.3 The full operational standard will normally be expected together with the non-operational standard for employees' vehicles and in certain cases for visitors. (Definition of individual terms and notes can be found in Appendix 1). Where possible, developers will be required to provide all the parking space within the curtilage of the site. Section 106 Agreements may be negotiated with developers and these can include a number of measures to mitigate the potential impact of development and to address concerns.

5.4 Major developments will have implications on existing travel patterns in an

area. Locating retail, housing, education facilities and health services can cause change to travel directions, travel frequencies and the choice of means of transport. A Transport Assessment for a proposed development should assist in predicting implications and identifying measures to counteract the likelihood of negative impacts. Like non-motorised user audits, the conclusions and recommendations of a transport assessment should be incorporated into the development proposal. Information with regard to transport assessment requirements and process can be found in Technical Advice Note (TAN) 18: Transport, Appendix D.

6 Parking Zones

- 6.01 The parking standards are laid out for two principle parking zones that reflect differing requirements for individual car-based trips in the County's urban and rural areas, availability of public transport services and infrastructure provision.
- 6.02 The following two principal zones were defined with regard to the spatial strategy as laid out in the Denbighshire Local Development Plan 2006 – 2021 (LDP) [Denbighshire LDP (2013), Chapter 5 'Denbighshire's Local Development Plan Strategy', p.11]. Their spatial demarcation is based on development boundaries (LDP policy RD1) or areas of search (LDP policy BSC6) as shown on the LDP proposals maps.
- 6.03 Every development proposal has to be determined on its own merit including local circumstances such as, public transport and existing parking provisions. LDP policy ASA3 wording already reflects this approach. However, if applicants wish to deviate from the parking standards as set out in this document, because the transport assessment indicates so, they are expected to fully justify their approach in the Design and Access Statement.
- 6.04 At the time of writing, Denbighshire County Council is reviewing its parking and enforcement policy which will consider factors such as the availability and pricing of off-street car parking spaces, on-street parking restrictions and enforcement strategy. Once ratified or adopted, those results and findings may be used to inform the determination of parking requirements for individual developments.
- 6.05 Parking standards for disabled people are laid out in section 7, and for cycle and motorcycle spaces can be found in section 8 and 9 respectively.

6.1 Parking Zone 1

- 6.11 Parking Zone1 includes the towns of Rhyl, Prestatyn, St Asaph, Denbigh, Ruthin, Corwen, Llangollen, Rhyddlan, Bodelwyddan, and the City of St Asaph. Every settlement in this category is delineated by a development boundary (LDP policy RD1) which is shown as a red outline on the LDP proposals maps. In addition, employment land at St Asaph Business Park is included in this zone.

6.12 In Denbighshire, these towns and the City of St Asaph are regarded by local people as their destination for most activities which are not met within their own settlement. The area has a full range of retail activity, doctor's surgery and many commercial businesses, all within walking distance. Built density is high with little private car parking.

6.13 Notes to individual types of development can be found in Appendix 2.

Residential: New build & Conversion			
Type of Development	Residents	Visitors	
General Purpose - Houses and Apartments			
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units	
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units	
House conversions to bedsits, or self-contained apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units	
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil	
Special Purpose Housing			
Self-contained elderly persons dwellings (not wardened)	1 space per 2 – 4 units	1 space per 4 units	
Self-contained elderly persons dwellings (wardened)	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 4 units	
Purpose built student accommodation under College/ University control	1 space per 25 beds for servicing, wardens and drop-off areas	1 space per 10 beds (for students &/ or visitors)	
Residential childrens'/ homes for elderly persons/ nursing homes	1 space per resident staff 1 space per 3 non-resident staff	1 space per 4 units	
Offices – Use Class B1 Business, Class A2 Financial & Professional Services			
Type of Development	Requirement	Type of Development	Requirement
Offices (< 1000m ²)	1 space per 35m ²	Offices (> 1000m ²)	1 space per 60m ²
Shops (including Supermarkets & Superstores)			
Type of Development	Operational	Non-operational	
Shops (< 200m ²)	1 commercial vehicle space	1 space per 60m ²	
Shops and small supermarkets (201m ² - 1,000m ²)	2 commercial vehicle space	1 space per 40m ²	
Shops and small supermarkets (1,001m ² - 2,000m ²)	3 commercial vehicle space	1 space per 40m ²	
Supermarkets & Superstores (predominantly food) (> 2,000 m ²)	3 commercial vehicle space	1 space per 14m ²	

Retail Warehousing and Garages		
Type of Development	Operational	Non-operational
Retail Warehousing (non-food) (non-DIY) (> 1,000m ²)	3 commercial vehicles spaces	1 space per 30m ²
Retail Warehousing (DIY & Garden Centres) (> 1,000m ²)	3 commercial vehicles spaces	1 space per 20m ²
Builders Merchants (Trade & Retail)	3 commercial vehicles spaces	1 space per 80m ² & 10% of GFA
Cash & Carry Warehousing (Trade Only) (> 1,000m ²)	3 commercial vehicles spaces	1 space per 50m ²
Open Air Markets & Car Boot Sales	1 space per stall pitch	1 space per 30m ² of gross stall pitch area including pedestrian circulation area
Garages	1 car/ lorry space per each car/ lorry service bay	2 car/ lorry spaces per each service bay
Service Stations (exhausts, MoT, tyres etc.)	1 lorry space & 20% of GFA	2 car/ lorry spaces per each service bay
Petrol Filling Stations	1 space for petrol tanker	4 spaces for ancillary use (eg automatic car wash)
Car Sales Premises	1 space per car transporter	1 space per 50m ² of retail area (internal & external)
Motorcycle Sales Premises	1 commercial vehicle space	1 space per 50m ² of retail area (internal & external)
Driving Schools, Private Hire / Vehicle Hire, Licensed Taxis	1.25 spaces per vehicle operated	1 space per 3 auxiliary staff

Industry and Industrial Warehousing (including Use Classes B2 & B8)

Type of Development	Operational	Non-operational
Small Industry (< 100m ²)	1 van space	1 space
Small Industry (< 235m ²)	1 van space	2 spaces
Industry	see Annotation*	1 space per 120m ²
High Technical Industry	see Annotation*	1 space per 35m ²
Industrial Warehouse	see Annotation*	1 space per 140m ²
Storage Warehouse	1 commercial space per 500m ²	Nil
Distribution Centre (< 1,000m ²)	35% of GFA	1 space per 120m ²
Distribution Centre (> 1,000m ²)	25% of GFA	1 space per 120m ²

Annotation* - Operational requirements:

GFA (m ²)	Minimum (m ²)	GFA (m ²)	Minimum (m ²)	GFA (m ²)	Minimum (m ²)
100	70	500	100	1,001	150
250	85	1,000	150	2,000	200

Above 2,000m² GFA, the required minimum operational area should be taken as 10% of GFA.

Places of Entertainment

Type of Development	Operational	Non-operational
Children's Play Centres	1 space per 3 members of staff	1 space per 20 m ² play area

Type of Development	Operational	Non-operational
Assembly Halls (Commercial) e.g. Bingo Hall	1 commercial vehicle space	1 space per 8m ²
Assembly Halls (Social) e.g. Unlicensed Club, Community Centres	1 commercial vehicle space	1 space per 15m ²
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats
Hotels and Restaurants		
Type of Development	Operational	Non-operational
Hotels	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per bedroom
Public Houses & Licensed Clubs	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 5m ² of public area including servery
Restaurants	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 7m ² of dining area
Cafes & Drive-Thru Restaurants (see Annotation*)	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 14m ² of dining area (or part thereof)
Hot Food Takeaways	1 commercial vehicle space	1 space for non-resident staff & adequate on-street parking for customers nearby
Transport Cafes	1 commercial vehicle space	1 space per 3 non-resident staff & 1 commercial vehicle space per 2 seats

Annotation* - Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.

Community Facilities		
Type of Development	Operational	Non-operational
Hospitals*	Essential vehicles as required	2.5 spaces per bed
Health Centres & Surgeries	1 space per practitioner	1 space per 3 ancillary staff & 3 spaces per practitioner
Churches & Places of Worship	1 commercial vehicle space	1 space per 10 seats or 1 space per 8m ² of praying floorspace
Chapels of Rest	3 commercial vehicle spaces	as per Churches etc.
Funeral Homes	3 commercial vehicle spaces	1 space per 2 members of staff
Public Leisure Centres	1 commercial vehicle space	1 space per 2 facility users & 1 space per 3 spectators
Fitness Clubs, Leisure Clubs & Sports Clubs**	1 commercial vehicle space	1 space per 2 facility users
Marinas	1 car and trailer space	1 space per berth
Libraries	1 commercial vehicle space	1 space per 45m ²

* - This level of provision would be appropriate for acute and neighbourhood District Hospitals. For other types of hospitals a lower level of provision may be acceptable.

** - Clubhouse bar and restaurant facilities must always be separately assessed

Educational Establishment		
Type of Development	Operational	Non-operational
Day Nurseries & Creches (new build property)	1 commercial vehicle space	1 space per 2 full time staff
Day Nurseries & Creches (converted property)	Included in non-operational requirement	1 space per 2 full time staff
Nursery/ Infants/ Primary School	1 commercial vehicle space	1 space per each member of teaching staff & 3 visitor spaces, Bus parking as required
Secondary Schools	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 20 students of age 17 and 3 visitor spaces, Bus parking as required
Colleges of Higher/ Further Education	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 8 students and 5 visitor spaces.

6.2 Parking Zone 2

6.21 Parking Zone 2 includes all settlements in the rural countryside of Denbighshire, i.e. villages, hamlets and individual buildings in the open countryside. Except buildings in the open countryside, these settlements are either delineated by a development boundary (LDP policy RD1) or an area of search (LDP policy BSC6) on the LDP proposals maps.

6.22 These settlements may have a small number of local facilities within walking facilities. Motorised travel is required for most journeys. Public services are less than hourly and then only to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars.

6.23 Notes to individual types of development can be found in Appendix 2.

Residential: New build & Conversion			
Type of Development	Residents	Visitors	
- as defined per Parking Zone 1 -			
Offices – Use Class B1 Business, Class A2 Financial & Professional Services			
Development	Requirement	Development	Requirement
Offices (< 1000m ²)	1 space per 25m ²	Offices (> 1000m ²)	1 space per 40m ²
Shops (including Supermarkets & Superstores)			
Type of Development	Operational	Non-operational	
Shops (< 200m ²)	1 commercial vehicle space	1 space per 60m ²	
Shops and small supermarkets (201m ² - 1,000m ²)	2 commercial vehicle space	1 space per 20m ²	

Retail Warehousing and Garages		
Type of Development	Operational	Non-operational
Builders Merchants (Trade & Retail)	3 commercial vehicles spaces	1 space per 80m ² & 10% of GFA
Open Air Markets & Car Boot Sales	1 space per stall pitch	1 space per 30m ² of gross stall pitch area including pedestrian circulation area
Garages	1 car/ lorry space per each car/ lorry service bay	2 car/ lorry spaces per each service bay
Service Stations (exhausts, MoT, tyres etc.)	1 lorry space & 20% of GFA	2 car/ lorry spaces per each service bay
Petrol Filling Stations	1 space for petrol tanker	4 spaces for ancillary use (eg automatic car wash)
Car Sales Premises	1 space per car transporter	1 space per 50m ² of retail area (internal & external)
Motorcycle Sales Premises	1 commercial vehicle space	1 space per 50m ² of retail area (internal & external)
Driving Schools, Private Hire / Vehicle Hire, Licensed Taxis	1.25 spaces per vehicle operated	1 space per 3 auxiliary staff

Industry and Industrial Warehousing (including Use Classes B2 & B8)

Type of Development	Operational	Non-operational
Small Industry (< 100m ²)	1 van space	1 space
Small Industry (< 235m ²)	1 van space	2 spaces
Industry	see Annotation*	1 space per 120m ²
Industrial Warehouse	see Annotation*	1 space per 140m ²
Storage Warehouse	1 commercial space per 500m ²	Nil

Annotation* - Operational requirements:

GFA (m ²)	Minimum (m ²)	GFA (m ²)	Minimum (m ²)	GFA (m ²)	Minimum (m ²)
100	70	500	100	1,001	150
250	85	1,000	150	2,000	200

Above 2,000m² GFA, the required minimum operational area should be taken as 10% of GFA.

Places of Entertainment

Type of Development	Operational	Non-operational
Children's Play Centres	1 space per 2 members of staff	1 space per 15 m ² play area
Assembly Halls (Commercial) e.g. Bingo Hall	1 commercial vehicle space	1 space per 8m ²
Assembly Halls (Social) e.g. Unlicensed Club, Community Centres	1 commercial vehicle space	1 space per 10m ²

Hotels and Restaurants

Type of Development	Operational	Non-operational
Hotels	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per bedroom
Public Houses & Licensed Clubs	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 3m ² of public area including servery

Type of Development	Operational	Non-operational
Restaurants	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 7m ² of dining area
Cafes & Drive-Thru Restaurants (see Annotation*)	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 14m ² of dining area
Hot Food Takeaways	1 commercial vehicle space	1 space for non-resident staff & adequate on-street parking for customers nearby
Transport Cafes	1 commercial vehicle space	1 space per 3 non-resident staff & 1 commercial vehicle space per 2 seats

Annotation* - Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.

Community Facilities		
Type of Development	Operational	Non-operational
- as defined per Parking Zone 1 -		
Educational Establishment		
Type of Development	Operational	Non-operational
Day Nurseries & Creches (new build property)	1 commercial vehicle space	1 space per 2 full time staff
Day Nurseries & Creches (converted property)	Included in non-operational requirement	1 space per 2 full time staff
Nursery/ Infants/ Primary School	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff & 3 visitor spaces
Secondary Schools	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 10 students of age 17 and 3 visitor spaces, Bus parking as required
Colleges of Higher/ Further Education	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 5 students and 5 visitor spaces.

7 Access for disabled people

7.1 The Equality Act 2010 protects people from discrimination in the workplace and in the wider society. All new public buildings are now required to be accessible to and have facilities for disabled people. The requirements of the Act do also apply to a wide range of buildings, including offices, shops, sport centres, church halls and education facilities. Additional information and guidance can be found in the document 'Inclusive Mobility' which was published by the Department of Transport in 2005.

7.2 Developers must give due consideration to the following aspects, which are considered important to disabled person.

- A. The signing of pedestrian routes - having established the most convenient location for parking the vehicles of disabled persons, it is essential that a clear system of sign posting to the appropriate access catering for disabled persons should be devised and, implemented by the developer.
- B. The gradient of any ramp should be as slight as possible. The use of the term 'maximum gradient 1 in 12' should not be construed as being acceptable to disabled persons, except where it is absolutely unavoidable. Developers should consider very carefully the relative levels of parking spaces and finished floor levels at an early stage in their planning, so that a level or near level pathway (preferably less than 5% gradient) can be maintained between the two, if at all possible.
- C. The difficulty caused to disabled persons in gaining entrance into a building is covered by the documents but the delay in opening doors etc., can cause considerable discomfort and therefore the developer should consider providing a canopy over entrances designed for the use of disabled persons.

7.3 It is recommended that appropriately positioned parking places, preferably within 50 metres of the facility served by the car park and which are adequate in size and number, shall be provided for people with disabilities.

7.4 The recommended proportions of spaces for Blue Badge holders:

- For car parks associated with existing employment premises:
2% of the total car park capacity, with a minimum of one space.
- For car parks associated with new employment premises:
5% of the total car park capacity should be designated (to include both employees and visitors)
- For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public;
A minimum of one space for each employee who is a disabled motorist plus 6% of the total car park capacity for visiting disabled motorists.
- For car park associated with railway stations;
A minimum of one space for each railway employee who is a disabled motorists plus:
 - for a car park with fewer than 20 spaces, one disabled space
 - for a car park of 20 to 60 spaces, two disabled spaces
 - for a car park of 61 to 200 spaces, three disabled spaces
 - for a car park with more than 200 spaces, 4% of capacity plus

four disabled spaces.

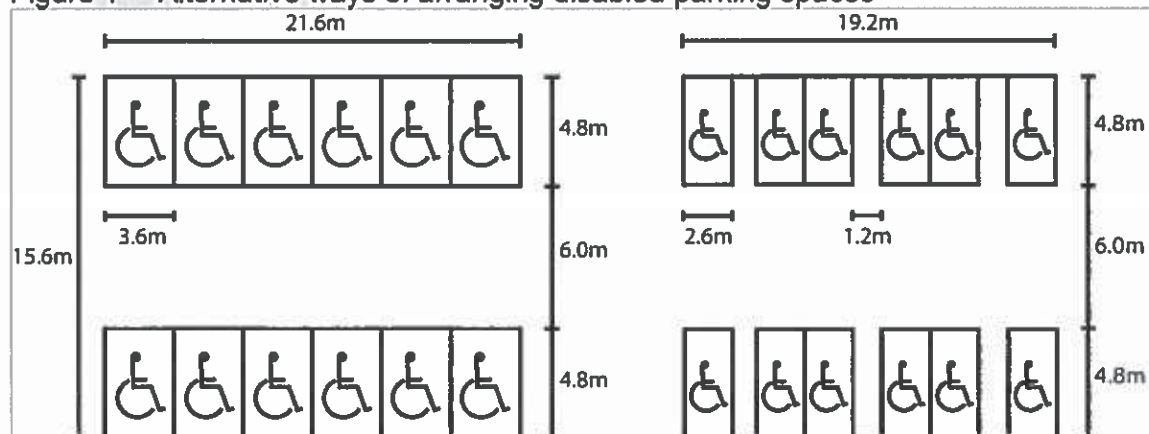
7.5 Notes relating to disabled motorists parking standards

- If only 1 space is required as part of the total operational or non-operational parking provision, the layout must conform to the requirements for disabled motorists parking (see Appendix 3).
- The number of parking spaces required for employees who are disabled motorist is included in the total number of non-operational parking requirements. However, a single parking space must be provided if stipulated by the number of disabled employees.
- If developers are not required to provide any non-operational parking at all, the Council will encourage them to provide a setting-down point for disabled people on firm and level ground, close to the main entrance to the building.

7.6 Disabled persons parking bays in off-street locations should be marked out with yellow lines and a yellow wheelchair symbol within the parking space. A sign, or if appropriate signs should be provided at the entrance to the car park to direct disabled motorists to designated parking spaces which, if the car park is not under cover, should also have raised signs at the head of the reserved bays. Signs inside the car park should show the most convenient way to the facilities served by the car park, with an approximate distance to those facilities. The marking out should comply with British Standard BS8300:2001 'Design of buildings and their approaches to meet the needs of disabled people – Code of Practice'.

7.7 On street disabled parking bays should be indicated by signs and marked out in full compliance with the Traffic Signs Regulations and General Directions (1994). Each bay should have a raised sign at the head of the bay to ensure that if snow or fallen leaves obscure the road marking, the purpose of the bay is still apparent.

Figure 1 Alternative ways of arranging disabled parking spaces



8 Cycle parking standards

- 8.1 Cycle parking should be located in a safe, secure and convenient location. Care should also be taken to ensure that cycle parking facilities are not located where they may obstruct pedestrians, disabled persons and particularly people with sight problems. Appropriate signing should always be provided to indicate the location of short term cycle parking.
- 8.2 For reasons of security, cycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance. In certain instances this could need to be supplemented through the introduction of CCTV or other security means.
- 8.3 The design of cycle parking facilities. Sheffield stands (n-shaped steel bars set into the ground) are best suited for short stay parking. These should be:
- 750mm high, 700mm long and at least 250 mm into the ground;
 - spaced a minimum of 800mm apart;
 - polyester powder coated, coloured to match existing street furniture or buildings, (or else painted in black); and
 - be protected from the elements by a wall, shelter or canopy.
- 8.4 Hitching rings or hoops affixed to walls and buildings can also be used where space is limited and where Sheffield stands cannot be accommodated. These should be positioned at 1.8m intervals and 750mm above ground level.
- 8.5 All residential developments should be accessible by cycles and cycle storage should be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets.
- 8.6 Small clusters of cycle parking facilities are preferable to large, central parking compounds. All stands should be located so as not to obstruct or endanger pedestrians, particularly visually impaired or partially sighted pedestrians and wheelchair users. Bollards painted with contrasting stripes may be required to give additional protection in this respect. Cycle parking areas may also need to be surrounded by tactile markings.
- 8.7 Cycle parking facilities should not damage the area's townscape or landscape. In Conservation Areas and Listed Buildings, special attention should be paid to the siting, design and materials used for the parking facilities. Measures which detract from the character or setting of a Listed Building or which damage the character of Conservation Areas will be resisted.
- 8.8 Further guidance on the design of cycle parking is available in the Department for Transport Traffic Advisory Leaflet 5/02 'Key Elements of Cycle Parking' and in Sustrans Information Sheet FF37 'Cycle Parking'.
- 8.9 For the application of the following standards, it is assumed that the typical dimension of a bicycle is 1.8m x 0.6m. There is no differentiation between

different parking zones. A minimum of 1 space should be provided in all classes.

8.10 Minimum Cycle Parking Standards

Land Use Type	Number Of Spaces Required
Shops	
Small convenience shops	1 per 100m ² (or part thereof)
Food supermarkets	1 per 150m ² (or part thereof)
Non-food retail	1 per 200m ² (or part thereof)
Banks, building societies, betting shops	1 per 60m ² (or part thereof)
Food and drink outlets	1 per 60m ² (or part thereof)
Industrial Uses	
Administrative offices, research and development uses	1 per 350m ² (or part thereof)
General industrial uses	1 per 500m ² (or part thereof)
Storage and distribution uses	1 per 1,000m ² (or part thereof)
Residential Uses	
Hotels and guest houses	1 per 10 guest beds
Residential care homes, nursing homes and hospitals	1 per 10 employees
Residential schools, residential colleges and residential training centres	1 per 10 staff & 1 per 5 students
Dwellings	No prescribed standard. However, secure and convenient communal cycle parking areas may be required in appropriate circumstances (e.g. higher density developments with limited, or no car parking)
Community Uses	
Primary and secondary schools	4 per classroom
Sixth form and FE Colleagues	1 per 35m ²
Medical and health centres	2 per consulting room
Leisure Uses	
Art galleries, museums and libraries	1 per 150m ²
Cinemas, leisure centres, bingo halls, concert halls	1 per 75m ²

9 Motorcycle parking standards

9.1 Motorcycle parking should be located in a safe, secure and convenient location where other vehicles cannot encroach or obstruct the motorcycle parking area.

9.2 Motorcycles are prone to theft. For reasons of security, motorcycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance. Surrounding high walls or shrubbery should be avoided as they could provide cover for thieves. In certain instances the introduction of CCTV or other security means could be necessary. In particular these facilities should be located where other larger vehicles, such as vans, could not be used to steal the motorcycles.

- 9.3 Robust anchor points must be provided to lock the motor cycles to, but the design of the anchor points must be such that they are able to accommodate a wide range of motorcycle wheel sizes, but without affording easy leverage for bolt croppers or other equipment used for the purposes of theft. Care must also be taken to ensure that locking facilities do not present a trip hazard to pedestrians, disabled persons and particularly people with sight problems.
- 9.4 Covered motorcycle parking would clearly be of benefit to riders, particularly for long term parking, as would the supply of convenient litter bins as riders have little space for carrying surplus articles. It is also important to consider the supply of lockers for storage of riders' protective clothing and helmets.
- 9.5 Motorcycle length and width dimensions are generally reduced when parked, as the front wheel will be turned to a locked position. The effective length and width vary between about 1600mm to 2300mm (length) and 650mm to 900mm (width). A bay size of 2.8m x 1.3m is recommended.
- 9.6 A further consideration is that of disabled riders. It is suggested that provision be made for disabled riders by way of special marked-out bays of increased size. Any rider experiencing reduced mobility and strength will benefit from extra room to position themselves to the side of their bike when manoeuvring or mounting. As the rider population ages, stiffness and reduced range of movement will make this a common issue.
- 9.7 Motorcycle parking bays should not be surfaced with bitumen based material as it can soften in hot weather, causing the stand of the motorcycle to sink and the bike to topple. Concrete surfaces should avoid this problem. Further guidance is available in Manual for Streets.
- 9.8 There is no differentiation between different parking zones with regard to motorcycle parking requirements in new developments. If there is no requirement for the provision for car parking than motorcycle parking spaces will not be required either.

Type of development	Motorcycle Parking Provision
All classes of development	5% of provision for car parking

10 Landscaping

- 10.1 Planting should be used in car parks to relieve the monotony of areas of paving: to define or screen parking bays, and to provide visual features. Landscaping is seen as an integrated part of the design of parking areas and not as an after thought. Grass, ground cover plants, shrubs and trees used in car parks should be pollution resistant varieties, and in the case of trees should not be a type liable to heavy leaf fall, fruit dropping or branch shedding. Particularly to be avoided are most varieties of lime, maiden hair and horse chestnut. Care should be taken that planting does not obscure sight lines at junctions or remove any degree of natural surveillance.
- 10.2 Plant selection should reflect local character and vegetation and draw on

native as well as the more ornamental of exotic species. Ultimate height and spread should be considered in relation to nearby structures. Plant selection must exclude those species of plant that harbour litter.

- 10.3 A useful guide for species choice is available on a web site compiled by the Horticultural Trades Association in consultation with the Landscape Institute at www.plantspec.org.uk.
- 10.4 In some circumstances, hard landscaping may be more appropriate, e.g. concrete blocks, bricks, paving slabs, cobbles. There is a wide variety of surfacing materials available, which can be used for car parks. The choice of which one to use in a specific situation will depend on the intensity of use expected, the desired appearance and the amount of money available for laying and maintenance.
- 10.5 The design and landscaping of car parks should take into account the guidance contained within the assessment guidelines of the Park Mark safer parking initiative of the Association of Chief Police Officers as well as the more general requirements of Planning Policy Wales Technical Advice Note12: Design (TAN12).

11 **Contacts / Sources**

Denbighshire County Council
Development Control &
Compliance Team
Caledfryn
Smithfield Road
Denbigh
LL16 3RJ

Tel.: 01824 706727
Email: planning@denbighshire.gov.uk

Denbighshire County Council
Planning & Public Protection
Policy Team
Caledfryn
Smithfield Road
Denbigh
LL16 3RJ

Tel.: 01824 706916
Email: ldp@denbighshire.gov.uk

CSS Wales - County Surveyors' Society Wales: Wales Parking Standards 2008

Denbighshire Local Development Plan 2006 – 2021, LDP theme: Achieving Sustainable Accessibility, adopted 2013

Denbighshire Unitary Development Plan 1996 – 2011, Supplementary Planning Guidance Note 21: Parking Requirements in New Developments, 2004

Department for Transport: Inclusive Mobility (2005)

Welsh Government, Planning Policy Wales (Edition 5), November 2012

Appendices

DRAFT

Appendix 1 - Definitions

- A1.1 *Operational Parking Space* - Sufficient space to allow the maximum number and size of vehicles likely to serve the development at any one time and to manoeuvre with ease and stand for loading and unloading without inconvenience to vehicles and pedestrians on the public highway or to other users of the site.
- A1.2 *Non-Operational Parking Space* - The space occupied by vehicles not necessarily used for the operation of the premises.
- A1.3 *Residential Parking Space* - Includes space required for residents and space for cars of people visiting the residents.
- A1.4 *GROSS Floor Area* - The standards that are related to floor areas are GROSS floor area, i.e. including external walls, except where the text stipulates otherwise in respect of public houses, restaurants, cafes and places of worship.
- A1.5 *Extension or Development of Existing Buildings* – Any development carried out within the framework of the General Permitted Development Order is not subject to the parking requirements set out in this document. However, any parking displaced must be relocated.
- A1.6 *Public Transport Accessibility* - Public transport provision has the potential to reduce use of the car and where appropriate the level of this provision should be enhanced by planning gain through the planning process at the expense of developers.
- A1.7 *Employment Density* - The standards have been assessed on density norms (retail 19.5 m² per employee; industrial 35 - 45m² employee, office 16.5m² per employee). Variations in density may be treated on their merits.
- A1.8 *Land Use* - for the purpose of applying the parking standards the following table outlines the land uses specified within the Town and Country Planning (Use Classes) Order 1987 and subsequent amendments.
- A1.9 Certain uses within this document do not fall within any specific Use Class and therefore must be dealt with separately (see sui generis) e.g. open air markets. The absence of parking standards for a particular land use does not mean that no parking provision will be required.
- A1.10 Table 1 lists examples of types of developments with regard to the 'Town and Country Planning (Use Classes) Order 1987 (as amended)' classification.

Table A1: Examples of land uses per category in Town and Country Planning (Use Classes) Order 1987 (as amended)

Use Classes in 1987 Order	Land Uses in Parking Guidelines
Class A1: Shops	Shops; Supermarkets and Superstores; Retail Warehousing (Cash and Carry)
Class A2: Financial & Professional Services	Offices (only in cases where premises are provided principally for visiting members of the public)
Class A3: Food & Drink	Restaurants; Public Houses; Cafes; Transport; Licensed Clubs
Class B1: Business	Offices (other than in A2 above) / Light Industry
Class B2: General Industrial	Industry
Class B8: Storage or Distribution	Wholesale Warehousing
Class C1: Hotels & Hostels	Hotels
Class C2: Residential Institutions	Homes for the Elderly, Children, etc; Nursing Homes; Hospitals
Class C3: Dwelling houses	General Purpose Houses & Flats; Sheltered Accommodation
Class D1: Non-Residential Institutions	Health Centres; Surgeries; Churches; Schools; Colleges of Higher & Further Education; Libraries etc.
Class D2: Assembly and Leisure	Leisure Centres; Sports Clubs; Bingo Halls

- A1.11 The Standards have not been defined in terms of the 1987 Use Classes Order as this would lead to wide ranges of recommended provision, e.g. Class B1 business encompasses some office uses and industry. A standard anticipating this inter-changeability would be very wide and therefore, standards are only given for specific land use concerned e.g. office or industrial use.
- A1.12 In view of the inter-changeability of uses it may be necessary to impose restrictions on development within these wider classes in order to reflect car-parking requirements.
- A1.13 In addition, the Council reserves the right to treat all planning applications on their merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development and its impact on the local and regional highway network.
- A1.14 The acceptance of a submitted travel plan by the local authority may require the preparation of a Section 106 Agreement to ensure continual compliance with the contents of the travel plan.

Appendix 2 - Notes relating to parking standards

Notes relating to Residential parking standards

- A2.1 Curtilage parking and garages should be provided as the most secure parking option wherever possible, preferably located alongside the dwelling. Remote garage blocks must be avoided. Garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m. If disabled access is required, these dimensions must be increased to 6m x 3.8m.
- A2.2 For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken. Acceptable evidence of this would be a contractual arrangement with tenants to secure low car ownership levels.
- A2.3 In respect of residential homes for the elderly and nursing homes, sufficient operational space must be provided close to the building to enable ambulance access and egress in a forward gear.
- A2.4 Visitor parking must be designed as an integral part of any development where it is required and must take into account the needs of the disabled.

Notes relating to Offices parking standards

- A2.5 Any office development carried out within the framework of the General Permitted Development Order is not subject to the parking requirements set out in this document. However, any parking displaced must be relocated.
- A2.6 Consideration may be given to a relaxation of the parking requirements in shopping areas for the change of use at ground floor level of premises from Use Class A1 (shops) to Use Class A2 (Financial & Professional Services).

Notes relating to Shops parking standards

- A2.7 Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking. Where existing premises are used for the establishment of a stall type market, the applicant shall identify a location for the provision of visitor parking.
- A2.8 Any development referring to shops and carried out within the framework of the General Permitted Development Order is not subject to the parking requirements set out in this document. However, any parking displaced must be relocated.
- A2.9 The non-operational standard includes employees parking. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the store servicing area in a forward gear.

Notes relating to Retail Warehouses and Garages parking standards

A2.10 The range of trip generation and parking demand at retail warehouses varies to a considerable extent. The parking requirements of the most common types of store can be classified in broad bands. This is reflected by the tabulated requirements.

Highest requirement -	DIY stores
Mid-range requirements -	Electrical/ gas appliance, flat pack furniture stores
Lowest requirements -	Assembled furniture/ carpet stores, household and leisure goods stores

A2.11 Although 'retail parks' may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking.

A2.12 Where existing premises are used for the establishment of a stall type market, the applicant shall identify a location for the provision of visitor parking. The non-operational standard includes employees parking. Relaxation may be given to the parking requirements at fast service centres, e.g. tyres, exhausts. MOT etc. Where car sales premises include external display areas, additional parking space will be required.

A2.13 In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.

A2.14 Convenience stores located at petrol filling stations will attract customers who do not also purchase petrol and will therefore require parking space. The additional requirement for this must be assessed as for a small shop.

Notes relating to Industry / Industrial Warehousing parking standards

A2.15 Vehicles should be able to enter and leave the site in forward gear. Relaxation permitted for operational space when special servicing arrangements are made. Visitor parking is included in non-operational parking.

A2.16 Any industrial warehousing development carried out within the framework of the General Permitted Development Order is not subject to the parking requirements set out in this document. However, any parking displaced must be relocated.

A2.17 Industries of a highly technical nature are companies specialising in technical innovation usually microprocessor based. If the premises are to be used as a distribution depot, adequate space must also be provided to accommodate commercial vehicles that are likely to be parked overnight.

Notes relating to Places of Entertainment parking standards

- A2.18 In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.

Notes relating to Hotels and Restaurants parking standards

- A2.19 Facilities for non-residents should be assessed by applying the appropriate category. An allowance should be applied where facilities are to be shared. The range in the parking requirements between zones allows for the distinction between 'country' public houses and 'suburban' public houses which are likely to have a higher proportion of walk-in trade.
- A2.20 Any hotel or restaurant development carried out within the framework of the General Permitted Development Order is not subject to the parking requirements set out in this document. However, any parking displaced must be relocated.
- A2.21 The non-operational requirement for restaurants and cafes in established shopping areas may be relaxed if it can be shown that they are 'incidental' to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity. However, adequate parking for staff must be provided at the rear. (This does not apply to transport cafes).
- A2.22 In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.

Notes relating to Community Facilities parking standards

- A2.23 This range is intended to reflect different catchment areas of churches and places of worship. One serving a local area would require a lower provision than one serving a wide area.
- A2.24 Consideration must be given to the provision of a coach parking area where appropriate, and to cycle and motorcycle parking. In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area, where provided, in a forward gear.
- A2.25 Practitioner to include doctor, dentist, nurse, health visitors etc.

Notes relating to Educational Establishments parking standards

- A2.26 In addition to the non-operational parking an area must be provided for the picking up and setting down of school children. In the case of Day Nurseries

in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of. This should be assessed when the nursery is at full capacity. Where part-time staff is employed they should be aggregated to their full time equivalents.

A2.27 Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable. With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for pupils, with the exception of passing service buses.

A2.28 The parking area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation/turning area remote from pupil circulation areas would be acceptable.

A2.29 Definitions of schools for the purposes of these standards:

Nursery	- pre school age groups 3 – 5 often in converted residential property
Infants	- formal schools ages 3 to 7
Primary	- schools for children in the range 5 or 7 to 11
Secondary	- age range 11 to 18

Colleges of Higher and Further Education – includes sixth form colleagues

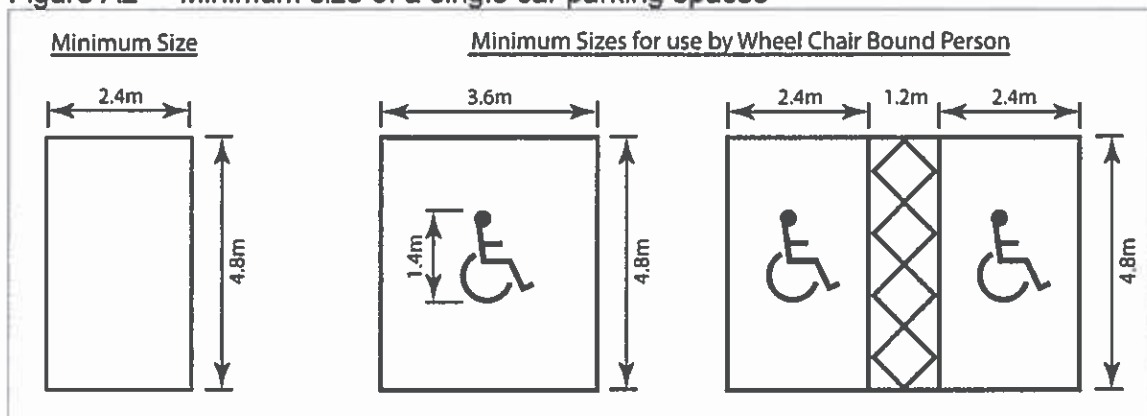
A2.30 Appropriate provision must be provided for parental drop off/pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of pupils walking or cycling to school is not jeopardised.

Appendix 3 - Layout of parking areas

A3.1 Figure 2, below, displays the minimum size for a single car parking space with additional requirements for wheel chair bound people.

A3.2 Disabled Driver's Vehicles – The standard dimensions of car parking spaces are 4.8m x 3.6m. This allows transfer from vehicle to wheelchair. With certain layouts standard bays can be used but additional provision must be made for the disabled to transfer to wheelchairs. Access to the rear must be provided.

Figure A2 Minimum size of a single car parking spaces



A3.3 Figures 3 a/ b illustrate alternative ways of arranging 12 car parking spaces. The first figure (3a) shows layout standards in accordance to the minimum car parking space size of 4.8m x 2.4m, whereas the measures in the second figure (3b) are based on a standard car parking space of 4.8m x 2.6m.

Figure A3a Alternative ways of arranging 12 car parking spaces in accordance to the minimum car parking space size of 4.8m x 2.4m

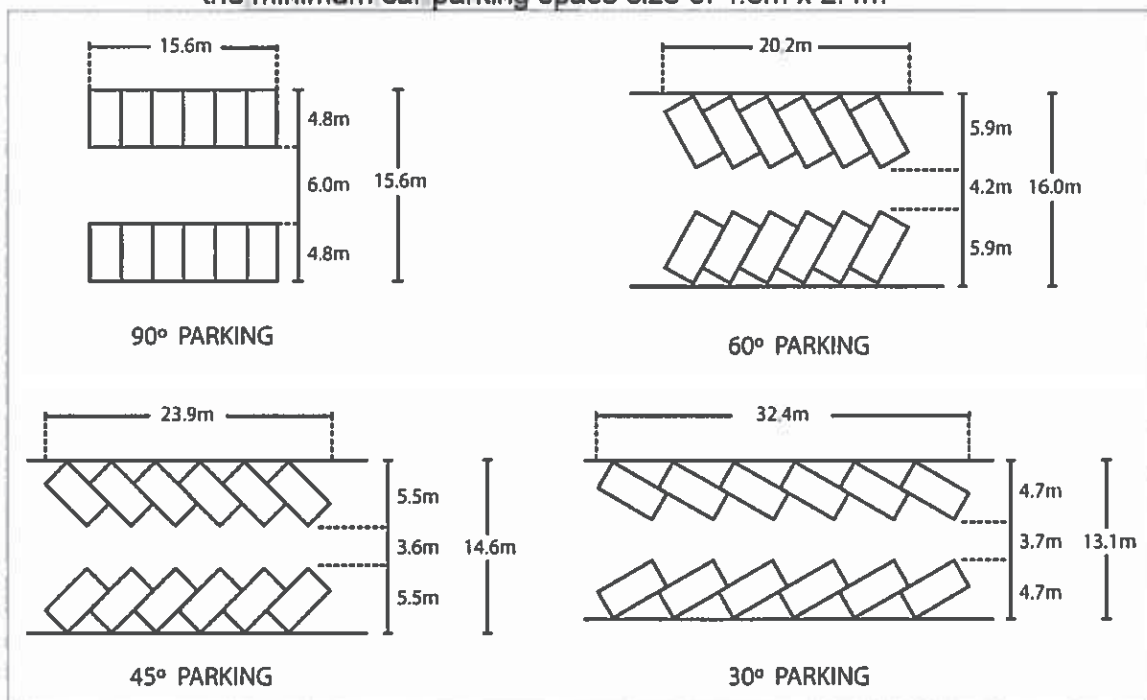
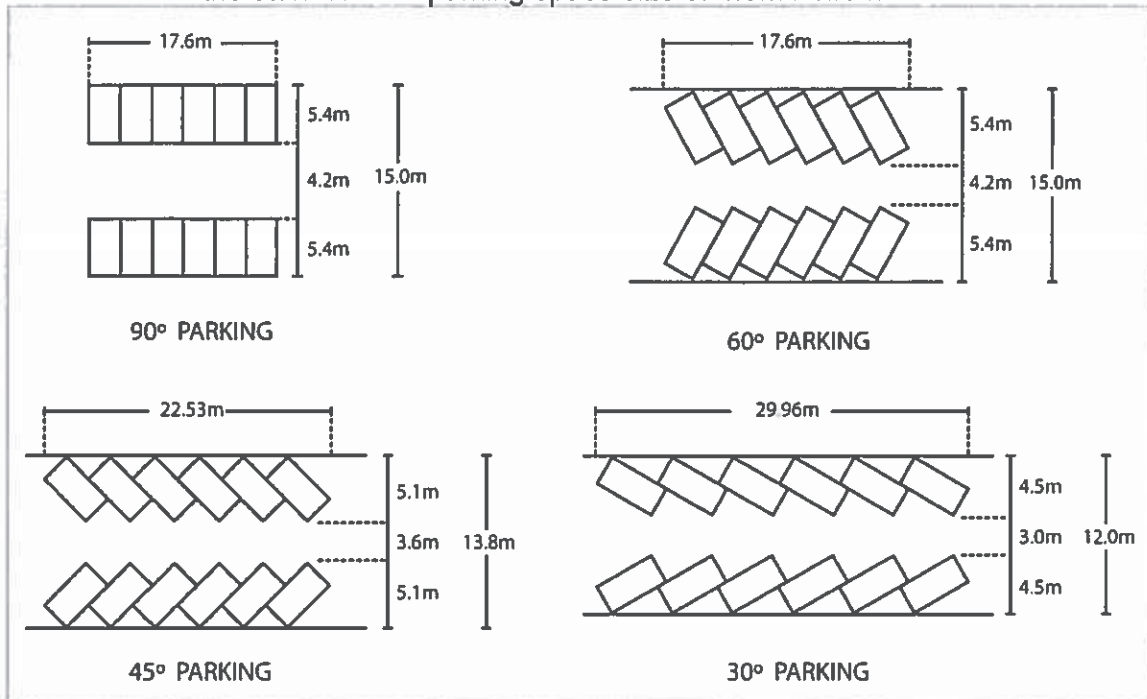
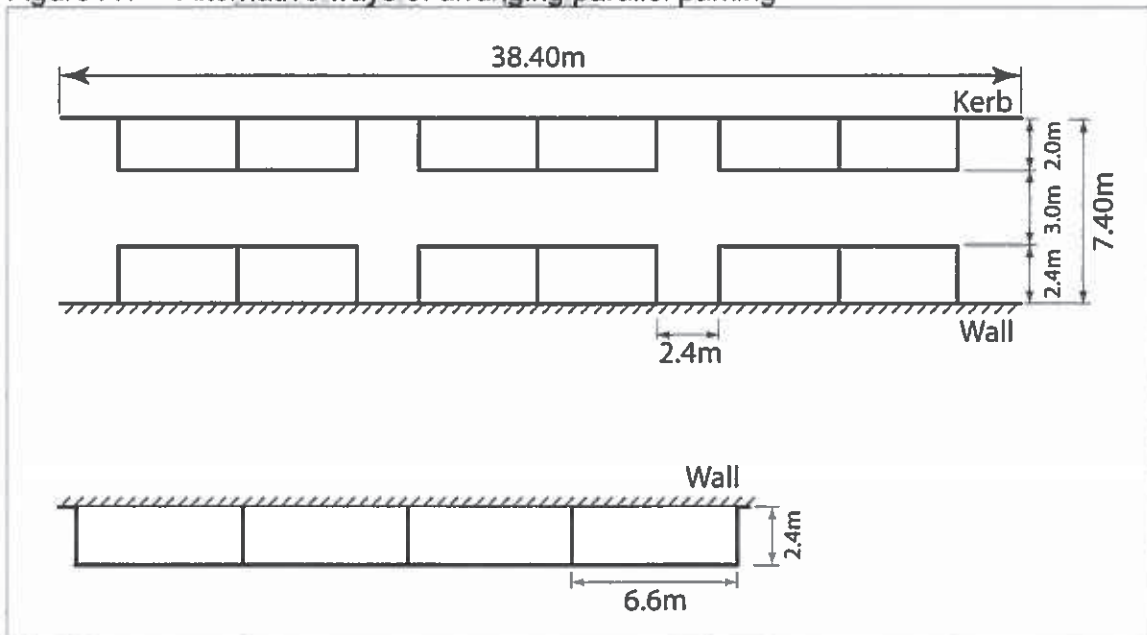


Figure A3b Alternative ways of arranging 12 car parking spaces in accordance to the standard car parking space size of 4.8m x 2.6m



A3.4 Parking arrangements along public roads have to take into consideration the minimum circulation aisle width of 3.0m for single way traffic and 5.0m on road accommodating two-way traffic.

Figure A4 Alternative ways of arranging parallel parking



A3.5 Vehicle Bays - The bay must be of sufficient size and be located so that the vehicle can be manoeuvred within the site, e.g. the 12m rigid lorry requires an absolute minimum of 105m² to allow it to leave a site in forward gear. Further details of good design practice can be found in appropriate Highway

Authority Design Standards or 'Designing for Deliveries', Freight Transport Association 1998.

A3.6

Articulated* (goods) vehicles	16.50m x 2.55m
Articulated low loader vehicles	18.00m x 2.55m
Rigid vehicles	12.00m x 2.55m
Buses and Coaches (two axes)	13.50m x 2.55m
Buses and Coaches (three axes)	15.00m x 2.55m
Buses and Coaches (Articulated)	18.75m x 2.55m
Refrigerated vehicles maximum allowed is 2.65m.	

* - Road Traffic Act 1988: "articulate goods vehicle' means a motor vehicle which is so constructed that a trailer designed to carry goods may by partial superimposition be attached to it in such a manner as to cause a substantial part of the weight of the trailer to be borne by the motor vehicle..."

DRAFT

Appendix 3

MATTERS RAISED BY COUNCILLORS AT THE LDP STEERING GROUP MEETING (NOVEMBER 2013)

Matters raised	Response
Clarification was sought whether parking spaces for disabled people are in addition to the parking spaces listed under 'operational' / 'non-operational' and 'residents' / 'visitors'.	Paragraph 7.4 and 7.5 set out that all parking spaces for disabled parking are calculated as part of the total car park capacity.
Members suggested changing the document layout from presenting parking standards by land use to parking standards by parking zone in order to make the document more reader friendly.	This proposal has been implemented and the document layout has been amended accordingly. (see section 6)
Clarification was sought with regard to the use of the terms 'Lower Growth Town' and 'Bodelwyddan' in parking zone 2.	Initial parking zones 1 and 2 have been merged into parking zone 1, and the term 'Lower Growth Town' (LGW) deleted. Instead of using the term LGW, paragraph 6.11 lists all settlements by name that are subject to parking standards laid out for parking zone 1.
In general, Members raised concerns about parking arrangements / conditions within the town centre of Rhyl	The Council is currently in the process of reviewing its parking and enforcement policy which will consider factors such as the availability and pricing of off-street car parking spaces, on-street parking restrictions and enforcement strategy. Once ratified or adopted, those results and findings may be used to inform the determination of parking requirements for individual developments.

Adroddiad i'r: Pwyllgor Cynllunio

Dyddiad y Cyfarfod: 22 Ionawr 2014

Aelod/Swyddog Arweiniol: Cyngorydd David Smith, Parth Cyhoeddus
Angela Loftus, Rheolwr Cynllunio a Pholisi Gwarchod
y Cyhoedd

Awdur yr Adroddiad: Lara Griffiths, Swyddog Cynllunio

Teitl: Canllaw Cynllunio Atodol Addasu Adeiladau Gwledig
– Drafft Ymgynghori

1. Am beth mae'r adroddiad yn sôn?

- 1.1. Mae'r adroddiad hwn yn cyd-fynd â dogfen ddrafft Canllawiau Cynllunio Atodol (CCA) ar addasu adeiladau gwledig a fydd, o'i mabwysiadu, yn cael ei defnyddio wrth benderfynu ar geisiadau cynllunio.

2. Beth yw'r rheswm dros lunio'r adroddiad hwn?

- 2.1. Ar ôl mabwysiadu Cynllun Datblygu Lleol Sir Ddinbych (CDLI), mae angen CCA wedi'i ddiweddarau ar addasu adeiladau gwledig er mwyn rhoi arweiniad pellach i ddatblygwyr, Swyddogion ac Aelodau. Mae CCA drafft ar gyfer ymgynghoriad cyhoeddus ynghlwm wrth yr adroddiad hwn.

3. Beth yw'r argymhellion?

- 3.1. Bod yr Aelodau'n cytuno ar y CCA drafft ar addasu adeiladau gwledig fel sail ar gyfer ymgynghoriad cyhoeddus.

4. Manylion am yr adroddiad

- 4.1. Ar ôl mabwysiadu'r CDLI ar 4 Mehefin 2013, cytunodd y Cyngor i gario'r gyfres bresennol o CCAau ymlaen, gan gynnwys CCA 16 – Addasu Adeiladau Gwledig. Fodd bynnag, o ystyried y gwahaniaethau sylweddol rhwng y Cynllun Datblygu Unedol (CDU) blaenorol a pholisïau'r CDLI sy'n ymwneud ag addasu adeiladau gwledig, cyflwyno'r angen am dai fforddiadwy, a'r angen am arweiniad pellach, mae angen cynhyrchu CCA wedi'i ddiweddarau ar y pwnc hwn. Pan gaiff ei fabwysiadu, bydd y CCA yn ystyriaeth gynllunio berthnasol wrth asesu ceisiadau cynllunio.
- 4.2. Mae'r CCA yn ategu'r polisïau CDLI ar addasu adeiladau o ddefnydd amaethyddol, masnachol neu gymunedol (yn bennaf polisïau PSE4, PSE 10 a BSC 12) drwy ddarparu rhagor o fanylion am ba ddefnydd all fod yn dderbyniol ar gyfer adeiladau a addaswyd, manylion y profion marchnata gofynnol a chanllawiau dylunio.

4.3. Byddai'r cyfnod ymgynghori cyhoeddus am o leiaf 8 wythnos a disgwylir iddo ddechrau'r wythnos olaf ym mis Ionawr 2014. Ymgynghorir â holl Gynghorau Dinas, Tref a Chymuned ynghyd â phobl sydd wedi'u cofrestru ar gronfa ddata'r CDLI. Bydd copïau caled o ddogfennau ar gael ym mhob llyfrgell a siop un alwad yn ogystal ag ar wefan Sir Ddinbych. Adroddir yn ôl ar ganlyniadau'r ymgynghoriad i'r Pwyllgor Cynllunio gyda CCA terfynol i'w fabwysiadu.

5. Sut mae'r penderfyniad yn cyfrannu at y Blaenoriaethau Corfforaethol?

5.1. *Blaenoriaethau Corfforaethol 2012-17*. Bydd y CCA yn cyfrannu'n gadarnhaol at y flaenoriaeth gorfforaethol ganlynol a gynigir:

- Datblygu'r economi leol - Bydd darparu canllawiau pellach ar ofynion y polisi CDLI yn cyfrannu'n sylweddol tuag at sicrhau a darparu cyfleoedd cyflogaeth wledig ledled y Sir.

6. Beth fydd yn ei gostio a sut y bydd yn effeithio ar wasanaethau eraill?

6.1. Ni rhagwelir y bydd cytuno ar y CCA yn creu unrhyw gost ychwanegol.

7. Beth yw prif gasgliadau'r Asesiad o Effaith ar Gydraddoldeb a gynhaliwyd ar y penderfyniad? Dylid cynnwys yr Asesiad o Effaith ar Gydraddoldeb a gwblhawyd fel atodiad i'r adroddiad.

7.1 Ni ystyrir bod Asesiad o Effaith ar Gydraddoldeb yn angenrheidiol ar gyfer y penderfyniad hwn. Mae'r egwyddor o addasu adeiladau gwledig wedi'i sefydlu trwy fabwysiadu'r CDLI. Mae'r CCA yn rhoi arweiniad pellach ar hyn. Cynhaliwyd Asesiad o Effaith ar Gydraddoldeb Llawn ar y CDLI ym mis Mai 2011.

8. Pa ymgynghoriadau a gynhaliwyd gydag Archwilio ac eraill?

8.1 Ni chynhaliwyd unrhyw ymgynghoriad ffurfiol, ond mae ymgynghoriad mewnol wedi'i gynnal gyda Grŵp Llywio Aelodau'r CDLI, swyddogion yn yr Adran Rheoli Datblygiad, Swyddog Cadwraeth y Sir, Ecolegydd y Sir a Swyddog Cydraddoldeb Corfforaethol a gwnaed newidiadau. Cododd Grŵp Llywio'r Aelodau rai pryderon ynglŷn â'r polisi CDLI sy'n cyfyngu ar addasu ar gyfer defnydd cyflogaeth, masnachol neu gymunedol neu ar fethu â sicrhau defnydd o'r fath ar gyfer tai fforddiadwy i ddiwallu anghenion lleol. Nid yw'r CDLI yn rhoi cyfle i newid y polisi hwn ac yn dilyn ymarfer meincnodi yn erbyn cynghorau eraill yng Ngogledd Cymru, gyda chynlluniau datblygu diweddar wedi eu mabwysiadu mae'n glir bod y polisi hwn yn gyson gyda phob un o'r awdurdodau hyn yng Ngogledd Cymru (Sir y Fflint, Conwy, Gwynedd ac Eryri). Mynegwyd pryder hefyd bod y prawf marchnata 12 mis yn rhy hir, eto cadarnhawyd fod hyn yn gyson gyda'r awdurdodau eraill yng Ngogledd Cymru sydd wedi cyhoeddi canllawiau ar hyn. Awgrymaf fod y prawf 12 mis yn aros yn y drafft ar gyfer yr ymgynghoriad ar y CCA gyda'r cyfle i'w ddiwygio os bydd angen yn dilyn canlyniadau'r ymarfer ymgynghori.

9. **Datganiad y Prif Swyddog Cyllid**

9.1 Dylai unrhyw gostau cysylltiedig â'r canllawiau hyn gael eu cynnwys o fewn y cyllidebau presennol ac felly nid oes unrhyw oblygiadau ariannol amlwg yn yr adroddiad.

10. **Pa risgiau sy'n bodoli ac a oes unrhyw beth y gallwn ei wneud i'w lleihau?**

10.1 Yn absenoldeb canllawiau wedi'u diweddarau, mae yna risg na fydd y Cyngor yn gallu gweithredu'r polisi CDLI yn effeithiol. Byddai hyn yn arwain at fethu sicrhau'r defnydd cyflogaeth, masnachol neu gymunedol ar gyfer adeiladau gwledig neu dai fforddiadwy ychwanegol mewn ardaloedd gwledig. Mae'r CCA presennol ar gyfer addasu adeiladau gwledig yn ymwneud â'r polisi CDU blaenorol, sy'n wahanol iawn i'r polisi CDLI, ac felly ni ellir dibynnu arno i ddarparu arweiniad cynllunio digonol yn y tymor hir. Mae mabwysiadu CCA newydd ar gyfer addasu adeiladau gwledig wedi'i nodi fel blaenoriaeth gan Grŵp Llywio'r Aelodau CDLI.

11. **Pŵer i wneud Penderfyniad**

11.1 Deddf Cynllunio a Phrynu Gorfodol (2004).

Mae tudalen hwn yn fwriadol wag

Draft Supplementary Planning Guidance – Re-use and Adaptation of Rural Buildings

November 2013

1. Introduction

- 1.1 This note is one of a series of Supplementary Planning Guidance notes (SPGs) amplifying the development plan policies in a clear and concise format with the aim of improving the process, design and quality of new development. The notes are intended to offer broad guidance which will assist members of the public, Members of the Council, and officers in discussions prior to the submission of planning applications and assist officers and Members in determining planning applications.
- 1.2 The purpose of SPGs is to:
- Supplement or elaborate on adopted LDP policies
 - Take account of national guidance.

2. Status and stages in preparation

- 2.1 The Council's SPG notes are not part of the adopted development plan. The Welsh Government has confirmed that following public consultation and subsequent Local Planning Authority (LPA) approval, SPG can be treated as a material planning consideration when LPAs, Planning Inspectors and the Welsh Government determine planning applications and appeals. This SPG document was formally approved for consultation by Denbighshire County Council's Planning Committee on XXXX.
- 2.2 These notes have been prepared in accordance with guidance contained in Planning Policy Wales (November 2012); Local Development Plans Wales (December 2005); Technical Advice Note 6 – Planning for Sustainable Rural Communities (July 2010).
- 2.3 This SPG provides further advice and guidance on the Council's commitment to safeguarding rural buildings for uses that contribute positively to the rural economy. It supplements adopted Denbighshire LDP policy PSE 4 ('Re-use and adaptation of rural buildings in open countryside).

3. Background

- 3.1 Denbighshire has a wealth of stone built barns and other traditional rural buildings which make a contribution to the distinctiveness of the local landscape and the current and future economic needs of rural areas. National and local policies support re-use of rural buildings for purposes that contribute to the local economy and the principles of sustainable development.

- 3.2 Changes in farming practices and the decline of rural services have resulted in many older rural buildings becoming economically redundant or ill suited for their original purposes. As a result many owners need to look for new economic uses for their buildings. There is demand to convert rural buildings to residential accommodation, however, national and local planning policy presumes against the conversion of buildings to residential use where such buildings may suitably be reused for business purposes. This SPG confirms the Council's commitment to safeguarding rural buildings for purposes that contribute to the rural economy.

4. Policy Considerations

National Policy

- 4.1 National planning guidance is contained within **Planning Policy Wales (PPW) 2012**, as updated, which stresses the need to balance the protection and enhancement of the countryside with economic, social and recreational needs. PPW supports a positive approach to the conversion of rural buildings for business re-use.
- 4.2 **Technical Advice Note 6 (TAN 6) Planning for Sustainable Rural Communities (July 2010)**, states that the primary consideration when assessing planning applications for the conversion of rural buildings should be whether the nature and extent of use proposed is acceptable in planning terms. It should not normally be necessary to consider whether a building is needed any longer for its present agricultural or other purposes. However, local planning authorities should investigate the history of use where there is reasonable cause to believe that an attempt has been made to abuse the planning system by constructing new rural buildings with the benefit of permitted development rights with the intention of early conversion to another use.
- 4.3 TAN6 <http://wales.gov.uk/docs/desh/policy/100722tan6en.pdf> generally prefers business re-use over residential re-use (paras 3.5 and 3.6 refer):
'(3.5) The conversion of buildings which are currently in industrial or commercial use to dwellings may have an adverse impact on the local economy... (3.6) Whilst residential conversions have a minimal impact on the rural economy, conversions to holiday use can contribute more and may reduce pressure to use other houses in the area for holiday use.'
- 4.4 The TAN also emphasises that conversion proposals must respect landscape and local building styles and materials. Where a proposed re-use of a building may have a significant adverse effect on the visual amenity of a locality the local planning authority if minded to grant planning permission may impose conditions to secure improvement in the external appearance of the building.

Local Policy

- 4.5 The Denbighshire Local Development Plan (2006-2021) adopted 2013 sets the local planning policy context for the County.
- 4.6 Local Development Plan Policy **PSE 4 Reuse and adaptation of rural buildings in open countryside** confirms that consistent with national policy, re-use of rural buildings for economic purposes will be supported. Policy PSE 4 goes on to state that where an employment use has been demonstrated to be unviable that residential conversion to meet local affordable needs may be considered. Evidence indicates that there is a significant need for affordable housing across Denbighshire which will continue for some time. Extending the opportunity for residential conversions in the countryside for affordable housing to meet local needs provides a housing source to help meet this identified need in our rural communities. See PPW 2012 para 9.2.22
- 4.7 **Policy PSE 10 – Local Shops and Services**, states that the loss of local shops and services will be resisted unless it has been demonstrated that a continued commercial use is not viable, including a marketing period and examination of financial records.
- 4.8 **Policy BSC 12 – Community Facilities**, states that change of use from a community facility can be refused unless it has been demonstrated that the potential for continued use as a community facility is un-viable or unsuitable.

5 Buildings that may be suitable for conversion

- 5.1 Some rural buildings play an important role in the landscape of Denbighshire. Proposals to convert such buildings in a sensitive and well-designed manner could have a positive effect on the environment and ensure that these historic/traditional buildings are restored and serve a practical purpose into the future. As a result of their importance, conversion is recommended. Nevertheless converting a building should not lead to a loss of a facility or community service (i.e. public house, village shop etc), unless firm proof is received by the Council proving that the property has been marketed on sale and for rent at a reasonable price for a period of 12 months, which conforms with the principles of policies PSE 4, PSE 10 and BSC12 in the Local Development Plan. Buildings which could be converted for an economic, tourism or affordable housing use following it's unsuccessful marketing for sale and for rent for their current use, include:-
- agricultural buildings
 - chapels/churches
 - mills
 - public houses
 - old schools

- post offices/shops
- vestries

NB This list is not exhaustive

5.2 Buildings that are unlikely to be suitable for conversion

There are some buildings/structures that are not suitable for conversion, such as the ones which are:-

- Fragile in structure
- Ruins, i.e. with substantial sections of the walls missing or that it is in such a ruined state that only the remains of the original building can be seen, see 5.3 below
- Temporary buildings
- In an area at risk of flooding.
- Too small in size see LDP SPG 1 Residential Space Standards
- In such remote and isolated locations which would result in unsustainable development.

5.3 Necessary Structural Elements

With regard to the structure and size of the building, the application will need to comply with the following criteria before it can be granted planning permission:-

- The structure of the walls needs to be visible and strong up to the level of the eaves.
- There must be obvious openings for doors or windows which can be used.
- The appropriate steps have been taken to ensure that the condition of the walls of the building and the roof (where it exists) are safeguarded.
- The present building must be of an adequate floor area, i.e. at least 50m².
- Should the conversion work mean carrying out work to restore the roof, then it should not be necessary to re-build more than 10% of the total wall area. Should it be unnecessary to carry out work to restore the roof, then it would be acceptable for it to be necessary to re-build 20% of the total wall area.

6. The Employment/Marketing Test

- 6.1 Denbighshire County Council is committed to the retention and creation of local employment, rural services and community facilities. The Local Planning Authority, in accordance with policies PSE 4, PSE 10 and BSC12 in the Local Development Plan and national planning guidance, will not allow conversion of such buildings to residential uses for local needs affordable housing, unless sufficient and reasonable attempts have been made to secure a business, commercial or community use for the building depending on previous use.

- 6.2 Sufficient and reasonable attempts at securing a business use for a rural building will require a “marketing exercise”. It is difficult to be prescriptive about the definition of the marketing exercise as each case will be different. However the planning authority will expect a marketing exercise as a minimum to comprise:
- bi-monthly advertisement in a regional newspaper
 - advertising with a commercial property agent;
 - notifying other organisations who may have an interest in promoting the site.
- 6.3 The marketing exercise should last a minimum of 12 months. The planning authority will determine at its own discretion what timescale is “sufficient and reasonable”, following an assessment of the merits of each individual case. The example cited below is an example of the general requirements that the planning authority would expect:
- The rural building must be *actively* advertised for employment uses for a continuous period of at least 12 months starting from the date of the first advert;
 - The rural building should be *actively* marketed through a recognised and independent commercial property agent and should cover the *North Wales, Cheshire and Merseyside* area.
 - The rural building should be advertised for employment uses in an advert in a regional newspaper on a bi-monthly basis during the marketing period;
 - The applicant must, at the start of the marketing period, notify the availability of the land/buildings for employment uses to the following (please contact the planning authority for relevant contact names):
 - (a) Denbighshire County Council's Economic and Business Development unit;
 - (b) Welsh Government, Business Wales; and
 - (c) Any relevant local business associations or interest groups.ie local chambers of trade, tourism associations and local Federation of Small Business groups etc.
 - The Local Planning Authority will require evidence of the extent of the marketing including copies of all adverts (with dates), when and for how long the advert was in the agent's window, websites etc;
 - The relevant contact name at the commercial property agent must also be provided in order for the Local Planning Authority to discuss the extent of their marketing along with details of the marketing particulars. Details of any queries received with regard to the property must be reported back to the planning authority.
 - At the end of the marketing period, the planning authority will require a report setting out the enquiries received, including any firm offers (conditional or unconditional) – with evidence where

necessary - and the commercial property agent's view as to the commercial viability of the site.

6.4 The Local Planning Authority must be satisfied that genuine attempts have been made to both:

- Actively market the property;
- Market the property at a reasonable price for employment, commercial or community uses.

6.5 The Local Planning Authority will require evidence of the marketing exercise to accompany the submission of any planning application for residential conversion.

7. Conversion to residential use for local needs affordable housing

7.1 Residential conversions in the countryside can have a detrimental effect upon the rural character of the landscape and the local economy as well as encouraging unsustainable private car use.

7.2 Re-use of an existing rural building may be acceptable where it has been satisfactorily demonstrated that an economic, commercial or community use is unviable and that it will meet an identified local need for affordable housing. Occupants must have a strong local connection to the Community Council area, in accordance with the Council's Local Connections Policy (see Affordable Housing SPG) and also have a financial need for an affordable dwelling. Applicants will be required to provide evidence in support of the proposed occupant's local connection and financial eligibility. Further guidance on affordable housing can be found in LDP SPG X Affordable Housing.

8. Other Planning Considerations

8.1 In addition to the guidance set out above, there will be further criteria which must be taken into consideration when determining a planning application for conversion. Some of the criteria will relate to residential affordable housing conversions only and others will refer to both residential and employment, commercial or community use conversions. Where conversion to affordable housing to meet local needs is proposed, the scheme should meet the requirements of LDP SPG 1 Residential Space Standards.

8.2 In all instances the objective is to ensure that buildings to be converted are adapted sympathetically having regard to their surroundings. In the case of traditional buildings, the scheme of conversion should ensure that the original character of the building is retained.

8.3 Quality/Condition of Building

Buildings should be of permanent and substantial construction and should not be so derelict that they could only be brought back into use by substantial rebuilding, tantamount to the erection of a new building.

8.4 In order to establish the condition and physical suitability of a building, an independent structural engineer's report will be required. This should clearly demonstrate the structural capability of the building to accommodate the scheme proposed and be submitted with the planning application. This will benefit both the Council and applicant since if a building collapses during alteration the planning permission may not be able to be implemented.

8.5 **Quality of Conversion**

Once the suitability of a building for conversion is established, then the actual details of the scheme need to be assessed. The following considerations are put forward as generally reflecting good practice. There may be individual buildings wherein the guidance may not be appropriate depending on its unique character, design, materials and construction. In such cases advice should be sought from appropriate Council officers.

(a) Extension/alteration

Generally, the building should be capable of conversion without the need for extensions and alterations. The roof line should not be altered or raised and dormers will almost always be inappropriate, unless they are traditional to other buildings in the locality.

(b) Internal sub-division

By the nature of their intended purposes, many buildings are open plan internally. It is inevitable, particularly for residential uses, that internal sub-division is necessary e.g. to separate kitchen, bathroom and living space or to separate office space/storage. Internal sub-division should be kept to a minimum so as to respect the internal features, space or roof structures.

(c) Elevational changes

(i) Windows and Doors:

A difficulty experienced in conversion schemes is to enable sufficient natural light into a building, without the creation of a considerable amount of new openings (fenestration) which would seriously damage its existing character. Wherever possible, existing openings should be retained and new openings should be kept to a minimum. Where new windows and doors are unavoidable, they should be sympathetic in design, proportions and materials. The use of UPVC will generally be unacceptable and all external timber should be painted rather than stained. Additional light may be achieved by the glazing of ventilation slits and sparing use on less visible roof lines of flush fitting conservation roof lights.

(ii) Details:

Existing features such as fixed machinery, arches, lintels ventilation slits etc., should be retained and incorporated into the scheme. Where openings need to be blocked up a sympathetic material should be used

and recessed to emphasise the original opening. The use of timber boarding or glass may be appropriate for large openings with glazing helping to ensure sufficient natural light is available. The introduction of chimney stacks and modern or over-ornate details should be avoided. External rainwater goods should be kept to a minimum and be black finished cast-iron or aluminium.

(iii) External materials:

Existing stone/brickwork should be repointed using traditional lime based mortars and methods, and roof slates/tiles should be repaired and re-used wherever possible. In instances where new materials are necessary, these should match the existing in terms of size, colour, texture etc. Only when the existing building features rendering and/or paint/whitewash will this form of treatment be appropriate.

External Areas

Notwithstanding the quality of the actual conversion scheme, considerable care must be taken with the external surroundings. The creation of a residential curtilage, boundary treatment and the introduction of residential and domestic features and materials can have a damaging effect on the character of the building and its surroundings. Bin stores etc should be sensitively located.

(a) Curtilages

The curtilage of a rural building should generally remain open and uncluttered. Where there is scope for private areas in residential conversions these should be screened with hedging and walls of old brick or stone and should follow existing natural or manmade boundaries such as hedge lines or farmyard boundary walls. The treatment of boundaries should reflect the building's rural character with simple post and rail fences stone / brick walls and timber gates being acceptable. The planning application should include plans clearly defining the extent of the curtilage areas and showing detailed boundary treatments.

In residential conversions, conservatories, pools, sheds, interwoven fences and ornate entrances etc., may detract from the character of the building and its setting. The incorporation of agricultural land into a building's curtilage constitutes a change of use and will require planning permission but will normally be discouraged.

(b) Surfaces

Modern ground surface materials such as tarmac and concrete are sometimes out of keeping with the character of traditional rural buildings, although there are instances when tarmac may be suitable. Wherever possible, existing stone sets, cobbles or other suitable/sympathetic materials should be retained or re-used and supplemented where necessary.

(c) Landscaping

Generally, hard landscaping will be appropriate to courtyards and soft landscaping appropriate elsewhere. Existing landscape features should be retained where possible. Planning applications should be accompanied by a fully detailed landscaping scheme.

(d) Parking

Parking should be in accordance with the Local Planning Authority's guidelines. Careful consideration should be given to the sensitive siting and design of car parking, in both employment and residential schemes.

Wherever possible in a residential conversion scheme, garaged cars should be incorporated within the conversion scheme, especially in buildings with former loading bays and barn doors.

(e) Services

Particular care needs to be given to services which can have a damaging visual effect. LP gas tanks, septic tanks etc. should be sensitively sited and well screened so as to be unobtrusive whilst electricity control boxes, alarm boxes, satellite dishes and flues etc., should be positioned on less prominent elevations.

(f) Storage

Some employment conversion schemes may need space for the storage of goods and materials. As with car parking, careful consideration should be given to the siting and screening of any storage areas, ensuring that there is a minimal impact upon the building and its surroundings by utilising screening through existing or new walls or through landscaping measures.

(g) Access for Disabled People

An inclusive design approach is recommended to incorporate facilities for disabled people in compliance with the Equalities Act 2010. Access should be in accordance with the Local Planning Authority's guidelines, Access Strategy and Approved document Part M of Building Regulations 2010.

8.6 Amenity/Setting of Other Buildings

The relationship of the conversion scheme to other buildings needs to be assessed. Often there will be dwellings nearby and both these and the conversion scheme must take account of privacy and overlooking issues. Agricultural or other operations, either on the site or nearby must not result in inadequate amenity standards.

8.7 Wildlife

Some buildings may contain roosts for bats, owls and other nesting birds which are protected by the Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife & Countryside Act 1981 (as amended). It is illegal to kill, injure or take most wild birds

and to take damage or destroy the nest of any wild bird whilst it is in use or being built. Some species, such as the barn owl, receive further protection under the Act. In such cases, the applicant will need to undertake a pre-determination survey and Natural Resources Wales (NRW) will be consulted on the results of the survey and mitigation required. Local Development Plan policy VOE 5 Conservation of Natural Resources should be considered. Applicants are advised to contact the County Ecologist for advice and refer to any other guidance on nature conservation and planning. It is an offence to kill, injure or disturb any bat and to damage, destroy or obstruct access to any place a bat uses for shelter or protection, even if bats are not present at the time. An offence can be committed even if the actions were unintentional. Steps can be taken in the detailed designs of roofs to provide suitable habitats and access for bats and birds and these will need to be incorporated within any scheme where the presence of these species is evident or likely.

8.8 Listed Buildings and Conversion Areas

Some buildings may be listed as being of special architectural or historic interest or may fall within the curtilage of a listed building. Others may fall within conservation areas. In both cases conversions will require very careful consideration to ensure that the character, appearance and features of the buildings are retained. Where developments are being proposed under policy VOE 4 Enabling development the special circumstances which warrant consideration under this policy may override the requirements of Policies BSC 12, PSE 4 and PSE 10 and this SPG guidance. A separate application for listed building consent will be required where works are proposed to a listed building or building within the curtilage of a listed building.

8.9 Removal of Permitted Development Rights

In granting planning permission for residential conversions permitted development rights will be removed by the imposition of a planning condition. All subsequent alterations i.e. garages, extensions, outbuildings, sheds, alterations to the roof etc., which would normally be permitted development, will require specific planning permission. This is to avoid the loss of the building's character through a series of small changes which cumulatively have an adverse effect.

9. Contacts

Planning & Public Protection Policy Team

Tel: 01824 706916

Email: ldp@denbighshire.gov.uk

Development Control & Compliance Team

Tel: 01824 706727

Email: planning@denbighshire.gov.uk

Conversion of Rural Buildings
Supplementary Planning Guidance
consultation draft
22/01/2014

Equality Impact Assessment

Conversion of Rural Buildings Supplementary Planning Guidance - consultation draft

Contact: Angela Loftus

Updated: 22.01.14

1. What type of proposal / decision is being assessed?

A new or revised policy

2. What is the purpose of this proposal / decision, and what change (to staff or the community) will occur as a result of its implementation?

The proposal is to carry out a public consultation on a new Supplementary Planning Guidance (SPG) on conversion of rural buildings.

3. Does this proposal / decision require an equality impact assessment? If no, please explain why.

*Please note: if the proposal will have an impact on people (staff or the community) then an equality impact assessment **must** be undertaken*

No	The proposal is to to carry out public consultation on new planning guidance relating to conversion of rural buildings. The content of the SPG does not set policy but merely provides additional explanation and information for Members, Officers and developers in applying the policy. The LDP, including the requirement to consider the conversion of rural buildings. underwent a full EqlA in 2009.
----	---

4. Please provide a summary of the steps taken, and the information used, to carry out this assessment, including any engagement undertaken

(Please refer to section 1 in the toolkit for guidance)

The Denbighshire Local Development Plan (LDP) is the overarching policy document under which all SPG sit and this underwent an EqlA in 2009.

5. Will this proposal / decision have a positive impact on any of the protected characteristics (age; disability; gender-reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation)?
(Please refer to section 1 in the toolkit for a description of the protected characteristics)

No

6. Will this proposal / decision have a disproportionate negative impact on any of the protected characteristics (age; disability; gender-reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation)?

No

7. Has the proposal / decision been amended to eliminate or reduce any potential disproportionate negative impact? If no, please explain why.

No Not required

8. Have you identified any further actions to address and / or monitor any potential negative impact(s)?

No Not required

Action(s)	Owner	By when?

9. Declaration

Every reasonable effort has been made to eliminate or reduce any potential disproportionate impact on people sharing protected characteristics. The actual impact of the proposal / decision will be reviewed at the appropriate stage.

Review Date: 03 2014

Name of Lead Officer for Equality Impact Assessment	Date
Angela Loftus	22.01.14

Please note you will be required to publish the outcome of the equality impact assessment if you identify a substantial likely impact.

Adroddiad i'r:	Pwyllgor Cynllunio
Dyddiad y Cyfarfod:	22 Ionawr 2014
Aelod/Swyddog Arweiniol:	Angela Loftus (Rheolwr Polisi Cynllunio a Diogelu'r Cyhoedd)
Awdur yr Adroddiad:	Bryn Bowker (Swyddog Polisi Cynllunio a Diogelu'r Cyhoedd)

Teitl: Drafft o'r Bil Cynllunio (Cymru) ac ymgynghoriad Cynllunio Cadarnhaol.

1. Am beth mae'r adroddiad yn sôn?

- 1.1. I wneud Aelodau yn ymwybodol o ymgynghoriad Llywodraeth Cymru ar Drafft o'r Bil Cynllunio a'r ddogfen atodol 'Cynllunio Cadarnhaol'. Mae'r ymgynghoriad yn dod i ben ar 26 Chwefror 2014. Gwelir y dogfennau trwy wefan Llywodraeth Cymru neu gellir gwneud cais am gopiâu

2. Beth yw'r rheswm dros lunio'r adroddiad hwn?

- 2.1. I amlinellu'r hyn y bydd y swyddogion yn ei ystyried fel prif oblygiadau'r newidiadau sy'n cael eu cynnig i'r system cynllunio gan Lywodraeth Cymru.

3. Beth yw'r Argymhellion?

- 3.2. Bod Aelodau yn cydnabod cynnwys yr adroddiad ac yn amlinellu unrhyw sylwadau yr hoffent ei gynnwys yn ymateb y Cyngor i'r Drafft o'r Bil Cynllunio a'r ymgynghoriad ar 'Gynllunio Cadarnhaol'.

4. Manylion yr adroddiad.

- 4.1. Y Drafft o'r Bil Cynllunio a'r ddogfen ymgynghori ar 'Gynllunio Cadarnhaol' oedd y cyntaf i Lywodraeth Cymru eu cyhoeddi ar 4 Rhagfyr yn dilyn nifer o adolygiadau annibynnol ar y system gynllunio. Yn fras, mae'r papur ymgynghori yn ceisio moderneiddio'r system gynllunio ac adnabod yr angen am newid diwylliannol, sy'n cynnwys newid yn yr agwedd at ddatblygu rheoleiddio er mwyn annog a chefnogi datblygiadau priodol sy'n cefnogi amcanion cenedlaethol, lleol a chymunedol.
- 4.2. Mae'r cynigion wedi eu rhannu i grwpiau sy'n ymdrin â phedwar thema: cefnogi newid diwylliannol, stiwardiaeth weithredol, gwella cydweithrediad, a gwella trosglwyddiad lleol. Er mwyn ei gwneud hi'n haws cyfeirio, mae'r newidiadau allweddol a gynigir ar gyfer y system cynllunio wedi eu hamlinellu o dan bob thema berthnasol:

4.3. **Cefnogi newid diwylliannol** trwy:

- Sefydlu Gwasanaeth Gwella a Chynghori ar Gynllunio yn genedlaethol a fyddai'n adnabod ac yn lledaenu arfer da; yn helpu i rannu arbenigedd ac adnoddau ar draws yr awdurdodau cynllunio; adnabod, hyrwyddo a thargedu'r gofynion hyfforddi ar gyfer swyddogion ac aelodau; darparu cyngor a mentora arbenigol, a hyrwyddo, lledaenu ac addysgu ynglŷn â mentrau cynllunio Llywodraeth Cymru.
- sicrhau fod y sgiliau, gwybodaeth ac ymddygiad a ystyrir yn hanfodol yn eu lle fel bod y broses gynllunio yn weithgaredd positif sy'n cynnig cyfleoedd.

4.4. O dan y thema **stiwardiaeth weithredol** disgwylir:

- Cyhoeddi Fframwaith Datblygu Cenedlaethol a fydd yn cymryd lle Cynllun Gofodol Cymru. Byddai'r Fframwaith Datblygu Cenedlaethol yn adnabod ardaloedd allweddol ar draws Cymru a fyddai'n croesawu'r newid a buddsoddiad mewn isadeiledd, ac yn gosod y fframwaith ar gyfer Cynlluniau Datblygu Strategol (wedi'i egluro ymhellach isod) a Chynlluniau Datblygu Lleol er mwyn manteisio ar y ffrydiau ariannu, a gosod y cyd-destun i Weinidogion Cymru i wneud penderfyniadau ar Ddatblygiadau sy'n Arwyddocaol yn Genedlaethol (wedi eu hegluro ymhellach isod).
- Sefydlu categori newydd o ddatblygiadau ar gyfer yr isadeiledd mwyaf ar gyfer ceisiadau cynllunio (datblygiadau o arwyddocâd cenedlaethol) gyda'r mathau hynny o geisiadau a bennir gan Weinidogion Cymru neu unrhyw berson (au) a benodir ganddynt. Bydd Llywodraeth Cymru hefyd yn arwain ar y broses o gyngor gorfodol cyn gwneud cais ar gyfer datblygiadau o bwys cenedlaethol, a byddai'n ddyletswydd ar awdurdodau cynllunio lleol yn ôl y gofyn i roi ymateb cyn y bydd datblygwyr yn gwneud cais. Pan gyflwynir cais cynllunio ffurfiol, bydd yn rhaid i'r awdurdod cynllunio lleol lunio Adroddiad Effaith Lleol i Weinidogion Cymru.
- Newidiadau i'r broses apelio cais cynllunio lle disgwylir i'r rheini sy'n apelio i gyflwyno eu datganiad achos yn llawn pan wneir apêl; cyflwyno drafft o Ddatganiad ar Dir Cyffredin ar gyfer apelïadau trwy wrandawriad neu ymholiad; tynnu'r hawl i apelio o flaen Arolygwr; rhoi'r pŵer i Arolygwyr benderfynu ynglŷn â sut i ymdrin â'r apêl, a'r gallu i ddyfarnu costau ar gyfer apelïadau a wnaed trwy gynrychiolaeth ysgrifenedig.

4.5. O dan y thema **gwella cydweithrediad** disgwylir:

- I'r fframwaith cyfreithiol gael ei ddiweddarau fel bod Gweinidogion Cymru yn gallu sefydlu byrddau cynllunio ar y cyd a fyddai'n ymgorffori awdurdodau cynllunio lleol ar gyfer un ardal neu fwy. Mae'r dogfennau ymgynghori yn nodi fod y bwrdd cynllunio ar y cyd yn perfformio dyletswyddau ACLI fel paratoi CDLI a chasglu Ardreth Seilwaith Cymunedol.
- Sefydlu system o Gynlluniau Datblygu Strategol ar gyfer tair ardal yng Nghymru sef: Caerdydd, Abertawe a Choridor yr A55. Mae'r tair ardal wedi eu hadnabod fel ardaloedd sy'n golygu mwy nac arwyddocâd lleol. Ar gyfer yr ardaloedd hyn bydd y Cynllun Datblygu Strategol yn ymdrin â materion strategol fel tai, cyflogaeth, cludiant, darpariaeth sipsiwn a theithwyr, a mwynau a gwastraff. Mae'r ddogfen ymgynghori yn egluro pan na fydd ardal

yn cael ei gynrychioli gan y Cynllun Datblygu Strategol, y bydd angen CDLI llawer llai o ran cynnwys (wedi'i gynhyrchu mewn cydweithrediad â'r Cynllun Datblygu Strategol, Fframwaith Datblygu Cenedlaethol a'r Polisi Cynllunio Cymru perthnasol).

4.6. I **wella trosglwyddiad lleol** disgwylir:

- Diffinio'r hyn sy'n creu gwasanaeth cynllunio lleol da, a sefydlu'r angen i awdurdodau cynllunio lleol i gynhyrchu Adroddiad Blynyddol o Berfformiad a fyddai'n asesu trosglwyddiad gwasanaeth yn ôl nifer ac o ran ansawdd yn erbyn fframwaith berfformio cyffredinol.
- Crynhoi'r system Cynllun Datblygu Lleol a hyrwyddo cydweithrediad rhwng awdurdodau cynllunio lleol a chynghorau tref a chymuned i lunio Cynlluniau Lleoliadau a fyddai'n sicrhau fod y datblygiadau yn adlewyrchu arbenigrwydd yr ardal a hefyd yn adnabod blaenoriaethau ar gyfer buddsoddiad cymunedol ar gyfer yr Ardoll Buddsoddiad Cymunedol. Byddai'r Cynlluniau Lleoliadau hyn yn cael eu mabwysiadu fel y Canllawiau Cynllunio Atodol.
- Dechrau dwys ar gyfer y broses cais cynllunio trwy gyflwyno dyletswydd gyfreithiol ar awdurdodau cynllunio lleol i ddarparu gwasanaeth cyn gwneud cais yn ôl y galw. Cynigir dau opsiwn ar gyfer codi ffi yn y papur sy'n cynnwys codi un ai ffi yn y fan ar lle ar y datblygwr ar gyfer cyngor cyn gwneud cais, neu dim ond codi ffi ar gyfer gwasanaeth cyn i'r datblygwr wneud cais os fydd y cais cychwynnol yn arwain at gais cynllunio.
- Mae'r Bil Diwygio hefyd eisiau gwneud newidiadau i bwyllogorau cynllunio ar draws Cymru trwy lunio cynllun dirprwy cenedlaethol ac amlinellir gweithdrefn briodol ar gyfer pwyllgor sy'n cynnwys lleiafswm ac uchafswm o aelodau pwyllgor (rhaid cael o leiaf 11 aelod a dim mwy na 21).
- Newidiadau eraill a gynigir o dan y thema *trosglwyddiad lleol* yn cynnwys; adolygiad o'r ffioedd cais, cael gwared ar y gofyniad i gyflwyno dyluniad a chael mynediad i ddatganiad â chais cynllunio; cyflwyno rhybuddion gorfodi stop dros dro ar gyfer y broses gorfodi cynllunio; gwneud rhybuddion penderfyniadau 'dogfennau byw' gyda'r cyfrifoldeb ar y datblygwr i hysbysu'r awdurdod pan gychwynnir ar y gwaith datblygu; gwahardd ceisiadau i gofrestru tir fel tir gwyrdd mewn tref a phentref pan fydd y tir hynny wedi dod i mewn i'r system gynllunio; cael gwared ar y ddadl p'un ai fod y defnydd yn dderbyniol mewn egwyddor ar gyfer safleoedd wedi eu dyrannu o fewn y CDLI yn ystod y cyfnod cais cynllunio (un ai trwy gyflwyno math newydd o ganiatâd cynllunio, neu trwy sicrhau fod cynigion o'r fath yn cael eu penderfynu o dan bwerau dirprwyedig); cyflwyno dyletswydd statudol ar ymgynghori i roi ymateb sylweddol ac amserol i geisiadau ymgynghori, a rhoi'r dewis i ymgeiswyr gyflwyno ceisiadau cynllunio'n uniongyrchol i Weinidogion Cymru pan fydd perfformiad yr awdurdod cynllunio lleol yn parhau i fod yn wael o'i gymharu â nifer o ddangosyddion gwahanol.

5. Sut mae'r penderfyniad yn cyfrannu at y Blaenoriaethau Corfforaethol?

- 5.1. Ar gyfer y cyfnod hwn dim ond ar gyfer diben ymgynghoriad y lluniwyd y dogfennau gan Lywodraeth Cymru, er hynny gall y newidiadau y mae Llywodraeth Cymru yn ei gynnig ar gyfer y system cynllunio yng Nghymru, os caent eu gweithredu, gyfrannu at y Blaenoriaethau Corfforaethol canlynol:
- *Datblygu'r Economi Leol* trwy wneud yn siŵr fod y cais cynllunio yn cael ei drin mewn modd amserol ac effeithiol, ac annog twf economaidd trwy ddyrannu Ardaloedd Datblygu Strategol ar draws y wlad.
 - *Strydoedd glân a thaclus* trwy wella'r broses gorfodi cynllunio.
 - *Moderneiddio'r cyngor i fod yn effeithiol ac i wella gwasanaethau i'n cwsmeriaid* trwy benderfynu ar gais cynllunio mwy effeithiol ac amserol, a thrwy symleiddio'r broses o apelio cais cynllunio a'r broses CDLI.

6. Beth fydd yn ei gostio a sut bydd yn effeithio ar wasanaethau eraill?

- 6.1. Mae'r ddogfen ymgynghori 'Cynllunio Cadarnhaol' (Pennod 7, tudalen 91) yn amlinellu'r buddion ariannol posib i Lywodraeth Cymru, i awdurdodau cynllunio lleol ac i ddatblygwyr. Trefnir gweithdy yn fewnol ar gyfer swyddogion i sicrhau fod yr holl wasanaethau a effeithiwyd yn gallu dylanwadu ar ymateb y Cyngor i'r ymgynghoriad.

7. Beth yw prif gasgliadau'r Asesiad o Effaith ar Gydraddoldeb a gwblhawyd ar gyfer y penderfyniad? Dylid atodi Asesiad o Effaith ar Gydraddoldeb wedi ei gwblhau fel atodiad i'r adroddiad hwn.

- 7.1. Mae'r adroddiad yn cyfeirio at ddogfennau ymgynghori a luniwyd gan Lywodraeth Cymru, ac felly nid oes angen AEG.

8. Pa ymgynghori a gwblhawyd gydag Archwilio ac eraill?

- 8.1. Trefnir gweithdy mewnol ar gyfer swyddogion i sicrhau fod yr holl wasanaethau a effeithiwyd yn gallu dylanwadu ar ymateb y Cyngor i'r ymgynghoriad.

9. Datganiad Prif Swyddog Cyllid

- 9.1. Ni fyddai unrhyw gost mewn cyflwyno ymateb i'r ymgynghoriad ar ran y Cyngor. Yn yr hirdymor, o bosib bydd goblygiadau ariannol i'r Cyngor pe bai'r newidiadau arfaethedig yn cael eu gweithredu gan Lywodraeth Cymru i'r System Gynllunio. Fel y nodwyd yn yr adroddiad yn gynharach, mae'r ddogfen ymgynghori Cynllunio Cadarnhaol yn amlinellu'r prif oblygiadau ariannol ar gyfer awdurdodau cynllunio lleol.

10. Pa risgiau sy'n bodoli ac a oes unrhyw beth y gallwn ei wneud i'w lleihau?

- 10.1. Trwy beidio ag ymateb mae yna risg y byddai'r Cyngor yn colli'r cyfle i ddylanwadu ar y newidiadau wedi eu cynnig gan Lywodraeth Cymru.

11. Pŵer i wneud y Penderfyniad

Amherthnasol

EITEM WYBODAETH

ADRODDIAD GAN BENNAETH Y GWASANAETHAU CYNLLUNIO, ADFYWIO A RHEOLEIDDO

PROSIECT SEILWAITH MAWR CYSYLLTIADAU FFERMYDD GWYNT GOGLEDD CYMRU

ADRODDIAD DIWEDDARU

1. PWRPAS YR ADRODDIAD

1.1 Bydd yr Aelodau'n cofio'r adroddiadau blaenorol a oedd yn canolbwyntio ar brosiectau seilwaith mawr yn Sir Ddinbych.

1.2 Nod yr adroddiad hwn yw rhoi diweddariad i'r Aelodau ar statws presennol Prosiect Cysylltiadau Ffermydd Gwynt Gogledd Cymru, a cheisio ateb ynglŷn ag i ba raddau y dylai'r Cyngor gyfranogi yn y broses gynllunio ar gyfer y prosiect hwn.

2. CEFNDIR

2.1 Mae prosiectau seilwaith mawr yn ddatblygiadau graddfa fawr sy'n gofyn am fath o ganiatâd a elwir yn 'ganiatâd datblygu' dan y trefnau a reolir gan Ddeddf Cynllunio 2008. Mae hyn yn cynnwys ffermydd gwynt ar y tir sydd â chapasiti cynhyrchu dros 50 megawatt (MW) a llinellau pŵer trydan uwchben foltedd uchel newydd ar 132,000 folt (132kV) neu fwy.

2.2 Caiff ceisiadau am ganiatâd datblygu eu cyflwyno i'r Arolygiaeth Gynllunio, ac mae hithau'n penodi Awdurdod Archwilio (naill ai Arolygydd unigol neu banel o Arolygwyr) i bwysu a mesur y cais. Bydd yr Awdurdod Archwilio yn gwneud argymhelliad i'r Ysgrifennydd Gwladol, a bydd ef yn penderfynu rhoi'r caniatâd datblygu neu beidio.

2.3 Mae'r awdurdod lleol yn un o'r ymgynghoreion statudol ar brosiectau seilwaith mawr ac mae ganddo ran bwysig i'w chwarae os yw'n dewis bod yn rhan o'r broses gynllunio; mae'r Cyngor, yn y Pwyllgor Archwilio Cymunedau (Gorffennaf 2012), yn flaenorol wedi ymrwmo i chwarae rhan lawn yn y broses gynllunio ar gyfer prosiectau seilwaith mawr a gynhelir yn y Sir neu sy'n effeithio'n uniongyrchol arni.

2.4 Nid yw'r Cyngor yn cael ffi gynllunio am fod yn rhan o'r broses gynllunio ar gyfer prosiectau seilwaith mawr; er hynny, bydd gofyn am adnoddau ac amser sylweddol gan y swyddogion, gan gynnwys caffael ymgynghorwyr allanol, er mwyn ymateb yn llawn i'r ymgynghoriad cyn ymgeisio a chyfranogi yn y broses Archwilio.

2.5 Mae'r Cyngor wedi ymrwmo i gytundebau cyfreithiol (e.e. Cytundebau Perfformiad Cynllunio) i dalu'r gost sy'n gysylltiedig â phrosiectau seilwaith mawr eraill yn y Sir a defnyddiwyd cyllid gan Lywodraeth Cymru hefyd mewn cysylltiad â datblygiadau ffermydd gwynt yn yr Ardal Chwilio Strategol.

3. PROSIECT CYSYLLTIADAU FFERMYDD GWYNT GOGLEDD CYMRU

3.1 Cysylltiad llinellau uwchben 132kV newydd sydd dan sylw ym Mhrosiect Cysylltiadau Ffermydd Gwynt Gogledd Cymru; mae'r llinell yn ofynnol i gysylltu'r datblygiadau ffermydd gwynt newydd yn Ardal Chwilio Strategol (AChS) Coedwig Clocaenog gyda'r rhwydwaith trydan. Scottish Power Manweb (SPM), sy'n berchen ar y drwydded dosbarthu trydan ar gyfer Glannau Mersi, Swydd Gaer a Gogledd a Chanolbarth Cymru, yw'r ymgeisydd.

3.2 Mae'r prosiect yn effeithio ar Sir Ddinbych a Chonwy fel ei gilydd.

3.3 Bydd y llinell uwchben arfaethedig yn dechrau mewn is-orsaf gasglu newydd yng Nghoedwig Clocaenog (lle caiff y pŵer a gynhyrchir gan y ffermydd gwynt newydd ei gasglu) a bydd yn mynd yn ei

blaen i bolyn terfynol ger Sinan (i'r de o Ffordd Glascoed, yng Nghefn Meiriadog). O'r polyn terfynol, bydd y cysylltiad wedyn yn mynd yn ei flaen dan ddaear i gysylltu â'r rhwydwaith trosglwyddo cenedlaethol yn yr is-orsaf bresennol yn Llanelwy. Y llinellau uwchben 132kV yn unig fydd yn ffurfio rhan o'r cais arfaethedig am orchymyn caniatâd datblygu a bydd ymgynghoriad cyhoeddus yn cael ei gynnal arno.

3.4 Mae'r deunyddiau ymgynghori cynnar wedi dangos mai ar ffurf polion pren dwbl fydd y llinell uwchben yn bennaf, gyda rhai tyrau dur yn ofynnol. Gweler Atodiad 1 am ragor o wybodaeth.

3.5 Ar hyn o bryd, yn y cam cyn ymgeisio y mae'r cais. Mae drafft ymgynghori o'r Datganiad o Ymgynghori Cymunedol (DoYC) wedi'i gyflwyno i Gyngor Sir Ddinbych ac i Gyngor Bwrdeistref Sirol Conwy ac mae gan y Cynghorau hyd at ddydd Gwener 7^{fed} Chwefror i gyflwyno sylwadau. Mae gan y swyddogion bwerau dirprwyedig i roi sylwadau ar y DoYC drafft, er hynny, mae copi o'r ddogfen ddrafft wedi'i chylchredeg i'r Cynghorwyr Ward perthnasol i gael sylwadau arni a rhoddwyd copi caled yn ystafell yr Aelodau.

3.6 Mae SPM eisoes wedi cynnal ymgynghoriad cyhoeddus cyn ymgeisio anstatudol mewn dau gam; canolbwyntiai Cam 1 ar y tri opsiwn o safbwynt coridorau llwybr ar gyfer y llinell bŵer uwchben a chanolbwyntiai Cam 2 ar y coridor llwybr a ffafir ar gyfer y llinell bŵer uwchben.

3.7 Mae'r DoYC drafft yn ymwneud yn benodol â Cham 3 o'r ymgynghoriad cyn ymgeisio, sy'n cyfrif fel yr ymgynghoriad cyhoeddus cyn ymgeisio statudol yn unol ag Adran 42 ac Adran 47 o'r Ddeddf Cynllunio 2008. Bydd yr ymgynghoriad cyn ymgeisio statudol yn rhedeg o 3 Mawrth 2014 tan 13 Ebrill 2014. (Sylwer, fel rhan o ymateb ymgynghoriad y Cyngor i'r DoYC drafft, y bydd y Cyngor yn gofyn i'r amserlenni gael eu newid / ymestyn i gyd-fynd â'n cylch Pwyllgorau oherwydd y bydd angen i ymateb ffurfiol y Cyngor i'r ymgynghoriad cyhoeddus cyn ymgeisio statudol gael ei adrodd wrth y Pwyllgor Cynllunio a chael ei gymeradwyo ganddo.)

3.8 Nid yw'r DoYC drafft yn nodi pryd y mae SPM yn bwriadu cyflwyno'r cais am ganiatâd datblygu i'r Arolygiaeth Gynllunio; er hynny, mae'r Swyddogion yn ystyried y bydd SPM yn awyddus i fwrw'r cais ymlaen er mwyn bodloni'r cytundebau cysylltiadau grid y maent wedi'u sefydlu gyda datblygwyr ffermydd gwynt yr AChS.

4. GOBLYGIADAU O RAN ADNODDAU

4.1 Mae'n bosibl y bydd angen neilltuo llawer iawn o amser ac adnoddau swyddogion i'r prosiect yn ystod yr ymgynghoriad cyn ymgeisio ac yn ystod y cam Archwilio er mwyn asesu'r effeithiau'n lleol.

4.2 Mae effaith weledol y cynnig a'i effaith ar y tirlun yn debygol o fod yn un o'r ystyriaethau cynllunio allweddol; mae'n bosibl felly y bydd angen i'r Cyngor gaffael gwasanaethau ymgynghoriaeth tirlun allanol i helpu i asesu effeithiau'r cynnig yn lleol.

4.3 Nid yw'r Cyngor wedi ymrwmo i gytundeb cyfreithiol gyda'r datblygwyr o safbwynt y prosiect hwn ac mae'n bosibl na fydd prosiectau llinellau pŵer uwchben yn gymwys am gyllid gan Lywodraeth Cymru. Mae'n bosibl felly na fydd y Cyngor y gallu adennill y costau yr aiff iddynt i ymateb i'r prosiect hwn.

4.4 Mae'r prosiect yn effeithio ar Sir Ddinbych a Chonwy, felly mae'n bosibl y ceir cyfle i weithio mewn cydweithrediad â Chyngor Bwrdeistref Sirol Conwy a rhannu adnoddau swyddogion.

4.5 Er gwaethaf y penderfyniad yn y Pwyllgor Archwilio Cymunedau ym mis Gorffennaf 2012 i chwarae rhan lawn yn y broses gynllunio ar gyfer prosiectau seilwaith mawr, gofynnir am arweiniad gan yr Aelodau ynglŷn â pha lefel o adnoddau y dylai'r Cyngor ei rhoi i ymateb i'r ymgynghoriad cyn ymgeisio statudol a gynhelir maes o law.

5. ARGYMHELLION

5.1 Gofynnir i'r Aelodau sylwi ar y dyddiadau allweddol a nodir yn Adran 3 o'r adroddiad hwn.

5.2 Ceisir penderfyniad ar ba lefel o adnoddau y dylai'r Cyngor ei rhoi i ymateb i'r prosiect hwn.

GRAHAM H. BOASE PENNAETH Y GWASANAETHAU CYNLLUNIO, ADFYWIO A RHEOLEIDDIO

NORTH WALES WIND FARMS CONNECTION PROJECT



How will the connection be made?



Double Wood Poles

- Double wood poles average 15m in height and are spaced on average 100m apart.
- The poles carry three cables with an additional earth wire. The conductors are supported on a steel structure which sits on top of the double wood poles.
- This method of connection offers the greatest potential for sensitive routeing, in hilly, small scale landscapes.



Steel Towers – L4

- L4 towers average 26m in height and are spaced on average 180m apart. The tower is slender in profile with a narrow base (4m x 4m). The towers can either be single circuit, carrying a 132kV line on one side, or double circuit, carrying two 132kV lines, one on either side.
- Steel towers offer less scope for sensitive routeing and are more suited to expansive, relatively flat landscapes. Their longer spans make them useful for crossing steep sided valleys which would be too steep for wood poles.



Underground Cables

- The trench for an underground cable is approximately 1.5m wide. In agricultural land the overall working width would be approximately 15-20m. Cables can be laid in ducts in roads or across agricultural fields.
- Undergrounding may be appropriate where there are serious concerns about the potential adverse landscape and visual effects of an overhead line.

The decision making process



The route corridors we are presenting in this exhibition allow for the connection to be made by overhead lines, underground cables or a combination of the two. The farmland through which we need to build is considered more suited to wood poles than steel towers. Steel towers may be considered in selected locations for example crossing steep sided river valleys. small scale landscapes.

- Being taller, steel towers are more visually intrusive and more likely to be seen on the skyline
- Steel towers are more urban in appearance
- Wood poles are more flexible for routeing and can provide a better landscape 'fit' with existing features
- Steel towers can be used to span steep sided valleys

Mae tudalen hwn yn fwriadol wag

Y PWYLLGOR CYNLLUNIO
22 IONAWR 2014
EITEM RHAGLEN RHIF.

ADRODDIAD GWYBODAETH GAN Y PENNAETH CYNLLUNIO A GWARCHOD Y CYHOEDD

PENDERFYNIAD APÊL CYNLLUNIO

CODI ESTYNIAD TO AR OLEDDF ARDDULL DORMER YN Y CEFN AC YSTAFELL HAUL AR OCHR YR ANNEDD

ERW LAS, PANT DU ROAD, ERYRYS
CAIS RHIF. 21/2013/0797/PF

1. PWRPAS YR ADRODDIAD

1.1 Er gwybodaeth i'r Aelodau, mae'r adroddiad hwn yn ymwneud â phenderfyniad apêl gan yr Arolygiaeth Gynllunio yn ymwneud â gwrthodiad y Cyngor i roi caniatâd cynllunio ar gyfer y datblygiad uchod.

1.2 Mae'r eitem yn cael ei chyflwyno i'r Aelodau oherwydd bod y penderfyniad apêl yn codi materion dehongli polisi Cynllun Datblygu Lleol pwysig sy'n ymwneud ag estyniadau i anheddau, ac mae nifer o gasgliadau yn llythyr penderfyniad yr Arolygydd apêl sy'n berthnasol i ystyriaethau Aelodau a Swyddogion o gynigion tebyg yn y Sir.

2. CEFNDIR

2.1 Cododd yr apêl cynllunio o'r penderfyniad i wrthod y cais i godi estyniad ar annedd breifat yn y cefn gwlad agored. Gwnaethpwyd y penderfyniad dan bwerau a ddirprwywyd i Swyddogion ym mis Awst 2013. Y rheswm dros wrthod oedd:

1. Barn yr Awdurdod Cynllunio Lleol oedd na fyddai'r estyniad arfaethedig yn eilradd i'r annedd wreiddiol; gan y byddai'r cynnig ynghyd â'r estyniad blaenorol yn dyblu arwynebedd yr annedd wreiddiol, yn groes i brawf i) Polisi RD3 Estyniadau ac Addasiadau i Anheddau'r Cynllun Datblygu Lleol a'r cyngor a geir yn SPG1 Estyniadau i Anheddau.

POLISI CYNLLUN DATBLYGU LLEOL RD3

2.2 Er gwybodaeth, mae prif bolisi'r CDLI yn ymwneud ag estyniadau i anheddau yn datgan fel a ganlyn:

Bydd estyniadau neu addasiadau i anheddau presennol yn cael eu cefnogi cyn belled bod y meini prawf canlynol yn cael eu bodloni:

i) bod graddfa a ffurf yr addasiad neu estyniad arfaethedig yn eilradd i'r annedd wreiddiol, neu yr annedd fel yr oedd 20 mlynedd cyn cyflwyno'r cais cynllunio i'w ymestyn; a

ii) bod y cynnig yn sympathetig o ran dyluniad, graddfa, crynswth a deunyddiau i gymeriad ac edrychiad yr adeilad presennol; ac

iii) nad yw'r cynnig yn cynrychioli gorddatblygiad o'r safle.

2.3 Cafodd y cais ei gyflwyno ym mis Mehefin 2013, ar ôl mabwysiadu'r Cynllun Datblygu Lleol yn ffurfiol, felly mae'n cael ei ystyried gan swyddogion yn unol â'r polisi uchod.

2.4 Mae adrannau perthnasol crynodeb y Swyddog Achos o'r cynigion a'r rhesymau dros ddod i'r casgliad bod y datblygiad yn groes i bolisi RD3 wedi'u nodi isod. Roedd hyn yn ffurfio'r prif achos i'r Arolygiaeth Gynllunio ar yr apêl a gyflwynwyd yn erbyn y gwrthodiad:

Roedd gan yr annedd wreiddiol (cyn estyniad 2010) arwynebedd o tua 70m sgwâr.

Mae'r annedd wedi cael ei ymestyn yn 2010, pan ychwanegwyd tua 48m sgwâr i'r ochr ddeheuol.

Byddai'r prif estyniad yn ychwanegu dros 6m o led a 9m o ddyfnder i'r annedd, a thrwy hynny cynnydd arwynebedd cyffredinol o dros 54m sgwâr. Byddai'r estyniad yn un dau lawr, er y byddai hyn yn cael ei gyflawni trwy gloddio yn hytrach na chynyddu uchder y grib. Byddai'r ystafell haul yn ychwanegu 9m sgwâr arall at yr arwynebedd. Nodir y byddai'r estyniad a ganiatawyd yn 2010 wedi gwneud yr annedd yn dŷ 4 ystafell wely, gyda lolfâ fawr a chegin. Mae'n ymddangos bod y cynlluniau 'presennol' a gyflwynwyd yn groes i'r cynlluniau a gymeradwywyd yn flaenorol, gan ddangos 1 ystafell wely yn llai.

Mae prawf i) polisi cynllunio RD3 yn nodi yn benodol bod rhaid i'r estyniad fod yn eilradd o ran maint i'r annedd wreiddiol. Nodir mai byngalo syml oedd yr annedd wreiddiol, oedd yn mesur tua 70m sgwâr. Byddai estyniad 2010 a'r ychwanegiad arfaethedig i'r byngalo yn arwain at estyniad arwynebedd o dros 100m sgwâr. Byddai'r blaen gwreiddiol yn dyblu a llawr arall yn cael ei ychwanegu.

Ystyri'r na fyddai'r cynigion yn cydymffurfio â gofynion y polisiau, ac na fyddai felly yn cael effaith dderbyniol ar amwynder gweledol.

- 2.5 Felly, casgliad y Swyddogion ynglŷn â'r cais oedd bod y cynnig i fwy na dyblu arwynebedd yr annedd cyn 2010 yn groes i brawf i) Polisi RD3, gan na ellir ystyried hyn yn eilradd i'r annedd wreiddiol. Nid chredwyd bod gwrthdaro â phrofion eraill y polisi sy'n ymwneud â dylunio, graddfa a mas, na gorddatblygiad o'r safle.

3. PWYNTIAU O DDIDDORDEB O'R PENDERFYNIAD APÊL.

- 3.1 I ddechrau, mae'n berthnasol nodi bod yr Arolygydd Cynllunio wedi nodi mai'r prif fater cynllunio yw effaith y datblygiad ar gymeriad ac ymddangosiad yr eiddo a'r ardal gyfagos.
- 3.2 Roedd yr Arolygydd yn ymwybodol y byddai'r bwriad yn dyblu arwynebedd yr annedd wreiddiol, a bod y Cyngor wedi gwrthod caniatâd ar y sail bod hyn yn methu'r prawf ym Mholisi RD3 y CDLI, sy'n ei gwneud yn ofynnol i estyniadau fod yn eilradd i'r annedd wreiddiol.
- 3.3 Fodd bynnag, edrychodd yr Arolygydd yn ehangach ar y polisi gan roi ystyriaeth i fanylion y datblygiad, a dod i'r casgliad bod nodweddion dylunio'r prif estyniad yn ddigon sympathetig i'r annedd er mwyn sicrhau y byddai'n 'eilradd yn weledol', ac felly yn lleihau ei effaith weledol. Nododd y byddai'r estyniad yn rhinwedd ei safle yn anweledig i raddau helaeth o'r briffordd gyhoeddus, a byddai'n cael ei sgrinio yn rhannol gan goetir, gan sicrhau na fyddai'r nodweddion dylunio yn ymddangos yn anghydnaws. Asesodd yr ystafell haul ar wahân, gan gyfeirio at ei raddfa fwy cymedrol, a daeth i'r casgliad y byddai hwn yn parhau i fod yn eilradd i'r annedd ac na fyddai'n achosi niwed sylweddol.
- 3.4 Roedd casgliad yr Arolygydd yn ddiddorol gan ei fod yn tynnu sylw at y casgliad y byddai'r datblygiad yn ddigon sympathetig o ran dylunio i sicrhau y byddai'n weledol israddol ac na fyddai'n achosi niwed sylweddol i gymeriad yr eiddo a'r ardal gyfagos; ac yna penderfynodd nad oedd gwrthdaro â pholisi na'r cyngor yng Nghannllawiau Atodol y Cyngor ar estyniadau.
- 3.5 Mae'r penderfyniad apêl yn awgrymu nad yw'r Arolygiaeth Gynllunio yn ystyried ei bod yn rhesymol i seilio gwrthod caniatâd ar ddehongliad cul o'r hyn a all fod yn 'israddol' o ran estyniadau i anheddau presennol. Er bod swyddogion, yn yr achos hwn, wedi rhoi arwyddocâd ar gynnydd gwirioneddol / gyfrannol yn arwynebedd yr adeilad / arwynebedd llawr wrth asesu mater o ddatblygiad israddol, mae'n amlwg bod yr Arolygydd yn yr achos hwn wedi cymryd safbwynt ehangach. Roedd yr Arolygydd yn rhoi mwy o bwyslais ar ddyluniad cyffredinol ac ystyriaethau gweledol, ac a fyddai'r datblygiad yn israddol yn weledol, ac yn dderbyniol o ran yr effaith ar gymeriad ac edrychiad yr annedd a'r ardal gyfagos. Mae'n arwyddocaol wrth ganiatáu'r apêl, bod yr Arolygydd wedi yn dod i'r casgliad nad oedd gwrthdaro

â Pholisi RD3.

4. ARGYMHELLIAD

4.1 Dylai'r Pwyllgor Cynllunio nodi'r adroddiad gwybodaeth.

GRAHAM H. BOASE

PENNAETH CYNLLUNIO A GWARCHOD Y CYHOEDD

Mae tudalen hwn yn fwriadol wag