

At: Aelodau'r Cabinet

Dyddiad: 20 Mawrth 2019

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Annwyl Gyngorydd

Fe'ch gwahoddir i fynychu cyfarfod y **CABINET, DYDD MAWRTH, 26 MAWRTH 2019** am **10.00 am** yn **SIAMBR Y CYNGOR, NEUADD Y SIR, RHUTHUN**.

Yn gywir iawn

G Williams

Pennaeth Gwasanaethau Cyfreithiol, AD a Democrataidd

AGENDA

RHAN 1 – ESTYNNIR GWAHODDIAD I'R WASG AC AELODAU'R CYHOEDD FOD YN BRESENNOL YN Y RHAN HON O'R CYFARFOD

1 YMDDIHEURIADAU

2 DATGAN CYSYLLTIAD

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

3 MATERION BRYG

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

4 COFNODION (Tudalennau 5 - 10)

Derbyn cofnodion cyfarfod y Cabinet a gynhaliwyd ar 26 Chwefror 2018 (copi'n amgaaedig).

5 DARPARU SAFLEOEDD SIPSIWN A THEITHWYR (Tudalennau 11 - 68)

I ystyried adroddiad gan y Cynghorydd Tony Thomas, Aelod Arweiniol dros Dai, Rheoleiddio a'r Amgylchedd (copi'n amgaeedig), yn diweddarau'r Cabinet ar yr ymarfer ymgynghori cyn cynllunio o ran darparu safleoedd Sipsiwn a Theithwyr preswyl a sefydlog, a chyflwyno'r dewisiadau ar gyfer bwrw ymlaen â'r prosiect.

6 ADRODDIAD CYLLID (Tudalennau 69 - 102)

Ystyried adroddiad gan y Cynghorydd Julian Thompson-Hill, Aelod Arweiniol Cyllid, Perfformiad ac Asedau Strategol (copi ynghlwm) ynglŷn â'r sefyllfa ariannol ddiweddaraf a'r cynnydd a wnaed o ran y strategaeth y cytunwyd arni ar gyfer y gyllideb.

7 RHAGLEN GWAITH I'R DYFODOL Y CABINET (Tudalennau 103 - 108)

Derbyn Rhaglen Gwaith i'r Dyfodol y Cabinet sy'n amgaeedig, a nodi'r cynnwys.

RHAN 2 - MATERION CYFRINACHOL

Dim Eitemau.

AELODAETH

Y Cynghorwyr

Hugh Evans
Bobby Feeley
Huw Hilditch-Roberts
Richard Mainon

Tony Thomas
Julian Thompson-Hill
Brian Jones
Mark Young

COPIAU I'R:

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

DEDDF LLYWODRAETH LEOL 2000

Cod Ymddygiad Aelodau

DATGELU A CHOFRESTRU BUDDIANNAU

Rwyf i,
(enw)

*Aelod /Aelod cyfetholedig o
(*dileuer un)

Cyngor Sir Ddinbych

YN CADARNHAU fy mod wedi datgan buddiant ***personol / personol a sy'n rhagfarnu** nas datgelwyd eisoes yn ôl darpariaeth Rhan III cod ymddygiad y Cyngor Sir i Aelodau am y canlynol:-
(*dileuer un)

Dyddiad Datgelu:

Pwyllgor (nodwch):

Agenda eitem

Pwnc:

Natur y Buddiant:

(Gweler y nodyn isod)*

Llofnod

Dyddiad

Noder: Rhowch ddigon o fanylion os gwelwch yn dda, e.e. 'Fi yw perchennog y tir sy'n gyfagos i'r cais ar gyfer caniatâd cynllunio a wnaed gan Mr Jones', neu 'Mae fy ngŵr / ngwraig yn un o weithwyr y cwmni sydd wedi gwneud cais am gymorth ariannol'.

Mae tudalen hwn yn fwriadol wag

CABINET

Cofnodion cyfarfod o'r Cabinet a gynhaliwyd yn Siambr y Cyngor, Neuadd y Sir, Rhuthun, Dydd Mawrth, 26 Chwefror 2019 am 10.00 am.

YN BRESENNOL

Y Cyngorwyr Hugh Evans, Arweinydd ac Aelod Arweiniol yr Economi a Llywodraethu Corfforaethol; Bobby Feeley, Aelod Arweiniol Lles ac Annibyniaeth; Huw Hilditch-Roberts, Aelod Arweiniol Addysg, Plant a Phobl Ifanc; Brian Jones, Aelod Arweiniol Priffyrdd, Cynllunio a Theithio Cynaliadwy; Richard Mainon, Aelod Arweiniol Datblygu Seilwaith Cymunedol; Julian Thompson-Hill, Aelod Arweiniol Cyllid, Perfformiad ac Asedau Strategol, a Mark Young, Aelod Arweiniol Safonau Corfforaethol.

Arsylwyr: Y Cyngorwyr Mabon Ap Gwynfor, Jeanette Chamberlain-Jones, Alan James, Peter Scott, Glenn Swingler, Rhys Thomas, Graham Timms ac Emrys Wynne

HEFYD YN BRESENNOL

Prif Weithredwr (JG); Cyfarwyddwyr Corfforaethol: Cymunedau (NS) ac Economi a'r Parth Cyhoeddus (GB); Penaethiaid Gwasanaeth: Y Gyfraith, AD a Gwasanaethau Democrataidd (GW), Swyddog Cyllid / A.151 (RW); Partner Busnes Arweiniol - Datblygu Sefydliadol (AM); Rheolwr Fframwaith (TS) a Gweinyddwr Pwyllgorau (KEJ).

1 YMDDIHEURIADAU

Cynghorydd Tony Thomas, Aelod Arweiniol: Tai, Rheoleiddio a'r Amgylchedd

2 DATGAN CYSYLLTIAD

Ni ddatganwyd unrhyw gysylltiad.

3 MATERION BRYS

Ni chodwyd unrhyw faterion brys.

4 COFNODION

Cyflwynwyd cofnodion cyfarfod y Cabinet a gynhaliwyd ar 22 Ionawr 2019.

Materion yn codi - Tudalen 6, Eitem 4 Cofnodion (Materion yn Codi) - Cabinet 30 Hydref 2018 (Darpariaeth Safle Sipsiwn a Theithwyr) - Diolchodd y Cynghorydd Peter Scott i'r Arweinydd am y datganiad diweddar i'r wasg yn darparu'r wybodaeth ddiweddaraf ar y safleoedd sipsiwn a theithwyr arfaethedig a chadarnhau ei fod yn edrych ymlaen at y cyfarfod adroddiad darpariaeth gyda Chyfarwyddwr Corfforaethol Cymunedau'r wythnos ganlynol. Mewn ymateb i'w gais bod y mater yn cael ei atgyfeirio i'r pwyllgor craffu cadarnhawyd y byddai'r mater yn cael ei ystyried gan Bwyllgor Craffu Cymunedau ar 14 Mawrth 2019.

PENDERFYNWYD derbyn cofnodion y cyfarfod a gynhaliwyd ar 22 Ionawr 2019 a'u cadarnhau fel cofnod cywir.

5 POLISI'AU CYFLOGAETH

Cyflwynodd y Cynghorydd Mark Young adroddiad yn argymhell mabwysiadu chwe pholisi cyflogaeth a oedd wedi'u datblygu /diwygio mewn ymgynghoriad â'r Undebau Llafur cydnabyddedig. Roedd y chwe polisi'n ymdrin â'r canlynol-

- (1) Gweithdrefn Presenoldeb yn y Gwaith (polisi diwygiedig)
- (2) Canllawiau Addasiadau Rhesymol (polisi newydd)
- (3) Polisi Darfyddiad Mislif (polisi newydd)
- (4) Polisi Alcohol a Chamddefnyddio Sylweddau (polisi diwygiedig)
- (5) Polisi Dim Ysmygu (polisi diwygiedig)
- (6) Absenoldeb Brys wedi'i gynnwys yn y Polisi Amser o'r gwaith (geiriad diwygiedig)

Crynhodd y Cynghorydd Young y broses cyn cyflwyno'r polisiau i'r Cabinet i'w cymeradwyo a oedd yn cynnwys ymgynghori gyda Gweithgor Polisiau yn cynnwys cynrychiolwyr o Adnoddau Dynol, adran y Gyfraith a'r Undebau Llafur cyn cyflwyno i'r Cydbwyllgor Ymgynghorol Lleol (LJCC) a oedd yn cynnwys cynrychiolwyr Cyflogwyr ac Undebau Llafur. Roedd adborth ar y broses yn gadarnhaol gan yr holl bartïon ac roedd yr LJCC wedi argymhell y polisiau i'r Cabinet i'w mabwysiadu.

Darparodd y Partner Busnes Arweiniol – Datblygu Sefydliadol grynodedb byr o bob polisi, yn tynnu sylw at y newidiadau arfaethedig o fewn y polisiau oedd yn bodoli eisoes a'r angen ar gyfer polisiau newydd ynghyd â'r rhesymau dros hynny, a oedd yn cynnwys newidiadau deddfwriaethol ac eglurder er mwyn sicrhau ymagwedd gyson a chywir.

Ystyriodd y Cabinet yr adroddiad a nodi bod yr holl bolisiau wedi bod yn destun Asesiad o Effaith ar Les unigol. Ar ôl cyfrannu at y broses roedd y Cynghorydd Richard Mainon yn awyddus bod y polisiau yn cael eu mabwysiadu ac roedd yn canmol y broses a thalu teyrnged i waith caled y rhai a gyfrannodd at gyflwyno'r polisiau. Ychwanegodd bod effaith lawn y polisiau wedi'u hadlewyrchu'n gywir yn yr Asesiadau o Effaith ar Les gan gynnwys cydnabod unrhyw ganlyniadau anfwriadol o ganlyniad, ac eglurodd yr elfen o ran y Polisi Presenoldeb yn y Gwaith a'r posibilrwydd o golli sgiliau posibl drwy salwch.

PENDERFYNWYD bod y Cabinet –

- (a) yn cymeradwyo'r polisiau cyflogaeth fel y nodwyd yn yr adroddiad ar gyfer mabwysiadu yn y Cyngor, a
- (b) chadarnhau eu bod wedi darllen, deall ac wedi ystyried yr Asesiadau o Effaith ar Les (atodiad i'r adroddiad) fel rhan o'i ystyriaethau.

6 ADRODDIAD CYLLID

Cyflwynodd y Cynghorydd Julian Thompson-Hill yr adroddiad yn rhoi manylion ynglŷn â'r sefyllfa ariannol ddiweddaraf a'r cynnydd a wnaed o ran y strategaeth y cytunwyd arni ar gyfer y gyllideb. Rhoddodd grynodedb o sefyllfa ariannol y Cyngor fel a ganlyn -

- y gyllideb refeniw net ar gyfer 2018/19 oedd £194.418 miliwn (£189.252miliwn yn 2017/18)
- roedd amcanestyniad o orwariant o £0.774 miliwn ar gyllidebau gwasanaethau a chorfforaethol
- rhoddwyd manylion arbedion ac arbedion effeithlonrwydd gwerth £4.6 miliwn a gytunwyd arnynt gan gynnwys y rhai hynny a oedd eisoes wedi eu cyflawni gyda'r dybiaeth y byddai pob arbediad effeithlonrwydd/ arbediad yn cael eu cyflawni – byddai unrhyw eithriadau yn cael eu hadrodd i'r Cabinet lle bo'r angen
- amlygwyd risgiau ac amrywiadau cyfredol yn ymwneud â meysydd gwasanaeth unigol, a
- darparwyd y wybodaeth gyffredinol ddiweddaraf ar y Cyfrif Refeniw Tai, y Cynllun Cyfalaf Tai a'r Cynllun Cyfalaf (gan gynnwys yr elfen Cynllun Corfforaethol).

Codwyd y materion canlynol gan y Cabinet wrth drafod –

- Cludiant i'r Ysgol - cyfeiriwyd at y gorwariant a ragwelir yng nghyllideb cludiant ysgol ac at y trafodaethau blaenorol a ddylid gosod y gyllideb yn y Gwasanaethau Prifffyrdd ac Amgylcheddol (HES) neu Wasanaethau Addysg a Phlant (ECS).
Eglurwyd y rhesymeg y tu ôl i'r penderfyniad i osod y gyllideb gyda HES o ystyried fod ECS yn cynnal y broses o asesu i bennu a oedd plentyn yn gymwys i dderbyn cludiant i'r ysgol, ond roedd y trefniant comisiynu ar gyfer y rhai hynny a oedd yn gymwys ar gyfer cludiant i'r ysgol yn cael ei gynnal gan HES oherwydd yr arbenigedd a'r sgiliau oedd eu hangen ar gyfer trafod y contractau ysgolion. Roedd HES hefyd yn darparu gwasanaeth tebyg ar gyfer darpariaeth cludiant mewn meysydd gwasanaeth eraill gan gynnwys Gwasanaethau Cymorth Cymunedol. Cydnabuwyd bod cludiant i'r ysgol yn bwysau ar y gyllideb a oedd angen ei ddatrys lle bynnag y caiff ei leoli ac fe gytunwyd y dylai unrhyw adolygiad neu drafodaeth bellach am hynny gael ei gyflawni gyda'r swyddogion y tu allan i'r cyfarfod hwn.
- Cyllid y Cyngor— cyfeiriodd yr Arweinydd at y pwysau gwasanaeth parhaus y mae awdurdodau lleol yn eu hwynebu ac adroddodd fod Cymdeithas Llywodraeth Leol Cymru (CLILC) yn parhau i lobïo Llywodraeth Cymru gyda'r nod o fuddsoddi mewn gwasanaethau craidd a darparu cynllun ariannol hir dymor i gynorthwyo gyda chynllunio ar gyfer y dyfodol.
Er bod y Cyngor yn falch o'i gofnod o ran buddsoddi mewn gwasanaethau megis addysg a gofal cymdeithasol ac mewn trawsnewid gwasanaethau a datblygu gwydnwch, roedd hyfywedd a chynaliadwyedd y gwasanaethau lleol mewn perygl oherwydd y toriadau parhaus a chyson i gyllid llywodraeth leol. Cydnabuwyd y gwaith a wnaed gan CLILC ar ran yr awdurdodau lleol yng Nghymru ond roedd y Cabinet yn teimlo y byddai'n ddefnyddiol cyflwyno datganiad yn tynnu sylw at yr anawsterau ariannol ac i alw am ddarpariaeth

cyllid digonol i sicrhau cynaliadwyedd gwasanaethau hanfodol yn y dyfodol. Cyfeiriwyd hefyd at adolygiad o wariant Llywodraeth y DU sydd i ddod, i benderfynu ar y setliad ar gyfer Cymru ac yn dilyn hynny byddai Llywodraeth Cymru yn penderfynu ar ddyraniadau cyllid ar gyfer y swyddogaethau datganoledig hynny, gan gynnwys llywodraeth leol, a bryd hynny efallai y byddai cyfle pellach i ddylanwadu ar benderfyniadau cyllidebol a lobïo ar ran y preswylwyr.

Mewn ymateb i gwestiynau gan aelodau nad ydynt yn aelodau Cabinet ynglŷn â gorwariant amrywiol mewn adrannau gwasanaeth, eglurodd y Cynghorydd Julian Thompson-Hill-

- y byddai disgwyl i'r holl wasanaethau gydbwysu eu cyllidebau'n fewnol lle bynnag y bo modd ac roedd mesurau i fynd i'r afael â gorwariant yn ymwneud â phrosiect SC2 wedi'u nodi yn yr adroddiad - roedd prosiect SC2 yn rhan o brosiect Glan y Môr a Pharc Dŵr y Rhyl gyda gwerth dros £20 miliwn ac yng nghyd-destun hynny roedd y gorwariant yn eithaf bychan.
- roedd £750,000 ychwanegol wedi'i ddyrannu i Wasanaethau Cymorth Cymunedol ar gyfer 2018/19 a chydag £366,000 o Grant Gwasanaethau Cymdeithasol Cynaliadwy a'r defnydd a gynlluniwyd o'r cronfeydd wrth gefn, rhagwelwyd sefyllfa o gydbwysu'r gyllideb.
- ni ellir delio â'r gorwariant a ragwelwyd yn y Gwasanaethau Addysg a Phlant yn fewnol yn y gwasanaeth ac felly byddai tanwariant corfforaethol yn cael ei ddefnyddio yn y flwyddyn ariannol bresennol - roedd dyraniad cyllideb sylfaenol ychwanegol o £1.5miliwn wedi'i gymeradwyo ar gyfer 2019/20 i fynd i'r afael â'r pwysau hynny yn y dyfodol.
- cadarnhawyd bod pwysau tomenni hanesyddol a phwysau gwastraff yn ymwneud â throsglwyddo i gontractau gwastraff newydd yn gostau intro; eglurodd y Cynghorydd Brian Jones bod biniau yn y Rhyl wedi'u gwagio yn amlach o ganlyniad i faterion a godwyd gan y cyhoedd/aelodau yn ystod y tywydd poeth yr haf diwethaf.

PENDERFYNWYD bod y Cabinet –

- yn nodi'r cyllidebau a bennwyd ar gyfer 2018/19 a'r cynnydd yn erbyn y strategaeth y cytunwyd arni ar gyfer y gyllideb, a*
- chyhoeddi datganiad i alw ar Lywodraethau Cymru a'r DU i gydnabod anawsterau darparu gwasanaethau statudol yn yr hinsawdd ariannol bresennol a gofyn iddynt weithredu er mwyn sicrhau bod gwasanaethau hanfodol yn cael eu cyllido fel eu bod yn gynaliadwy ar gyfer y genhedlaeth hon a chenedlaethau'r dyfodol.*

7 RHAGLEN GWAITH I'R DYFODOL Y CABINET

Cyflwynwyd Rhaglen Gwaith i'r Dyfodol y Cabinet i'w hystyried a nodwyd y byddai'r eitem a ganlyn yn cael ei hychwanegu at y rhaglen waith ar gyfer mis Mawrth- Llety Sipsiwn a Theithwyr.

PENDERFYNWYD nodi Rhaglen Gwaith i'r Dyfodol y Cabinet.

Ar y pwynt hwn, gadawodd y Cyngorydd Richard Mainon y cyfarfod.

Gwahardd y wasg a'r cyhoedd

PENDERFYNWYD gwahardd y Wasg a'r Cyhoedd o'r cyfarfod ar gyfer yr eitemau busnes canlynol, dan ddarpariaethau Adran 100A Deddf Llywodraeth Leol 1972, ar y sail y byddai gwybodaeth eithriedig yn debygol o gael ei datgelu fel y'i diffinnir ym Mharagraff 14 Rhan 4 Atodlen 12A y Ddeddf.

8 PENODI CONTRACTWYR I FFRAMWAITH ADEILADU GOGLEDD CYMRU 2

Cyflwynodd y Cyngorydd Julian Thompson-Hill yr adroddiad cyfrinachol yn argymhell penodi'r contractwyr a enwyd i Fframwaith Adeiladu Gogledd Cymru 2 (NWCF2) i'w defnyddio ar gyfer gwaith adeiladu mawr dros £250,000.

Roedd fframwaith cyntaf cytundeb NWCF wedi dod i ben ym mis Mai 2018 ac wedi bod yn hynod lwyddiannus. Roedd yr adroddiad yn nodi buddiannau'r dull cydweithredol ar draws chwe awdurdod lleol Gogledd Cymru, dan arweiniad Sir Ddinbych, a oedd yn cynnwys arbedion sylweddol o ran costau ac amser. Y bwriad oedd gweithredu'r fframwaith am gyfnod o bedair blynedd o fis Mawrth 2019 (gyda chymal terfynu i'w adolygu ar ôl 2 a 3 blynedd). Roedd y contractwyr a argymhellwyd wedi'u gwerthuso yn unol â'r fethodoleg sgorio a phwysoli a nodwyd yn y dogfennau tendro.

Cytunodd y Cabinet bod nifer addas o gontractwyr ym mhob Lot i ddarparu cystadleuaeth ac yn fodlon nodi cynnydd yn nifer y contractwyr lleol ar draws y rhanbarth o fewn y fframwaith. Mewn ymateb i gwestiynau ymhelaethodd y Cyngorydd Thompson-Hill a'r swyddogion ar yr ymgysylltiad helaeth gyda'r diwydiant adeiladu a'r ymarfer gwersi a ddysgwyd i sicrhau arfer orau ar gyfer yr ail fframwaith. Darparwyd sicrwydd hefyd o ran monitro ac archwilio prosiectau unigol a gwneud y mwyaf o ddarparu buddion cymunedol.

Llongyfarchodd y Cabinet y swyddogion ar lwyddiant y fframwaith cyntaf ac ar y gwobrau a enillwyd ynghyd â'r gwaith a wnaed i sicrhau bod mwy o lwyddiant a buddiannau yn deillio o'r ail fframwaith o ran yr economi leol, cyfleoedd cyflogaeth a buddion cymunedol.

PENDERFYNWYD penodi'r contractwyr a nodir ym mharagraff 3 yr adroddiad ar gyfer Fframwaith Contractwyr Adeiladau Cyhoeddus ac Ysgolion Gogledd Cymru.

Daeth y cyfarfod i ben am 11.05.

Mae tudalen hwn yn fwriadol wag

Adroddiad i'r: **Cabinet**

Dyddiad y Cyfarfod: **26 Mawrth 2019**

Aelod / Swyddog Arweiniol: **Tony Thomas - Aelod Arweiniol Tai, Rheoleiddio a'r Amgylchedd. Nicola Stubbins, Cyfarwyddwr Corfforaethol - Cymunedau**

Awdur yr Adroddiad: **Davey Lorey, Aelod Arweiniol Eiddo a'r Stoc Dai**

Teitl: **Darpariaeth Safle Sipsiwn a Theithwyr**

1. Am beth mae'r adroddiad yn sôn?

- 1.1 Mae'r adroddiad yn rhoi'r wybodaeth ddiweddaraf i'r Cabinet yn dilyn ymarfer ymgynghori cyn cynllunio a gwblhawyd mewn perthynas â safleoedd preswyl a theithiol i Sipsiwn a Theithwyr.
- 1.2 Mae'r adroddiad yn rhoi crynodeb a throsolwg o'r ymatebion i Broses Ymgynghori Cyn Cynllunio'r Cyngor, yn nodi'r dewisiadau ar gyfer symud ymlaen â'r prosiect ac yn gwneud argymhellion mewn perthynas â cham nesaf y prosiect.

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

- 2.1 Sicrhau bod y Cyngor yn cyflawni ei ddyletswyddau statudol mewn perthynas â deddfwriaeth berthnasol yn ymwneud â darparu safleoedd Sipsiwn a Theithwyr fel y nodir yn Atodiad 1 yr adroddiad hwn.

3. Beth yw'r Argymhellion?

- 3.1 Bod y Cabinet yn nodi'r dadansoddiad o'r ymarfer ymgynghori cyn cynllunio a gwblhawyd mewn perthynas â safleoedd preswyl a theithiol arfaethedig ar gyfer Sipsiwn a Theithwyr ar safle Fferm Green-gates (Dwyrain) yn Llanelwy fel yr amlinellir yn Atodiad 2 yr adroddiad hwn.
- 3.2 Bod y Cabinet yn nodi argymhellion Pwyllgor Craffu Cymunedau ar 14 Mawrth 2019 fel y nodwyd ym Mharagraff 8.4 o'r adroddiad hwn.
- 3.3 Wrth ymateb i'r pryderon a godwyd yn ystod yr ymgynghoriad cyn-gynllunio ynglŷn ag agosrwydd y safleoedd i'w gilydd, diffyg ymgynghoriad arwyddocaol gyda'r Gymuned Teithio a chydabod yr angen sy'n flaenoriaeth ar gyfer y teulu preswyl, fe gytunodd y Cabinet i beidio â symud ymlaen gyda'r safle tramwy Sipsiwn a Theithwyr ar Fferm Greengates (Dwyrain) trwy gais cynllunio ffurfiol a bod lleoliad y safle datblygu arfaethedig yn cael ei benderfynu trwy broses dyrannu safle ffurfiol fel rhan o fabwysiadu'r Cynllun Datblygu Lleol newydd.
- 3.4 Bod y Cabinet yn ystyried y dewisiadau canlynol ar gyfer safle preswyl Sipsiwn a Theithwyr ac yn cytuno ar y ffordd ymlaen:

- A) I symud ymlaen gyda'r datblygiad safle preswyl Sipsiwn a Theithwyr ar Fferm Greengates (Dwyrain) trwy broses cais cynllunio ffurfiol yn y lleoliad y dynodwyd yn Atodiad 3 a bod y cais cynllunio ffurfiol yn cynnwys y cefndir i gefnogi'r holl wybodaeth statudol ynghyd ag asesiadau effaith ar fusnesau a phreswyl a mesurau addas i leihau'r effaith hynny pan fo'n angenrheidiol.
- B) I beidio â symud ymlaen gyda'r datblygiad safle preswyl Sipsiwn a Theithwyr ar Fferm Greengates (Dwyrain) trwy broses cais cynllunio ffurfiol, a bod y lleoliad ar gyfer y safle datblygu arfaethedig yn cael ei benderfynu trwy broses dyrannu safle ffurfiol fel rhan o'r broses mabwysiadu'r Cynllun Datblygu Lleol newydd.
- 3.5 Beth bynnag ddewisiadau sy'n cael eu dewis i bennu lleoliad ar gyfer Safleoedd Sipsiwn a Theithwyr preswyl a thramwy, bod y safleoedd hynny ddim yn cael eu datblygu yn agos i'w gilydd.
- 3.6 Bod y Cabinet yn cadarnhau ei fod wedi darllen, deall ac ystyried yr Asesiad o'r Effaith ar Les (gweler Atodiad 5) fel rhan o'i ystyriaethau.

4. Manylion yr adroddiad

- 4.1 Gwnaethpwyd penderfyniad yng nghyfarfod y Cabinet ar 15 Hydref 2018 i symud ymlaen i gam cais cynllunio ffurfiol gyda dau leoliad ar dir Fferm Green-gates, Llanelwy hyd at y cam cais cynllunio ffurfiol. Byddai'r safle preswyl yn cynnwys chwe llain i deuluoedd sydd wedi byw yn Sir Ddinbych am nifer o flynyddoedd. Byddai'r safle tramwy yn darparu pum llain i deuluoedd yn teithio trwy Sir Ddinbych ar sail ad hoc, gyda'r angen yn seiliedig ar nifer o wersylloedd diawdurdod wedi'u profi yn Sir Ddinbych dros nifer o flynyddoedd.
- 4.2 Er nad oedd yn orfodol yn ôl y gyfraith, cytunwyd eisoes y dylid cwblhau ymarfer ymgynghori cyn cynllunio cyn cyflwyno cais cynllunio ffurfiol.
- 4.3 Yn dilyn penderfyniad y Cabinet, cynhaliwyd cyfarfod ar 18 Hydref 2018 gydag Aelod Arweiniol Tai, Rheoleiddio a'r Amgylchedd ac Aelodau Wardiau Lleol Gorllewin Llanelwy, Dwyrain Llanelwy a Threfnant. Trafodwyd y broses ymgynghori cyn cynllunio ynghyd â chadarnhau cyfrifoldebau.
- 4.4 Gan y byddai ceisiadau cynllunio ar wahân yn cael eu cyflwyno ar gyfer y safle preswyl a'r safle teithiol i Sipsiwn a Theithwyr, lluniwyd dwy ddogfen ymgynghori ar wahân a chynhaliwyd dau ymarfer ymgynghori ar wahân ar yr un pryd. Mae manylion y broses ymgynghori cyn cynllunio wedi'u cynnwys yn Atodiad 4.
- 4.5 Cafodd 774 o ymatebion eu derbyn a chafodd 4526 o faterion eu categoreiddio. Os bydd un o'r cynigion yn symud ymlaen i gam cynllunio ffurfiol, caiff adroddiad ymgynghori cyn cynllunio ei ysgrifennu yn seiliedig ar yr ymatebion a bydd hwn yn cael ei gynnwys gydag unrhyw gais cynllunio ffurfiol a gyflwynir. Mae ymatebion wedi'u categoreiddio a dadansoddiad cysylltiedig wedi'u cynnwys yn Atodiad 2.
- 4.6 Derbyniodd y Cyngor ddeiseb gyda 4058 o lofnodion yn ystod yr ymgynghoriad cyn cynllunio. Roedd y llofnodion yn gofyn am "Adolygiad Eglur a Democrataidd o'r angen

am Safleoedd Sipsiwn a Theithwyr yn Sir Ddinbych". Ymatebodd Swyddog Monitro'r Cyngor i'r ddeiseb ar 18 Rhagfyr 2018.

- 4.7 Er bod y dadansoddiad yn cwmpasu'r prif faterion, dylid nodi bod yr ymarfer ymgynghori yn gofyn am ymatebion testun rhydd ac nid oedd yn pennu categorïau ymateb. Dylid nodi hefyd bod rhywfaint o hyblygrwydd wrth fesur yr ymatebion, yn arbennig lle gellid dehongli ymatebion mewn dwy ffordd wahanol neu lle cafwyd dyblygiad o fewn yr un ymateb.

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

5.1 Tai:

"Mae pawb yn cael eu cefnogi i fyw mewn cartrefi sy'n bodloni eu hanghenion"

"Cefnogi pobl ifanc i gael mynediad at dai addas y gallant eu fforddio"

"Ystod eang o lety ar gael i fodloni gwahanol anghenion"

5.2 Ymrwymiad Sir Ddinbych i gydraddoldeb:

"Yn ein dull i brif ffrydio cydraddoldeb ac amrywiaeth, rydym yn cydymffurfio â'n hymrwymiad i ddathlu amrywiaeth a hyrwyddo cydraddoldeb ym mhopeth a wnawn, i wella ansawdd bywyd pawb sy'n byw, yn gweithio ac yn ymweld â Sir Ddinbych. Mynegir yr ymrwymiad hwn gydol y gweithgareddau a gaiff eu cynnal ar sail ein Cynllun Corfforaethol a Chynlluniau Busnes ein Gwasanaethau.

Lluniwyd y cynllun i ganiatáu i'r Cyngor chwarae ei ran, fel awdurdod cyhoeddus, i sicrhau ein bod yn cydlynu ein gwaith i sicrhau canlyniadau cadarnhaol i bobl sydd â nodweddion a ddiogelir."

6. Faint fydd hyn yn ei gostio a sut fydd yn effeithio ar wasanaethau eraill?

- 6.1 Rhagwelir mai'r gost ar gyfer cyflwyno cais cynllunio ffurfiol ar gyfer y ddwy safle fydd tua £90,000.00.

7. Beth yw prif gasgliadau'r Asesiad o'r Effaith ar Les?

- 7.1 Yn unol â'r arfer orau, cynhaliwyd yr Asesiadau o Effaith ar Les gan grŵp. Credai'r grŵp bod yr effaith yn niwtral, fodd bynnag teimlwyd y byddai'r cynigion yn cael effaith bositif ar deuluoedd a nodwyd fel rhai yr oedd angen safle preswyl arnynt. Roedd pryder y gallai darparu safle symudol mor agos at safle preswyl greu effaith negyddol ar denantiaid y safle preswyl oherwydd y gwrthdaro posibl a allai ddigwydd. Mae Asesiad o'r Effaith ar Les unigol wedi'u cynnwys yn Atodiad 5.

8. Pa ymgynghoriadau a gynhaliwyd gyda Chraffu ac eraill?

- 8.1 Cyflwynwyd y wybodaeth ddiweddaraf i gyfarfod Briffio'r Cabinet ar 3 Gorffennaf 2017, 4 Rhagfyr 2017, 5 Mawrth 2018 a 9 Gorffennaf 2018. Cyflwynwyd adroddiad ar ganlyniad astudiaethau dichonoldeb manwl o'r 5 safle a oedd wedi'u cynnwys ar y rhestr fer ac fe'i gyflwynwyd i'r AMG ar 13 Mawrth 2018. Cymeradwyodd y Cabinet adroddiad ar yr opsiynau tir a ffefrir ar 24 Ebrill 2018. Mae'r wybodaeth ddiweddaraf hefyd wedi'i chyflwyno i'r Tîm Gweithredol Corfforaethol ar 26 Mehefin, 2 Hydref, 14

Tachwedd 2017, 12 Chwefror a 25 Mehefin 2018. Cyflwynwyd yr adroddiadau gerbron y Grŵp Buddsoddi Strategol ar 21 Tachwedd 2018 a 22 Mai 2018.

- 8.2 Cyflwynwyd adroddiad pellach i'r Cabinet ar 25 Medi 2018. Adolygwyd yr adroddiad gan y Pwyllgor Craffu Cymunedau ar 11 Hydref 2018 a gan y Cabinet unwaith eto ar 15 Hydref 2018.
- 8.3 Cychwynwyd ymarfer ymgynghori cyn cynllunio ar 24 Hydref 2018 a bu'n rhedeg tan 25 Tachwedd 2018. Fel rhan o'r broses, cynhaliwyd sesiwn galw heibio ar 6 Tachwedd 2018.
- 8.4 Ystyriodd y Pwyllgor Craffu Cymunedau y dadansoddiad o ymatebion yr ymgynghoriad cyn cynllunio ar 14 Mawrth 2018 ac fe luniwyd 2 argymhellion gyda'r Pwyllgor yn cytuno arnynt, sef:

Bod y safleoedd Sipsiwn a Theithwyr preswyl a thramwy ddim yn cael eu datblygu yn agos i'w gilydd, a lle bynnag y byddan nhw'n cael eu lleoli;

Bod lleoliadau safleoedd preswyl a thramwy Sipsiwn a Theithwyr yn cael eu pennu trwy broses Cynllun Datblygu Lleol parhaus;

9. Datganiad y Prif Swyddog Cyllid

- 9.1 Mae'r ddeddfwriaeth a'r broses a amlygwyd yn yr adroddiad yn amlinellu rhwymedigaethau'r cyngor a'r hyn sydd angen ei wneud i'w bodloni nhw. Er bod grant ar gael gan y llywodraeth i helpu i ddatblygu safleoedd er mwyn darparu'r rhwymedigaethau hyn, ni fyddai'n talu am y costau i gyd - yn enwedig y costau yn ymwneud â chaffael tir neu i gydnabod costau cyfle pe baem yn defnyddio tir y cyngor. Yn ogystal â hynny, nes bo cynlluniau manwl wedi'u creu, ni ellir sicrhau y bydd y costau datblygu wedi'u cynnwys o fewn y cyllid grant sydd ar gael. Mae hefyd yn debygol y bydd pwysau cyllideb refeniw net ychwanegol i gynnal y safleoedd unwaith y byddant wedi'u datblygu. Bydd angen cymryd y camau priodol i gymeradwyo'r cynigion terfynol, gan gynnwys y Grŵp Buddsoddi Strategol a bydd rhaid i unrhyw oblygiadau refeniw gael eu hystyried yn rowndiau cyllid y dyfodol.

10 Datganiad Landlord Corfforaethol

- 10.1 Bydd darpariaeth y cyfleusterau yn bodloni rhwymedigaethau deddfwriaethol y Cyngor. Mae'r gwaith dichonoldeb sydd wedi'i gwblhau hyd yma wedi ystyried beirniadaeth datblygiad technegol a'r costau tir posibl (costau cyfle neu brynu), ond mae'n bosibl y bydd costau datblygu manwl yn dylanwadu ar y penderfyniad terfynol i ddatblygu'r safleoedd arfaethedig yn amodol ar ganiatâd cynllunio.
- 10.2 Nid yw'r costau rheoli/refeniw wedi'u cynnwys yn y cam hwn oherwydd mae'n bosibl y bydd cynigion terfynol y safleoedd yn cael effaith ar y model rheoli.

11. Pa risgiau sydd yna ac oes yna unrhyw beth y gallwn ei wneud i'w lleihau?

- 11.2 Bydd gwerysilloedd anghyfreithlon ar dir y Cyngor a thir preifat yn parhau os na chaiff anghenion tai Sipsiwn a Theithwyr eu diwallu. Bydd mynd i'r afael â gwerysilloedd anghyfreithlon fel hyn yn golygu costau i'r awdurdod. Byddai darparu llety addas, yn

helpu i fynd i'r afael â'r mater. Mae'r rhwymedigaeth i fynd i'r afael ag anghenion llety a gafodd ei nodi yn yr Asesiad o Anghenion Llety Sipsiwn a Theithwyr yn ofyniad statudol fel yr amlinellir yn Deddf Tai (Cymru) 2014 a byddai methiant i weithredu ar argymhellion yr Asesiad yn gallu golygu her gyfreithiol a/neu gyfarwyddyd gan Lywodraeth Cymru.

- 11.3 Mae grant ar gael gan Lywodraeth Cymru i ddatblygu safleoedd i Sipsiwn a Theithwyr, fodd bynnag, nid yw'r cyllid yma'n ddigon i fodloni'r gofyniad ar draws Cymru, ac fel arfer, mae'n rhaid i geisiadau cyllid gael eu cyflwyno'n flynyddol ac ar amser penodol. Bydd methiant i ddatblygu'r broses nodi safle yn cael effaith negyddol ar allu'r ALI i ymgeisio a sicrhau cyllid, a allai olygu y byddai'n rhaid i'r ALI dalu cyfanswm costau'r safle.

12. Pŵer i wneud y Penderfyniad

- 12.1 Deddf Tai (Cymru) 2014 - Rhan 3

Mae tudalen hwn yn fwriadol wag

Appendix 1

Statutory Duties & Relevant Legislation:

The Housing Act (Wales) 2014. Section 101 & Section 102.

101 Assessment of Accommodation Needs

(1) A local housing authority must, in each review period, carry out an assessment of the accommodation needs of Gypsies and Travellers residing in or resorting to its area.

(2) In carrying out an assessment under subsection (1) a local housing authority must consult such persons as it considers appropriate.

(3) In subsection (1), “review period” means— (a) the period of 1 year beginning with the coming into force of this section, and (b) each subsequent period of 5 years.

102 Report following assessment

(1) After carrying out an assessment a local housing authority must prepare a report which— (a) details how the assessment was carried out; (b) contains a summary of— (i) the consultation it carried out in connection with the assessment, and (ii) the responses (if any) it received to that consultation; (c) details the accommodation needs identified by the assessment.

(2) A local housing authority must submit the report to the Welsh Ministers for approval of the authority’s assessment.

(3) The Welsh Ministers may— (a) approve the assessment as submitted; (b) approve the assessment with modifications; (c) reject the assessment.

(4) If the Welsh Ministers reject the assessment, the local housing authority must— (a) revise and resubmit its assessment for approval by the Welsh Ministers under subsection (3), or (b) conduct another assessment (in which case section 101(2) and this section apply again, as if the assessment were carried out under section 101(1)).

(5) A local housing authority must publish an assessment approved by the Welsh Ministers under this section.

In compliance with Sections 10 & 102 of The Act, Denbighshire County Council published its approved Gypsy & Traveller Accommodation Assessment (GTAA) was approved by WG in March 2017. It identified a need for:

- A permanent residential site for 5-6 pitches for an extended family residing in Denbighshire; and
- A transit site for 4-5 pitches.

The Housing Act (Wales) 2014. Section 103 & Section 104.

103 Duty to meet assessed needs

(1) If a local housing authority's approved assessment identifies needs within the authority's area with respect to the provision of sites on which mobile homes may be stationed the authority must exercise its powers in section 56 of the Mobile Homes (Wales) Act 2013 (power of authorities to provide sites for mobile homes) so far as may be necessary to meet those needs.

(2) But subsection (1) does not require a local housing authority to provide, in or in connection with sites for the stationing of mobile homes, working space and facilities for the carrying on of activities normally carried out by Gypsies and Travellers.

(3) The reference in subsection (1) to an authority's approved assessment is a reference to the authority's most recent assessment of accommodation needs approved by the Welsh Ministers under section 102(3).

104 Failure to comply with duty under section 103

(1) If the Welsh Ministers are satisfied that a local housing authority has failed to comply with the duty imposed by section 103 they may direct the authority to exercise its powers under section 56 of the Mobile Homes (Wales) Act 2013 so far as may be necessary to meet the needs identified in the authority's approved assessment.

(2) Before giving a direction the Welsh Ministers must consult the local housing authority to which the direction would relate.

(3) A local housing authority must comply with a direction given to it.

(4) A direction given under this section— (a) must be in writing; (b) may be varied or revoked by a subsequent direction; (c) is enforceable by mandatory order on application by, or on behalf of, the Welsh Ministers.

As a need has been identified in the Council's GTAA and the document has been approved by Welsh Government and published, the Council has a legal obligation to provide suitable sites to accommodate that need.

If the Council fails to meet its legal obligations, a direction from the Minister to meet the needs can be given and must be complied with.

Failure to meet the needs identified in the GTAA could also lead to a legal challenge from the resident family and the travelling community.

Public Sector Equality Duty:

Romani Gypsies and Irish Travellers are recognised ethnic groups for the purposes of the Equality Act 2010. Race is one of the protected characteristics covered by the Act. Race

refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

Additionally, the Equality and Human Rights Commission considers Gypsies and Travellers to be amongst the most vulnerable and marginalised minority groups in Britain.

The [Public sector equality duty](#) came in to force in April 2011 (s.149 of the Equality Act 2010) and public authorities are now required, in carrying out their functions, to have due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010 to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

To ensure transparency, and to assist in the performance of this duty, the Equality Act 2010 (Specific Duties) Regulations 2011 require public authorities to publish:

- equality objectives, at least every four years (from 6th April 2012)
- information to demonstrate their compliance with the public sector equality duty (from 31st January 2012)

Failure by a local authority to meet these duties could result in a claimant taking legal action about a decision made and/or a discrimination claim.

Appendix 2

Pre- Planning Consultation Response:

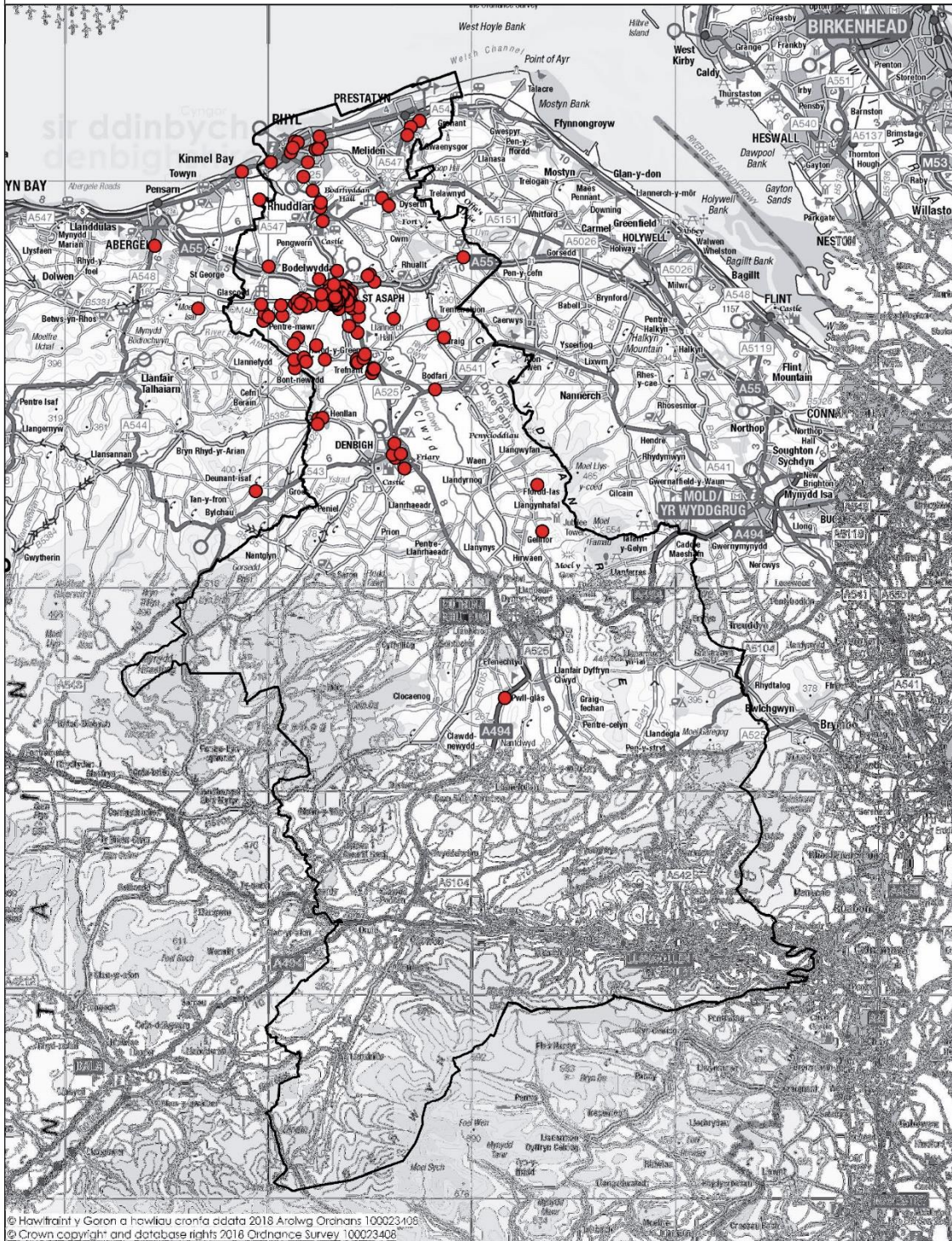
Overview

There is clearly opposition to the developments within the local and, to some extent, the surrounding community. While the consultation exercise gave the opportunity to comment separately on the transit and residential proposals, the majority of respondents (82.83%) chose to respond to both proposals jointly.

The majority of concerns (particularly non-material planning issues) are predicated on stereotypical perceptions of the travelling community and experiences of unauthorised encampments. There is little understanding or consideration of the fact that both sites will be managed facilities and, more notably, that the residential site is being provided for an extended family who have been residing within Denbighshire for a number of years.

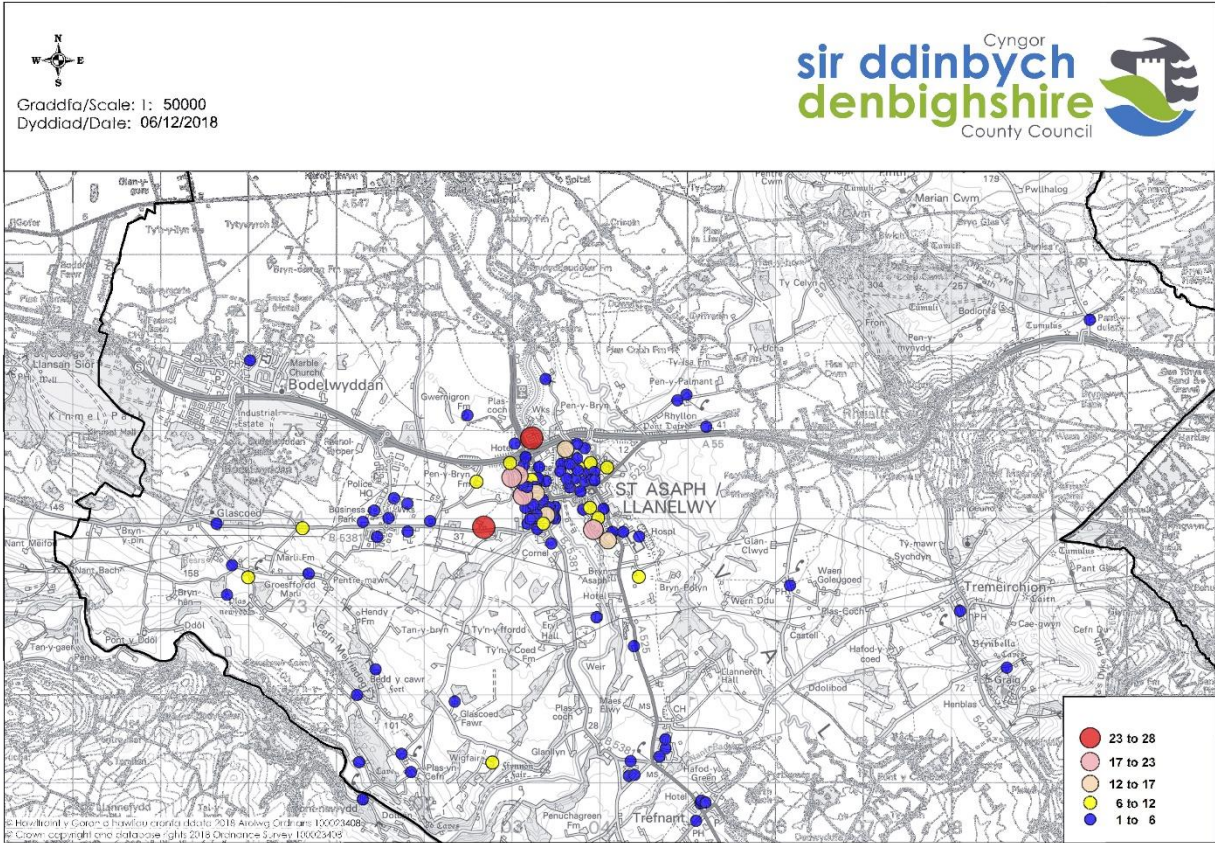


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Dyddiad/Date: 06/12/2018



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Spread of response geographically



Local response volume map.

Response Analysis – ranked.

	Number	Percentage
Total Responses	774	100%
Transit Only	66	8.52%
Residential Only	67	8.65%
	Raised in No of Responses	
Issue/Subject		
Location	774	100%
Information	741	95.8%
Highways	552	71.3%
Economic	484	62.5%
LDP	339	43.8%
Environmental	271	35%
Security/Crime	254	32.8%
Local services	233	30.1%
Community	153	19.8%
Finance	118	15.3%
Health/H&S	115	14.9%
Visual Impact	98	12.7%
Proximity (to each other)	45	5.8%

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
COMMUNITY	Comments that relate to the impact on the existing community of St Asaph, including integration of the Gypsies & Travellers and fixed residential lifestyles and conflicting cultural issues.	19.8%	<p>Perceived detrimental impact on Village environment;</p> <p>Perceived difficulty of Gypsies & Travellers integrating into the community;</p> <p>Perceived lack of community responsibility related to short term occupation of the transit site;</p> <p>Perceived lack of trust of/respect for settled community by Gypsies & Travellers;</p> <p>Concerns regarding a clash of cultures;</p> <p>Comparisons made with experiences of Gypsies & Travellers on unauthorised sites;</p>	<p>Generally the response comments raise issues stereotypically associated with short term occupation of sites by the Travelling community.</p> <p>Transit site – the responses do not recognise or consider the potentially more settled nature of a managed transit site where visitors may wish to stay for up to 3 months and, therefore, integrate into the community to some extent.</p> <p>Residential site - Generally the response comments raise issues stereotypically associated with short term occupation of sites by the travelling community and do not recognise or consider the more settled nature of a residential site where the families are long term, rent/rate paying residents.</p> <p>The family identified as having a residential need are currently living in Denbighshire and have lived in the area for a number of years.</p> <p>Accommodation needs of Gypsy-Travellers in Wales (Report produced for WG by Pat Niner, Centre for Urban and Regional Studies, Birmingham University) found that Consultation with Community and Town Councils and other local bodies in areas with existing Gypsy-Traveller sites suggests that few problems arise from sites although transient Gypsy-Travellers on unauthorised encampments are perceived as much more problematic. A number of consultees acknowledged that site residents are well integrated into the local community but there are some where relations can be seen as mutual reluctant toleration at best. Good site management was identified as an important factor in how a site operates. Experience from Group Housing schemes in the Republic of Ireland indicates that relatively small schemes seem to work best and are more easily integrated into a locality (residential). Successful sizes may range from four to sixteen homes.</p> <p>A Case Study provided by Fenland District Council states that “By providing good sites we avoid many of the problems associated with Gypsies and Travellers which give them a bad name” Gypsies and Travellers – Simple Solutions for living together, Equalities Commission report.</p> <p>This is not a material planning consideration but has been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
ECONOMIC	Comments that relate to the impact of the developments on retaining existing and attracting new businesses to St Asaph and the Employment Park	62.5%	<p>Strong perceptions that existing businesses will leave the Business Park;</p> <p>Concerns that new business tenants will not want to establish/relocate to the Business Park;</p> <p>Concerns that the developments will have a negative impact on businesses within the town;</p> <p>Comparisons made with experiences of Gypsies & Travellers on unauthorised sites;</p>	<p>Many of the businesses trading from the business park have raised concerns regarding the proposals and the majority of responses from residents raise it as an issue. Generally no distinction has been made between the transit and residential sites, with many comments citing previous experience of unauthorised encampments as justification for opposing the proposals.</p> <p>Transit site - The comments do not appear to recognise the fundamental purpose of the transit site i.e. that it is intended to reduce the number of unauthorised encampments and provide a managed approach to accommodating the travelling community passing through.</p> <p>Residential site – There are Local and National examples of residential sites adjacent or close to business/industrial estates where the relationship between the resident Travellers and the tenants of the business units is exceptionally good and fears around increased levels of crime have proved incorrect – to the extent that crime levels have actually reduced due to occupation of the sites during non-business hours.</p> <p>Research undertaken by the Joseph Rowntree Foundation together with the Planning Exchange in Glasgow focused on re-visiting neighbours and objectors close to 3 sites developed in Scotland. This research found that the adverse impact which objectors and many other neighbours had anticipated had been far less than expected. In fact, in the cases of domestic householders, utilities and most businesses, there had been very little impact at all.</p> <p>A small number of farms and businesses reported continuing problems which they attributed to the close proximity of sites. However, the study suggests that even these remaining problems might have been significantly reduced had spending discussed at the time of site creation been proceeded with.</p> <p>(Taken from Housing Research 201, 1996 - Neighbours' Views of Official Sites for Travelling People)</p> <p>This is not a material planning consideration but has been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
ENVIRONMENT	Comments relating to the impact on the existing wildlife, vegetation. Also perceived increases in levels of noise & pollution	35%	<p>Negative/unknown impact on existing wildlife, specifically badgers, newts and dormice;</p> <p>Perceptions that large scale tree removal will be required;</p> <p>Concerns that hazardous materials will be stored on site;</p> <p>Concerns that ecology surveys undertaken are not adequate to identify all issues;</p> <p>Perceptions that fly tipping will increase in the surrounding areas;</p> <p>Concerns regarding the capacity of surface water drains and potential consequential impact on established residential areas;</p>	<p>Impact on wildlife & habitat. Preliminary Ecology surveys have been undertaken and no significant barriers to developing the proposals are envisaged. More in depth and seasonal surveys will be required to support a formal planning application but it is unlikely that there will be any issues identified that would render the proposals for either site unviable.</p> <p>In respect of increased levels of noise or pollution, the scale of the developments are not considered large enough to result in significant increases in either. Arguably the potential increase in periodic traffic movements related to a transit site would have more of an impact than a residential site where traffic movement would be equivalent to a standard residential development i.e. normal levels of movement associated with employment and social activities.</p> <p>Business activities would be restricted on both sites, as would the accumulation or storage of materials – hazardous or otherwise.</p> <p>There are no anticipated issues with foul or surface water drainage and discharge and attenuation will be incorporated into the surface water drainage proposals.</p> <p>These are material planning considerations. Due to the scale of the developments together with evidence from studies undertaken, it is not considered that sufficient issues will be identified that would render the development of either or both sites unviable.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
FINANCE	Comments relating to the cost of the developments and the ongoing financial implications including property values	15.25%	<p>Concerns raised regarding impact on property values;</p> <p>Concerns that public money is being spent/Council owned land used for providing accommodation for Gypsies & Travellers;</p> <p>Perceptions that Gypsies & Travellers do not contribute to public funds;</p> <p>Concerns around the impact on public resources;</p> <p>Queries raised regarding ongoing site management costs – more in relation to the transit site – rubbish removal, security etc.</p>	<p>Perception of non-payment for services via rent & rates etc. Comments raise issues stereotypically associated with short term occupation of sites by the travelling community, particularly relating to clearing sites and repairs following occupation.</p> <p>Transit site – no recognition that users will be charged a deposit and pay a site fee.</p> <p>Residential site – no recognition that the existing residential family currently live, work and pay rent/Council Tax/Ni etc. & are, therefore, entitled to access local and national services.</p> <p>Perception that house values will decrease. Again, this is linked to stereotypical perceptions around the travelling community and unauthorised encampments. The comments do not recognise the fixed term nature of the residential site and/or the fact that a transit site would be managed. Many types of development can affect the value of property & the mixed use nature of the area (farming, residential, business, utilities & site allocated for potential waste use) means that future planning applications for a range of uses could impact on wider property values.</p> <p>Perception that the cost of the developments is unreasonable and the funding should be spent on other competing priorities. The WG has allocated the funding in order that LA's can discharge their legal responsibilities under the Equalities Act and Housing Act. The development costs will be subject to competitive tender exercises demonstrating best value.</p> <p>These are not material planning consideration but have been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
HEALTH/H&S	Comments relating to the creation of health related issues or health & safety of existing or proposed residents	14.9%	<p>Concerns raised for Gypsy & Traveller families in terms of proximity to electricity pylons, sub stations (gas & electricity) and the A55;</p> <p>Perception that walkers/cyclists using the lane will be put at risk;</p> <p>Concerns regarding pollution from increase traffic;</p> <p>Concerns regarding the proximity of the transit site to u/ground power cables;</p> <p>Concerns that local residents will be canvassed for work;</p> <p>Perception that the sites will contain workshops;</p>	<p>Two major areas of concern raised:</p> <p>The health & wellbeing of the users of the proposed sites – particularly in relation to the location of the transit site, being close to the gas and electricity sub-stations, having power lines crossing the site and in close proximity to the underground power cables. Concerns were also raised regarding the proximity of the sites to the A55 (arguably more relevant to the residential site).</p> <p>The impact on residents whether related to walking along country lanes and established pedestrian routes plus potential disturbance of residents in surrounding areas which could potentially be detrimental to their well-being.</p> <p>Many of the comments in relation to impact on existing residents & business users were applicable to uncontrolled and unauthorised encampments. While the transient nature of the transit site users cannot be denied, together with the potential for unwanted soliciting for work in the area. There would be no similar impact from the residential site as the occupiers would be permanent residents and not reliant on ad hoc employment opportunities.</p> <p>These are not material planning consideration but have been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
HIGHWAYS	Comments relating to the suitability of Cwttir Lane for access to the sites and increased traffic on the surrounding roads.	71.3%	<p>Concerns regarding the impact of additional traffic in St Asaph centre & surrounding areas;</p> <p>Concerns that additional traffic will have a detrimental impact on the Business Park;</p> <p>Concerns that Cwttir Lane cannot sustain additional traffic – particularly regular movement of caravans;</p> <p>Concerns Glascoed Road is becoming over utilised (ref to Business Park growth and Crematorium);</p> <p>Concerns regarding the suitability of the junction of Cwttir Lane & Glascoed Road;</p> <p>Concerns regarding Cwttir lane in terms of width, lack of footways, cycle path, passing places etc.</p> <p>Concerns that Hoel Esgob will be used by vehicles to for access to St Asaph;</p> <p>Perceptions that the A55 is unable to cope with increased traffic during the Summer months;</p> <p>Concerns regarding parking pressures within St Asaph;</p> <p>Concerns regarding safety of walkers/cyclists etc.</p> <p>Concerns that the traffic impact assessment produced for the consultation has not considered peak flows, cyclists & other users.</p> <p>Concerns regarding access for emergency vehicles;</p> <p>Perception that large/long vehicle use will increase;</p> <p>Concerns that caravans will be parked on Cwttir Lane;</p>	<p>A Transport Statement has been prepared by Denbighshire County Council's Highways Department. The required amendments to Cwttir Lane are minimal in terms of adjusting the road layout, requiring only adequate visibility splays to the proposed site entrances and the creation of passing places in two locations with appropriate signage.</p> <p>The Transport Assessment only considers the access along Cwttir Lane from the junction with Glascoed Road.</p> <p>Given concerns raised around increased volumes of traffic along Glascoed Road and within the centre of St Asaph and the route from the Business Park, it is intended that the scope of the Transport Assessment is increased to include these areas. It is not anticipated that any significant changes to the highway will be required.</p> <p>These are material planning considerations. Due to the scale of the developments together with evidence from the Transport Assessment already undertaken, it is not considered that sufficient issues will be identified that would render the development of either or both sites unviable.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
INFORMATION	Comments relating to requests for information regarding the current use of the land, the perception that the planning decision has been pre-determined and concerns around the democratic process (decisions taken at Cabinet) and lack of consultation.	100% (140%)	<p>Perception that the Planning decision has already been taken;</p> <p>Perception that DCC have been secretive regarding the proposals and not followed a legal democratic process;</p> <p>Some confusion regarding the pre-planning and formal planning application stages;</p> <p>Questions regarding site selection & assertions that Green-gates is not the most suitable site;</p> <p>Questioning need for sites at all;</p> <p>Perception that DCC is being pressured by WG to deliver;</p> <p>Perception that DCC has already submitted a funding bid to WG;</p> <p>Concerns raised that the planning process will be inappropriately applied to a DCC proposal;</p>	<p>A range of issues were raised including (not exhaustive):</p> <p>A perceived lack of consultation with residents regarding the location of the proposed sites; The democratic process;</p> <p>The validity of the information provided (particularly the need for the sites); The site selection process;</p> <p>A perception that a planning decision is a forgone conclusion; The reasoning for locating the sites on agricultural land; The belief that the sites should be located in Rhyl (in the main);</p> <p>The Pre Planning Consultation Exercise undertaken is above & beyond the legal requirement for developments of this size and is additional to the statutory consultation period required for a formal planning application.</p> <p>Further details regarding the development of the GTAA, the call for sites and site selection process have been circulated via the FOI process and posted on line as part of the consultation exercise.</p> <p>The Council's Monitoring officer is content that the democratic process and relevant publication of information has been undertaken in a compliant and diligent manner.</p> <p>These are not material planning consideration but have been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
LDP	Comments relating to the perceived conflict with the Council's LDP and/or assertions that the identification and development of the sites should be dealt with through the existing LDP review process.	43.8%	<p>Assertion that DCC is in legal breach of local and national planning guidance;</p> <p>Assertion that the planning process cannot progress because the sites are not identified in the LDP;</p> <p>Assertions that the identification of suitable Gypsy & Traveller sites should be dealt with via the emerging LDP process;</p> <p>Reference to proposals being outside the development boundary & therefore contravening the LDP;</p> <p>Misconception that the site is protected green barrier and/or AONB;</p>	<p>The proposed locations have been informed by criteria set out in national and local planning policy, specifically Planning Policy Wales; Circular 005/2018: Planning for Gypsy, Traveller and Show people Sites; Designing Gypsy and Traveller Sites in Wales; and Denbighshire's Local Development Plan.</p> <p>Criterion ii) of policy BSC 10 directs gypsy and traveller sites to locations within or on the outskirts of an established settlement boundary with access to a range of facilities / services (including schools), public transport and main transport routes. The policy goes on to state that <i>'Sites in other locations will only be permitted where it is demonstrated that sites within or on the outskirts of an established settlement boundaries are not available and all the above criteria are met.'</i></p> <p>The proposed locations are not within or adjoining a settlement boundary. However, policy BSC 10 allows for other locations to be considered, subject to all other criteria being met. The proposed residential and transit sites are approximately 430 metres and 740 metres respectively from the settlement boundary of St Asaph. It is considered that this does not represent a 'considerable' distance or that the sites are 'isolated' from the nearest settlement.</p> <p>As part of the site assessment process, the Local Authority has considered a range of sites within and adjoining established settlement boundaries. However, these are either not available or are less suitable when assessed against the site selection criteria identified by national and local planning policy. A report providing further information on the site assessment and selection process has been made available.</p> <p>The Local Authority started a review of the current Local Development Plan (LDP) in May 2018. In line with the timetable agreed with Welsh Government, a new LDP is expected to take effect later in 2021. Addressing site identification through the new LDP preparation process would therefore lead to a significant delay in meeting the identified housing needs of the County's Gypsy and Traveller community. The current LDP contains a specific policy for the assessment of any Gypsy and Traveller site proposals (policy BSC 10) which may come forward during the life of the plan (2006-2021). This policy has already been subject to extensive public consultation, and examination by an independent Planning Inspector, and found to be a sound basis for dealing with any such proposals. The Local Authority considers that the proposed locations meet the requirements of this policy and therefore delaying the process of site identification would be unwarranted and unjustified.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
LOCAL SERVICES	Comments relating the perceived increased strain on existing local services – schools, Dr Surgeries etc.	30.1%	<p>Perception that increased use of local services (schools, police, GP's etc.) is not sustainable;</p> <p>Suggestions that services in other areas would be more able to cope;</p> <p>Perception that strain will be put on DCC services (bin collections, highways maintenance etc.);</p> <p>Assertions that the sites are too remote from local services;</p>	<p>Conflicting arguments have been put forward in terms of Local Services. Some respondents stated that the additional strain on service would be detrimental, while some stated that the sites were too remote to have adequate access to services.</p> <p>The location of the site is not considered too remote, given that there are a number of existing dwellings in the area and down Cwttir Lane itself.</p> <p>The size of the developments is not considered onerous in terms of the impact on local services, particularly in respect of the residential site, where the proposed occupants are already residing in Denbighshire and in receipt of schooling, medical services etc.</p> <p>Research into the impact of 3 sites in Scotland found that : Primary schools in the areas concerned had been able to cope with the arrival of traveller children.</p> <p>Police authorities acknowledged the contribution of the sites to meeting travellers' needs and reported no noticeable increase in crime in the vicinity of sites.</p> <p>(Taken from Housing Research 201, 1996 - Neighbours' Views of Official Sites for Travelling People, JRF/Planning Exchange research)</p> <p>For this size of development this is not a material planning consideration but has been highlighted as an area of concern expressed in the responses.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
LOCATION	Comments in relation to the location of the sites generally – rural setting, distance from amenities	100%	<p>Concerns regarding the developments spoiling the rural nature of the area;</p> <p>Concerns regarding the loss of agricultural land;</p> <p>Concerns the sites are too remote from amenities, including bus routes;</p> <p>Concerns that the Travelling community have not been consulted regarding the proposed transit site;</p>	<p>The proposed sites are located in a semi-rural area on the outskirts of St Asaph, near to Bodelwyddan, and within close proximity to varying industrial and business developments, together with a substation / transformer site, residential property and working farms.</p> <p>The existing business park occupies an area of approximately 62 hectares and is within 800m of the Green-gates East Site (at its furthest boundary). An additional 16 hectares of land which forms the majority of the Green-gates site is allocated within the LDP for expansion of the Business Park. This would bring commercial developments to within circa 400m of the Green-gates East site (at its furthest boundary).</p> <p>The land to the South West (known as the 'former Pilkington's site') has recently seen enabling works undertaken to encourage development. It is also allocated for Employment land (PSE 2 & VOE7, B1, B2 uses and waste management).</p> <p>The proposed residential and transit sites are approximately 430 metres and 740 metres respectively from the settlement boundary of St Asaph. It is considered that this does not represent a 'considerable' distance or that the sites are 'isolated' from the nearest settlement.</p> <p>St Asaph has a range of facilities / services, access to public transport and main transport routes.</p>

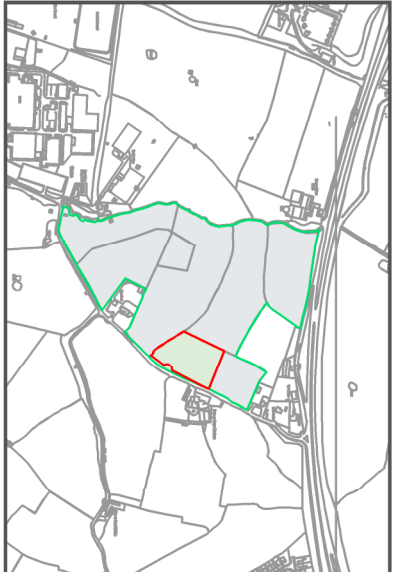
CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
PROXIMITY OF SITES	Comments relating to the proximity of the proposed sites to each other.	5.8%	<p>Concerns regarding potential culture clashes between Transit and Residential site users could lead to conflict;</p> <p>Concerns of over development of Gypsy & Traveller sites within a small geographical area;</p> <p>Concerns that Travelling community have reservations regarding the proximity of the sites;</p> <p>Suggestion that the solution for transit site should be a regional model as opposed to individual Council provision;</p> <p>Reference to WG guidelines stating that sites should not be in close proximity;</p> <p>Reference to Gypsy & Traveller community view that sites should not be in close proximity;</p>	<p>The close proximity of transit and residential sites is recognised as potentially causing issues and a shared site has been discounted as an option for consideration. WG Guidance does not advocate shared sites.</p> <p>Given the scarcity of available and affordable development sites within the County together with opportunities to separate the sites with suitable landscaping and screening, a decision was taken to consider the potential for developing both sites within the same area.</p> <p>While not ideal, potential conflict would need to be managed effectively and if both sites are taken forward, the management model will need to be tailored to suit.</p> <p>While not a material planning consideration, the location of the two proposed sites either side of an existing dwelling and access to both sites being off the same lane, the proximity of the sites to each other needs to be considered carefully.</p> <p>There is an increased risk of WG not funding one or the other of the sites if both proposals are progressed.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
SECURITY/CRIME	Comments relating to the perception that crime rates will increase and security of property and persons threatened.	32.8%	<p>Perception that crime/ASB rates will increase;</p> <p>Perception that increased Police resource will be required;</p> <p>Reference to elderly population of surrounding areas being fearful;</p> <p>Concerns form businesses that premises and materials will be at risk;</p> <p>Concerns that unauthorised occupation of sites will occur;</p>	<p>Generally the response comments raise issues stereotypically associated with short term occupation of sites by the travelling community.</p> <p>Transit site – the responses do not recognise or consider the potentially more settled nature of a managed transit site where visitors may wish to stay for up to 3 months and, therefore, not display stereotypical behaviour.</p> <p>Residential site - Generally the response comments raise issues stereotypically associated with short term occupation of sites by the travelling community and do not recognise or consider the more settled nature of a residential site where the families are long term, rent/rate paying residents.</p> <p>The family identified as having a residential need are currently living in Denbighshire and have lived in the area for a number of years.</p> <p>In Scotland, research into the impact of 3 Gypsy and Traveller sites found that Police authorities acknowledged the contribution of the sites to meeting travellers' needs and reported no noticeable increase in crime in the vicinity of sites. (Taken from Housing Research 201, 1996 - Neighbours' Views of Official Sites for Travelling People, JRF/Planning Exchange research)</p> <p>This is not a material planning consideration but has been highlighted as an area of concern expressed in the responses.</p>








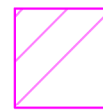
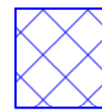
CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
VISUAL IMPACT	Comments in respect of how the proposals will impact visually on the area. Also loss of visual amenity to the existing residents.	12.7%	<p>Incompatibility of the proposals to the surrounding area;</p> <p>Impact on the visual enjoyment of the existing residents in the area;</p> <p>Considered overbearing and out of scale with the surroundings;</p> <p>Lack of control over the condition and appearance of caravans;</p> <p>Proposals don't reflect the character of the area in terms of materials;</p> <p>Rural setting will be spoiled;</p> <p>Inadequate screening;</p>	<p>Residential Site - Consideration has been given to the location of the site and buildings within it to minimise any impact on the adjoining residential properties but also to minimise the impact on the character of the adjacent farmland. The development follows the existing pattern of residential properties and smallholdings arranged along Cwttir Lane. The landscaping proposals have incorporated generous areas of screening with new planting and none of the buildings overlook adjoining residential property</p> <p>The external palette materials have been carefully considered to reflect local vernacular buildings and maintain a rural character.</p> <p>The development proposal provides the opportunity to retain & enhance the existing landscape, through the addition of new ornamental and native species planting across the site, creating an attractive development to live in and visit.</p> <p>Transit Site - To minimise the impact of the development on neighbouring properties and the surrounding countryside it is proposed that the new access road, hard standing and new amenity building will be cut into the ground slightly.</p> <p>The prominence of the proposed new amenity building will be reduced by cutting into existing ground levels but the external palette of materials has also been carefully considered to reflect local vernacular buildings and maintain a rural character.</p> <p>The rural character of the site will be enhanced by the introduction of new hedgerows along the eastern and western boundaries which will break down the existing large open expanse of grazing land into smaller fields more reminiscent of the historic pattern of field boundaries.</p>

CATEGORY	DEFINITION/CONTEXT	PERCENTAGE OF RESPONSES WHERE RAISED	ISSUE RAISED	COMMENT/RESPONSE
OTHER/MISC	Comments not related to the above	Too few to categorise	<p>Impact of Brexit negates need for sites (reduced cross border transit);</p> <p>Money should be spent on Social Housing/improving services;</p> <p>Impact on Welsh Language;</p> <p>Limited positive comments regarding providing managed sites and DCC being forward thinking;</p>	No material planning issues identified but examples included as raised in the consultation returns.

Mae tudalen hwn yn fwriadol wag



Tudalen 39

	Extent of site
	Landscaping
	Amenity Building
	Hardstanding / Pitches
	Roads
	Footpath
	Restriction due to overhead power lines
	Restriction due to buried power lines (Dong Energy)
	Restriction due to buried power lines (NPOWER)

Gypsy & Traveller accommodation assessments of potential sites

Green Gates Farm (East)

Residential Option

Mae tudalen hwn yn fwriadol wag

Appendix 4

Pre-Planning Consultation Exercise.

The pre planning consultation process commenced on 24th October 2018 and finished at midnight on 25th November 2018 (the consultation period was extended by 3 days due to technical issues with the consultation portal).

While not a legal requirement, the Council's pre planning exercise was conducted in line with Welsh Government Document "Pre-application Community Consultation: Best Practice Guidance for Developers.

Pre-application consultations are a new part of the planning application process in Wales brought in by the Planning (Wales) Act 2015.

Developers are required to undertake this consultation on 'major' projects. These are developments, which can have an impact greater than the local neighbourhood, such as quarries or new housing (with over 10 dwellings) and retail developments.

The purpose of the pre-application consultation is to provide an opportunity for early engagement with local stakeholders and allows the community to shape the application prior to any submission into the formal planning process.

A minimum standard has been set by Welsh Government that all developers must meet as part of pre-application consultation.

The minimum standard includes;

- Making draft planning application documents available to view (this can be on-line);
- Notifying the right consultees as set out within the guidance;
- Providing a 28 day notice period; and
- Reporting on how the pre-application consultation was undertaken and how people's views on the material planning issues were considered by submitting a Pre-Application Consultation Report (PAC Report) with any subsequent planning application for the development.

The Pre-Planning Consultation Exercise was undertaken covering both proposals:

- a) a permanent residential Gypsy and Traveller site with 6 pitches; and
- b) a transit Gypsy and Traveller site with 4-5 pitches.

Neither would constitute a major project and so there was no requirement for The Council (as the developer) to undertake pre-application planning consultation prior to submitting formal planning applications. However, it is recognised that these types of developments can attract significant interest and a decision was taken to use a pre-planning consultation process to start the engagement with relevant local stakeholders. The following table sets

out the minimum guidance requirements, how the local authority met this and any additional activity undertaken which exceeds the minimum requirement.

Minimum Standard	Local Application	Additional
Making draft planning application documents available to view	Draft planning application documents were available on-line	Paper copies were also made available in the local library. An information event was held with officer's available to answer questions on the proposals
Notifying the right consultees as set out within the guidance	Write to: Tenant farmer of the land Local Councillor City Council Relevant specialist consultees	Additional letters sent to: properties on Cwttir Lane and Heol Esgob Local councillors for St Asaph West, St Asaph East, Bodelwyddan, Trefnant wards. Neighbouring Town and Community councils Press release was issued to local media and sent to AM, MP and key partners including NWP, BCUHB Information on DCC website and social media
Provide a 28 day notice period	28 day notice period provided	Notice period extended due to technical problem on web-site
Report on pre-application planning consultation with formal planning application	All feedback, including non-planning concerns has been reviewed relevant to each proposal. Comments are considered against the draft planning documents and where appropriate resultant actions/amendments will be noted or reasons provided as to why no action is required. Should the proposal (s) proceed to the formal planning application stage then the information above will be included in a Pre-application consultation report (PAC) report to accompany the full planning application.	

Gypsy and Traveller Accommodation Project - transit site

Well-being Impact Assessment Report


This report summarises the likely impact of the proposal on the social, economic, environmental and cultural well-being of Denbighshire, Wales and the world.

Assessment Number:	619
Brief description:	This impact assessment considers the likely impact over the long term (including acknowledgement of areas where there will be interim or short term impacts) of the proposal to establish a transit site for gypsy and travellers in St Asaph. The proposal design includes 5 pitches that can be occupied for up to 3 months.
Date Completed:	11/03/2019 14:45:54 Version: 2
Completed by:	Kim Waller
Responsible Service:	Facilities, Assets & Housing
Localities affected by the proposal:	Elwy,
Who will be affected by the proposal?	The future residents of the site will be affected by the proposal. A range of other stakeholders have been identified who may be affected or who perceive that they will be affected by the proposal. These include immediate neighbours to the site, the wider community living in St Asaph and the surrounding area, businesses and employees on the St Asaph business park and within St Asaph city, people who use the area for leisure activities.
Was this impact assessment completed as a group?	Yes

IMPACT ASSESSMENT SUMMARY AND CONCLUSION

Before we look in detail at the contribution and impact of the proposal, it is important to consider how the proposal is applying the sustainable development principle. This means that we must act "in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

Score for the sustainability of the approach

 (3 out of 4 stars) Actual score : 22 / 30.

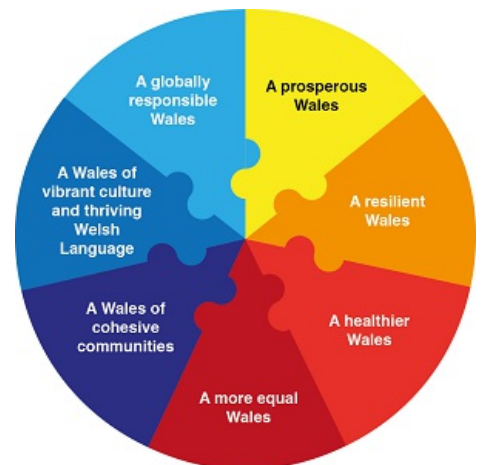
Implications of the score

Need to engage with potential users of the Transit site.
Need to consider how this provision could function as a part of regional provision.
LDP criteria has been considered.
Meets wider well-being objectives, promoting independence and resilience.

Summary of impact

Well-being Goals

A prosperous Denbighshire	Neutral
A resilient Denbighshire	Neutral
A healthier Denbighshire	Neutral
A more equal Denbighshire	Positive
A Denbighshire of cohesive communities	Neutral
A Denbighshire of vibrant culture and thriving Welsh language	Neutral
A globally responsible Denbighshire	Neutral



Main conclusions

There are areas of uncertainty regarding operational delivery and demand which need to be better understood and resolved. Failing to do this may change a neutral assessment of impact with some of the well-being goals to negative. We need to engage with emerging discussions taking place in the UK regarding good practice around transit sites and engage with potential transit site users to ensure that the design and management arrangements are robust and fit for purpose.

There appears to be concerns that local businesses will be negatively impacted by the proposal. Some of these concerns appear to be based on experiences of unauthorised encampments. This proposal seeks to reduce unauthorised encampments and the associated problems. We need to seek additional information from other similar sites. We need to ensure that appropriate management systems are in place to mitigate concerns. We need to engage with potential site users to ensure that the site meets needs. We need to consider this proposal in the context of a regional network of sites as there is a risk that one transit site in the region could be over-subscribed.

We need to consider possible demand for the site and explore the potential to develop this provision within the context of a regional network rather than in isolation which could create problems if there is higher demand than can be met.

We need to consider the concerns of the existing community and the possible future residential site community and ensure that the design and management arrangements respond to concerns. Some concerns are underpinned by negative stereotypes and unauthorised encampments and we need to provide accurate information on these.

We need to build relationships with the existing community.

We need to undertake a further ecology study.

We need to assess the broadband service.

We need to consider the likely demand /level of childcare services locally.

Evidence to support the Well-being Impact Assessment

- We have consulted published research or guides that inform us about the likely impact of the proposal
- We have involved an expert / consulted a group who represent those who may affected by the proposal
- We have engaged with people who will be affected by the proposal

THE LIKELY IMPACT ON DENBIGHSHIRE, WALES AND THE WORLD

A prosperous Denbighshire

Overall Impact	Neutral
Justification for impact	<p>The proposal is too small to generate a significant positive or negative impact to the prosperity of Denbighshire overall. Although, a reduction in unauthorised encampments may have a big impact on individual landowners or businesses.</p> <p>The provision of secure short-term accommodation with safe and appropriate facilities would allow people to access seasonal employment or other employment activities without the fear of being moved on. Feeling secure in the length of stay would also allow residents to access education and training should they wish to.</p> <p>This would provide a safer environment for children and support the ability of families to travel together which in turn would allow shared childcare arrangements if desired.</p> <p>There are currently no other transit sites in north Wales or indeed Wales. It is difficult to forecast demand because of the lack of similar provision elsewhere. There is a risk that there could be a higher demand for the site during peak travelling periods than anticipated and there would currently be no alternative provision available elsewhere in the region to direct people to in such circumstances.</p>
Further actions required	<p>We need to engage with potential residents to better understand requirements, potential demand etc in order to ensure that the design, management arrangements and services will be suitable. We need to check broadband provision and childcare. Developing this proposal as part of a regional network of transit sites would reduce the possibility of over demand and any associated problems that this may cause. We need to hold further conversations at a regional level around developing a network of transit sites to manage possible demand during the busier travelling periods.</p>

Positive impacts identified:

A low carbon society	The transit proposal provides an amenity block which will be built to current standards and legislation.
Quality communications, infrastructure and transport	<p>It is assumed that the site has decent 4G although this needs to be confirmed.</p> <p>Taking into account travelling patterns, current predicted demand is unlikely to impact on the speed of deterioration of the road.</p>
Economic development	<p>This would provide appropriate accommodation for members of the Gypsy and Traveller community to engage in traditional economic activities such as seasonal work or self-employment. Families visiting for leisure purposes would bring economic benefits to Denbighshire businesses. This proposal is to provide an appropriate and managed facility as an alternative to unauthorised encampments. A reduction in unauthorised encampments will reduce costs and inconvenience for landowners and businesses who may be affected.</p>
Quality skills for the long term	<p>Providing safe and secure accommodation for up to 3 months for people travelling through the county will enable them to access education and training for the period of their stay. Information for residents could also include details on business support, employment and training.</p>

Quality jobs for the long term	As a small accommodation project this proposal will not directly provide jobs.
Childcare	A suitable, managed site will provide a safe location for children during their stay in Denbighshire without the fear of being moved on or risks associated with living on the side of a road or on a carpark. Children will also be better placed to access education during their stay. It will allow families to travel together and provide childcare support if desired.

Negative impacts identified:

A low carbon society	We need to engage further with potential users in order to understand measures would be beneficial for short-term stays. The caravans themselves would be outside the scope of this project as they would be the property of the resident.
Quality communications, infrastructure and transport	There is a risk that if new sites users miss the entrance to the site that they will find it difficult to turn around further down the lane (as this is not a through road). We need to consider mitigation and the impact of this.
Economic development	The site is intended to provide accommodation only. We need to think about how we could support any self-employed residents in the appropriate disposal of trade waste. There appears to be concerns that local businesses will be negatively impacted by the proposal. Some of these concerns appear to be based on experiences of unauthorised encampments. This proposal seeks to reduce unauthorised encampments and the associated problems. We need to seek additional information from other similar sites. We need to ensure that appropriate management systems are in place to mitigate concerns. We need to engage with potential site users to ensure that the site meets needs. We need to consider this proposal in the context of a regional network of sites as there is a risk that one transit site in the region could be over-subscribed.
Quality skills for the long term	No known negative impacts
Quality jobs for the long term	There have been concerns raised that people will not want to work or locate a business nearby. Concerns seem to be predominantly based on negative unauthorised encampments. We need to consider how we would manage demand/high demand.
Childcare	There may be a perceived lack of childcare options more widely in the community.

A resilient Denbighshire

Overall Impact	Neutral
Justification for impact	The site is too small to generate a significant positive or negative impact. The proposal will involve the development of a small area of land with a structure and hard standing area. A flood survey has been carried out and management of water run off considered. There will be the opportunity to provide education and also appropriate services to manage waste and recycling which has often been a problem with unauthorised encampments.

Further actions required	We will undertake a further ecology study to ensure that appropriate steps are taken to minimise the impact on local wildlife. We will introduce additional planting of local species around the site to provide additional/replacement habitat. We will follow best practice guidance on the design and use of materials for the amenity building. We will work with future residents to ensure that they make the best of recycling and reusing options.
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Positive impacts identified:

Biodiversity and the natural environment	Planting around the site would provide privacy, a noise and light barrier and support biodiversity. A further ecology survey is required to ensure that all requirements are understood.
Biodiversity in the built environment	The site will provide one amenity building with facilities for each pitch and hard standing areas for caravans and parking for cars. There is minimal opportunity for planting within the main body of the design but there will be opportunity for planting both around the site and along the driveway to the site supporting biodiversity.
Reducing waste, reusing and recycling	This proposal will ensure that suitable waste and recycling facilities can be provided that would not be available on an unauthorised site. Expectations around recycling can be explained to new residents on the site. The provision of electricity for fridges that would not normally be available on an unauthorised encampment could reduce food waste.
Reduced energy/fuel consumption	The design of the amenity block follows up to date guidance on design and use of materials to maximise energy efficiency and reduce fuel consumption.
People's awareness of the environment and biodiversity	Residents will be staying on a short-term basis. However, the development of a welcome pack could help to convey information on environmental and biodiversity issues.
Flood risk management	A flood survey has been carried out. Surface water run off has been considered during the design phase.

Negative impacts identified:

Biodiversity and the natural environment	The proposal would lead to the loss of around 0.5 hectares of farmland. The proposal would also lead to the removal of a tree. Additional planting of local species is proposed around the site and access way. There will be temporary disruption around the site during the build period. However, this is a small site and this would be managed to minimise disruption as far as possible.
Biodiversity in the built environment	The proposal will involve additional structures. However, these will be small in size and therefore the impact will be minimal.
Reducing waste, reusing and recycling	We need to consider the disposal/recycling of gas canisters for use with caravans.
Reduced energy/fuel consumption	Caravans retain heat less efficiently than permanent buildings. Further engagement with potential residents could help to explore how to reduce energy consumption.
People's awareness of the environment and biodiversity	No known negative impacts

Flood risk management	The proposal involves an amenity building and hard standing areas which will reduce the porous area of the site. However, a flood survey has been undertaken and actions identified to mitigate risk.
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A healthier Denbighshire

Overall Impact	Neutral
Justification for impact	<p>The overall impact is considered neutral because the stay is for a short period of time. There could be benefits from not having to stay in an unauthorised encampment. There is likely to be minimal engagement with health professionals.</p> <p>There is a lack of information and evidence to help us consider the impact of the proposal on health and well-being, particularly for gypsy and travelling communities.</p>
Further actions required	We will undertake a welfare assessment with new residents to identify any immediate health and welfare issues. We will provide a welcome pack with information on health and other services.

Positive impacts identified:

A social and physical environment that encourage and support health and well-being	A transit site will be positive for users because they will have access to facilities, including toilets and washing facilities and a meeting room. There will be reduced stress from legal challenge/confrontation that can be experienced following an unauthorised encampment.
Access to good quality, healthy food	This proposal would provide access to electricity to run fridges in caravans which would not be available on an unauthorised encampment. This will allow families to store fresh food for longer and support healthy eating.
People's emotional and mental well-being	There will be reduced stress from legal challenge/confrontation that can be experienced following an unauthorised encampment. People will have secure accommodation for up to 3 months.
Access to healthcare	<p>There will be improved access to information, but whether people will chose to access health care is outside the influence of the project.</p> <p>A neutral meeting room could be used to encourage better relationships with health and social care, and other services.</p>
Participation in leisure opportunities	Providing secure accommodation without the risk of legal action that comes with an unauthorised encampment will provide residents with the peace of mind to be able to pursue leisure opportunities should they wish to.

Negative impacts identified:

A social and physical environment that encourage and support health and well-being	We are not sure what the impact will be on neighbouring residents, but consultation responses suggest many people are fearful of a transit site.
Access to good quality, healthy food	No known negative impacts

People's emotional and mental well-being	There may be families staying on the site from different areas and communities. We need to further develop the management structure and monitoring arrangements for the site. It is important that the site is well managed and that rules and responsibilities are clear to new residents to support cohesion on the site.
Access to healthcare	Residents will be from outside of Denbighshire and will not have existing arrangements with services. This may place extra demand on local services which are already under pressure. However, the site is small and any impact will reflect this.
Participation in leisure opportunities	There may be disruption on the narrow lane during the construction phase that could impact on other users of the lane. This would be short-term.

A more equal Denbighshire

Overall Impact	Positive
Justification for impact	This proposal is considered positive as it seeks to deliver against an identified housing need in the County for a group with protected characteristics. There is no other culturally appropriate provision available in Denbighshire..
Further actions required	We need to provide further information to the wider community around the proposal. We need to undertake consultation to ensure that the site rent will be affordable.

Positive impacts identified:

Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation	<p>Romany Gypsies and Irish Travellers are a protected characteristic in law. We have a housing duty to meet their accommodation needs and public services duties under the Equality Act.</p> <p>This proposal specifically addresses the housing need. Appropriate, good quality, secure accommodation directly contributes to better health and well-being and eliminates the stress of confrontation from legal action on an unauthorised encampments.</p>
People who suffer discrimination or disadvantage	Gypsy and Travellers can face significant discrimination and disadvantage. This proposal seeks to provide appropriate short-term accommodation to meet the housing need. Such provision does not currently exist in the area.
Areas with poor economic, health or educational outcomes	This proposal will have a neutral impact on areas with poor outcomes.
People in poverty	Gypsies and Travellers are amongst the most excluded groups in British society and many families are living in poverty. This proposal provides short-term accommodation to support the cultural practice of travelling for social and economic purposes without fear of legal action.

Negative impacts identified:

<p>Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation</p>	<p>There are cultural differences which can lead to tensions between Romany Gypsies and Irish Travellers (and thus tensions between people with protected characteristics). This could occur with different residents moving on and off the transit site but due to the proposed close proximity of the sites could also occur between transit site residents and those families living on the permanent residential site.</p>
<p>People who suffer discrimination or disadvantage</p>	<p>There have been concerns expressed by the wider community about the proposal many of which are based on negative stereotypes and unauthorised encampments. This proposal seeks to address the issues caused by unauthorised encampments by providing appropriate accommodation with suitable facilities that is not normally available on an unauthorised encampments. There would be rules and responsibilities for residents to adhere to and a management structure in place to monitor adherence to the rules. We need to communicate this information to the community and explain the differences between unauthorised encampments and the proposed managed provision.</p>
<p>Areas with poor economic, health or educational outcomes</p>	<p>This proposal will have a neutral impact on areas with poor outcomes.</p>
<p>People in poverty</p>	<p>There will be site fees set for residents. We need to ensure that these are set at an appropriate level to ensure that the site is accessible.</p>

A Denbighshire of cohesive communities

<p>Overall Impact</p>	<p>Neutral</p>
<p>Justification for impact</p>	<p>Effective management arrangements for the transit site will be critical to its success and this needs to take into account the possible tensions that may arise between the changing short-term resident population and tensions that may arise with the families living on the residential site.</p> <p>The consultation has highlighted significant concern among the existing local community.</p> <p>The transit site is based on the needs assessment findings, which were based on the number of historical unauthorised encampments. The needs assessment is based on statistics and there has not been the same extensive engagement with potential users of the transit site.</p>

<p>Further actions required</p>	<p>There will be an office on site to provide a neutral space for meetings which will include a welcome/booking in meeting. This will set out rules and responsibilities of residents on the site. Robust monitoring and management arrangements need to be developed to manage this effectively. Management of the transit site needs to be discussed as a priority. If approved this would be the first transit site in Wales, which means learning lessons from England and other areas is key. There are some unknowns, eg what would happen on the driveway if the site were full. We need to explore the concept of a regional network. We need to ensure that the concerns of the existing community and future permanent site residents are considered and where appropriate addressed through the design and management arrangements and these are communicated to the wider community. There is a need to build more positive relations moving forward. We need to confirm the availability of adequate broadband. We need to engage with potential transit site users / learn from discussions taking place in England about good practice in transit site provision.</p>
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Positive impacts identified:

<p>Safe communities and individuals</p>	<p>The availability of a transit site, if used, could reduce unauthorised encampments. It also enables Police to enforce legislation.</p> <p>The site is small and demand is predicted to be from Easter to October, generally speaking.</p> <p>There would be a booking in process which will allow more positive dialogue to take place than currently happens around unauthorised encampments. This should allow more effective welfare assessments to take place with families with the opportunity to address any welfare concerns.</p>
<p>Community participation and resilience</p>	<p>The proposals have been shared with the local community which has helped to identify not only planning considerations but also wider concerns.</p>
<p>The attractiveness of the area</p>	<p>The long term impact on the attractiveness of the area is considered to be neutral. The design allows for fencing and security measures to be included but uses planting of local species to provide a natural noise and light barrier. The use of planting will also soften the visual aspect of the site and will be in keeping with the surrounding area.</p>
<p>Connected communities</p>	<p>There is an assumption that the site will have acceptable broadband and mobile infrastructure. This will be tested.</p> <p>Near to cycle routes, bus routes and the A55.</p>
<p>Rural resilience</p>	<p>The site is near to the A55 and facilitates employment and self-employment opportunities.</p>

Negative impacts identified:

<p>Safe communities and individuals</p>	<p>There is may be disharmony between residential site tenants and users of the transit site. The transit site will likely have different communities staying there for different lengths of stay. There is likely to be less attachment to the site and the local area (than that felt by tenants on the residential site).</p> <p>There could in theory be traffic with daily moves, but there is no evidence to suggest a daily turnover of users.</p>
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Community participation and resilience	There has not yet been any meaningful engagement with the transit community /potential site users. There has been occurrences of cohesion issues and hate crime in the St Asaph area whereby some people are concerned about the proposals.
The attractiveness of the area	There will be short term impacts associated with the construction phase.
Connected communities	No known negative impacts
Rural resilience	No known negative impacts

A Denbighshire of vibrant culture and thriving Welsh language

Overall Impact	Neutral
Justification for impact	The proposal is too small to have a significant positive or negative impact. However, providing culturally appropriate accommodation for the Gypsy and Traveller community would be a significant step for protecting the traditional ways of life this community. A well managed site would demonstrate that both communities can co-exist successfully which would help to challenge the negative stereotypes which exist around the Gypsy and Traveller culture.
Further actions required	We need to ensure that the site is well-managed and that information is provided that will be accessible to all residents.

Positive impacts identified:

People using Welsh	Information and signage will be bi-lingual. This will support the continued use of the language with welsh speaking residents.
Promoting the Welsh language	As this proposal would be used by visitors to the area the use of bilingual signage would promote the welsh culture to those from outside of Wales.
Culture and heritage	This proposal provides culturally appropriate accommodation for residents. The provision of a well-managed Gypsy and Traveller transit site could help to address negative stereotypes about this community.

Negative impacts identified:

People using Welsh	No known negative impacts
Promoting the Welsh language	Literacy levels within the Gypsy and Traveller community can be low. Bilingual paperwork may be overwhelming. However, it will be essential to communicate the tenancy arrangements for the stay, site rules etc. It may be necessary to use other methods to communicate key messages to residents.
Culture and heritage	As the residents will be short-term their interest in integrating in the Denbighshire community and sharing their culture and heritage is likely to be minimal.

A globally responsible Denbighshire

Overall Impact	Neutral
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Justification for impact	This is a small proposal and will have a neutral impact on producing a globally responsible Denbighshire. The residents will be from outside the area and will be staying for short periods which will reduce the likely impact further. However, providing secure, appropriate accommodation without the conflict that arises during legal action (associated with unauthorised encampments) could foster a better relationship with public services and allow residents to access services should they wish to.
Further actions required	To foster positive relations it is important to provide a transit site which meets the needs of the community. Further research and engagement is required to do this. Provide a welcome pack of information to assist visitors to the area. Identify welfare needs and any other areas of concern through an initial welfare assessment.

Positive impacts identified:

Local, national, international supply chains	Consideration can be made to locally sourced products through the procurement process. Any planting will use local species.
Human rights	The provision of culturally appropriate accommodation helps to protect the rights of Gypsies and Travellers. This proposal will provide a more positive opportunity to engage with the transit community than currently exists with unauthorised encampments. This could lead to better relationships and dialogue around any Human Rights concerns.
Broader service provision in the local area or the region	Residents will be staying in the area for 3 months or less and as such may not have requirements for local services. There will however, be the potential to access services should they need it and information will be made available to assist should this be the case.

Negative impacts identified:

Local, national, international supply chains	No known negative impacts
Human rights	No known negative impacts
Broader service provision in the local area or the region	This may mean an additional demand for local services. It is possible that if people have been travelling that people haven't sought early intervention and they need a higher level of service.

Gypsy and Traveller Accommodation Project - Residential Site

Well-being Impact Assessment Report

This report summarises the likely impact of the proposal on the social, economic, environmental and cultural well-being of Denbighshire, Wales and the world.

Assessment Number:	618
Brief description:	This impact assessment considers the likely impact over the long term (including acknowledgement of areas where there will be interim or short term impacts) of the proposal to establish a residential site for gypsy and travellers in St Asaph.
Date Completed:	11/03/2019 14:28:55 Version: 3
Completed by:	Kim Waller
Responsible Service:	Facilities, Assets & Housing
Localities affected by the proposal:	Elwy,
Who will be affected by the proposal?	The future residents of the site will be affected by the proposal. A range of other stakeholders have been identified who may be affected or who perceive that they will be affected by the proposal. These include immediate neighbours to the site, the wider community living in St Asaph and the surrounding area, businesses and employees on the St Asaph business park and within St Asaph city, people who use the area for leisure activities.
Was this impact assessment completed as a group?	Yes

IMPACT ASSESSMENT SUMMARY AND CONCLUSION

Before we look in detail at the contribution and impact of the proposal, it is important to consider how the proposal is applying the sustainable development principle. This means that we must act "in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

Score for the sustainability of the approach

★ ★ ★ ☆ (3 out of 4 stars) Actual score : 23 / 30.

Implications of the score

On-going engagement with the family. Need to further develop education and engagement with the local community.

Existing LDP criteria has been incorporated into thinking

Meets wider well-being objectives, promoting independence and resilience

Summary of impact

Well-being Goals

A prosperous Denbighshire

A resilient Denbighshire

A healthier Denbighshire

A more equal Denbighshire

A Denbighshire of cohesive communities

A Denbighshire of vibrant culture and thriving Welsh language

A globally responsible Denbighshire

Neutral

Neutral

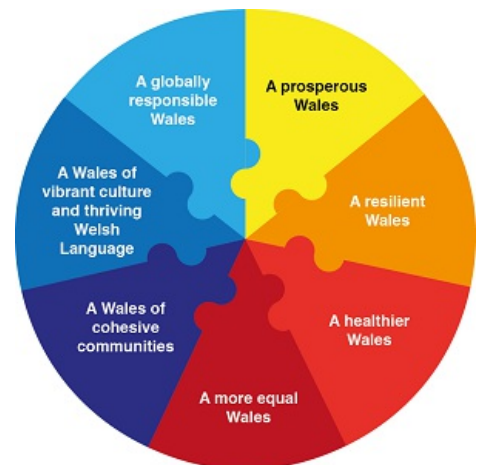
Positive

Positive

Neutral

Neutral

Neutral



Main conclusions

Due to the size of the proposal the impact on many of the well-being goals will be neutral.

There appears to be a perception that existing businesses will be negatively affected by the development. These seem to be predominantly based on experiences around unauthorised encampments with some concerns appeared to be compounded by negative stereotypes. This proposal is not for an unauthorised encampment and there is research available that demonstrates that residential developments have a minimal impact on site neighbours rather than unauthorised encampments (Joseph Rowntree Foundation, Housing Research No 201, Neighbours views of official sites for travelling people, 1996).

This proposal is to provide cultural appropriate accommodation in Denbighshire for existing Denbighshire residents. No such provision is currently available in the County and it is not currently possible to meet their accommodation needs. The links between secure accommodation and improved health outcomes is well-known and has also been identified with having relevance with regards suitable accommodation for people with need within the Gypsy and Traveller community. As such this proposal will have a positive impact on the goal of providing a more equal Denbighshire and also on improving the health for the beneficiaries.

The proposal does need to undertake a further ecological survey and will need to consider the feedback from the recent consultation in relation to any other planning considerations.

This is a small residential site. Good management and appropriate design will ensure that the site runs well. It is not expected that there will be any long-term impact on community cohesion and the future residents are keen to integrate into the community as they have already done in other areas of Denbighshire. The local existing community have however expressed fears and concerns about the proposal. The issues raised are similar to issues and concerns raised in other areas where sites have been proposed. Negative stereotypes and the problems associated with unauthorised encampments are reflected in many of the concerns raised. Research by the Joseph Rowntree Foundation (as above) found that the impact of official residential sites did not reflect neighbours fears. We need to work with the local community to provide information around these concerns.

There is a risk that the proposed transit site would have a negative impact on the well-being of the families on the residential site and again the management of both needs to consider these concerns.

Evidence to support the Well-being Impact Assessment

- We have consulted published research or guides that inform us about the likely impact of the proposal
- We have involved an expert / consulted a group who represent those who may affected by the proposal
- We have engaged with people who will be affected by the proposal

THE LIKELY IMPACT ON DENBIGHSHIRE, WALES AND THE WORLD

A prosperous Denbighshire

Overall Impact	Neutral
Justification for impact	<p>The site is too small to generate a significant positive or negative impact. The development itself will include some low carbon measures, and will be close to transport infrastructure. There are perceived negative impacts on nearby businesses which have been expressed by the local community. Based on discussion with Conwy and Newport there are no reported negative impacts associated with nearby residential sites for gypsy and traveller communities. Joseph Rowntree Foundation conducted research which followed-up on neighbour's experiences of three residential sites several years after they had been established. Many neighbours were largely in opposition to the site but the research, several years on, found that, the impact of the site was minimal and that earlier perceptions which were often linked to experiences of unauthorised encampments and negative stereotypes were not realised.</p> <p>There is no evidence that we are aware of that could result in negative impacts for businesses and the business park, or any future investments, but communications and engagement will need to be a core part of the project should the project be approved.</p>
Further actions required	It may not be straight forward or desirable to prescribe minimum standards on the caravans. We need to check the quality of mobile and broadband infrastructure; and childcare provision (although the need will be minimal). We need to support a relationship to develop between residents of the Gypsy and Traveller site and established residents and local businesses.

Positive impacts identified:

A low carbon society	The residential proposal buildings are small living area spaces with key amenities. They will be built to current performance standards and regulations, with the potential to use PV/maximise water saving opportunities etc, with an aim to also reduce fuel poverty.
Quality communications, infrastructure and transport	<p>Telephone lines will be installed. It is assumed the site has decent 4G although this needs to be confirmed.</p> <p>It is unlikely that the road will deteriorate any more than it would do anyway. There are recommendations to create passing places in the existing road.</p>
Economic development	<p>Minimal/neutral impact on economic development in the area.</p> <p>The tenant farmer will remain.</p>
Quality skills for the long term	Proximity to businesses, employers and education, including via A55 should improve opportunities for up-skilling.
Quality jobs for the long term	We believe there could be better access by the community living on the residential development to employment opportunities nearby.
Childcare	The benefit of the households being able to live together in a community will make it easier for them to organise childcare, should they so wish.

Negative impacts identified:

Tudalen 58

A low carbon society	The caravans themselves are beyond the scope of this project as they are the responsibility of the tenant.
Quality communications, infrastructure and transport	The site location means there could be a reliance on cars, although there is a nearby bus stop and cycle lane.
Economic development	<p>There appears to be a perception that existing businesses will be negatively affected by the development, due to negative stereotypes about the gypsy and traveller community. These seem to be predominantly based on experiences around unauthorised encampments. This proposal is not for an unauthorised encampment and there is research available that demonstrates that residential developments have a minimal impact on site neighbours rather than unauthorised encampments (Joseph Rowntree Foundation).</p> <p>There is a perception we could affect people's desire to enter farming but the site is less than 1 hectare and we believe there is no negative impact over the long term.</p>
Quality skills for the long term	There are some perceived concerns/fears that people would not want to work or locate a business nearby. These appear to be based on negative stereotypes and experiences related to unauthorised encampments. Research by the Joseph Rowntree Foundation found that the impact of residential sites was not as had been expected by neighbours/businesses and the police in those areas reported no increase in crime.
Quality jobs for the long term	There are some perceived concerns/fears that people would not want to work or locate a business nearby, but these are likely to be unfounded (and may reflect people's concerns about unauthorised encampment). See above.
Childcare	There may be a perceived lack of childcare more widely in the community.

A resilient Denbighshire

Overall Impact	Neutral
Justification for impact	The site is too small to generate a significant positive or negative impact. The proposal will involve the development of a small area which will include some hard standing areas and buildings. This will remove some areas of grass and planting in the immediate environment. The design of the buildings will use up to date techniques and materials in order to maximise energy efficiency. The future residents are keen to reduce energy use (and cost) and there is the opportunity to develop greater awareness and encourage the use of reusing and recycling.
Further actions required	We will do further ecology survey to ensure that appropriate steps are taken to minimise impact on local wildlife. We will introduce additional planting of local species around the site to provide additional/replacement habitat. We will follow best practice guidance on the design and use of materials for the buildings. We will work with the future residents to ensure that they make best use of recycling and reusing options.

Positive impacts identified:

Biodiversity and the natural environment	The proposal includes landscaping around the site which would provide privacy but also would provide additional planting around the site to support biodiversity. Ecology studies will provide more comprehensive data on the extent of wildlife in the area in order to ensure that appropriate measures can be taken to preserve biodiversity in the area.
Biodiversity in the built environment	Consultation has taken place with future residents on site design and areas of planting around the site have been included to both act as a sound barrier, protect privacy and retain an environment for local wildlife.
Reducing waste, reusing and recycling	Consultation with future residents has indicated that there are no additional refuse/recycling requirements above other local authority housing provision. Consultation has taken place about the most effective ways to store bins and recycling containers and provide access for collection. Rain water harvesting is being considered by future residents.
Reduced energy/fuel consumption	The design of the amenity blocks follows up to date guidance on design and use of materials to maximise energy efficiency and reduce fuel consumption.
People's awareness of the environment and biodiversity	The development of a tenant / landlord relationship will provide an opportunity to increase awareness with residents.
Flood risk management	Surface water run off has been considered during the design phase of the proposal.

Negative impacts identified:

Biodiversity and the natural environment	This proposal would result in the loss of a small agricultural area (around 0.5 hectare), however, the designs include some areas of natural habitat within the design and an additional amount of planting around the perimeter of the site. There would be a need to remove some existing planting around the proposed entrance to the residential site in order to allow a clear view of the road when leaving the site. Additional planting of local species will be included around the site which will offset this loss. There would be temporary disruption around the site during the build period. However this is a small site and this would be managed to minimise disruption as far as possible.
Biodiversity in the built environment	The proposal will involve the development of new structures, however, these are small in size and therefore the impact will be minimal.
Reducing waste, reusing and recycling	Consideration needed about the potential storage and recycling of gas canisters for use with caravans.
Reduced energy/fuel consumption	Caravans will retain the heat less efficiently than permanent buildings. However, consultation on the design of the amenity blocks will encourage use by householders during the day.
People's awareness of the environment and biodiversity	No known negative impacts.
Flood risk management	The proposal includes amenity buildings and hard standing areas which will reduce the porous area of the site currently. However, a flood risk analysis has been undertaken and measures to mitigate any risks have been included within the design.

A healthier Denbighshire

Overall Impact	Positive	Tudalen 60
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<p>Justification for impact</p>	<p>In terms of the intended beneficiaries of the project, the overall impact is considered to be positive, and we believe there will be a positive impact for people living on the residential development. In providing appropriate accommodation we will be enabling people to feel safe and secure in their homes which in turn is linked to better health, education and employment outcomes.</p> <p>There are some perceived negative impacts for other stakeholders, although the likely long term impact is not considered to be negative.</p> <p>The development is based on current need and the need for the next 5 years. Need will be reviewed every five years.</p> <p>We don't currently have local sites in Denbighshire, but there is evidence from neighbouring counties whereby we can demonstrate that residential sites can be run effectively.</p> <p>The health and well-being of the residential site residents could be negatively affected by the location of a transit site in such close proximity. It is not good practice to locate the sites so close together.</p>
<p>Further actions required</p>	<p>Should both proposals (the residential site and the transit site) be approved with planning permission, the residential site would be occupied 12 months in advance of the transit site becoming operational. The family wishing to move to the residential site would like to establish roots and allay perceived concerns from neighbouring residents/businesses. Management arrangements will need to consider the management of vacant plots in the future and any future tensions. The project team should clarify how allocations and management arrangements will work. We should consider explaining management arrangements to stakeholders. Lesson learned: the twin-tracking of the project could have heightened some people's concerns.</p>

Positive impacts identified:

<p>A social and physical environment that encourage and support health and well-being</p>	<p>A small green space is a feature of the design of the residential site. This will improve the physical and mental health of the family. It is safe because a site access road is proposed (there is no through road).</p> <p>The site will also bring an extended family together which will improve their health and well-being.</p> <p>The design allows privacy and space between the plots and that is important for the extended family and any other gypsy and traveller family that will move onto the site in the future.</p> <p>The residential site of six households in a private compound will not affect people's opportunity to walk through nearby lanes.</p>
<p>Access to good quality, healthy food</p>	<p>The site design includes purpose built kitchen amenities which would provide better storage, fridge facilities than would be available to families living on unauthorised encampments.</p>
<p>People's emotional and mental well-being</p>	<p>As above, the residential site aims to improve the well-being of Gypsy and Traveller communities and enable them to live in a culturally appropriate way.</p>

Access to healthcare	We could see improved relationships between residents of the site and health providers, eg will there be one health visitor? Good, trusting relationships could lead to better health. A national Inclusion Health Board (NIHB) report in January 2016 highlights the impact of insecure and poor quality living accommodation on health. Culturally appropriate, secure accommodation will provide a good environment for residents to both support good health and encourage early access to health services where required.
Participation in leisure opportunities	A small green space will be available, and without worries about inappropriate accommodation residents will be able to participate in leisure opportunities and other hobbies.

Negative impacts identified:

A social and physical environment that encourage and support health and well-being	<p>If a plot became vacant, and there was a need for another family to move, there could be differences. This would need to be managed, and given this is a small site, this is not a major concern or risk at this stage.</p> <p>Some residents are concerned about their health and safety should they wish to use the nearby lane. Research from Scotland by the JRF demonstrates that anticipated negative impacts did not materialise.</p>
Access to good quality, healthy food	No known negative impacts
People's emotional and mental well-being	<p>Should the transit site be located as planned, there could be concerns among the tenants on the residential site, and any issues that might emerge between communities.</p> <p>There are also concerns among some members of the local community who are fearful. A Joseph Rowntree research study found that most of the concerns raised by neighbours did not materialise.</p> <p>Some nearby neighbours have highlighted concerns about the proximity of site located so close, and there could be concerns and fears about large vehicles, noise, light pollution, smells and pets. Some of these concerns could be associated more with the proposal for a transit site. These are being considered through the pre-planning consultation process.</p>
Access to healthcare	No known negative impacts. The family looking to live on the residential site are residents already living in Denbighshire, and will access services as required.
Participation in leisure opportunities	During the construction phase on a narrow lane this could impact on other users of the lane. This is a short term impact only.

A more equal Denbighshire

Overall Impact	Positive
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<p>Justification for impact</p>	<p>This proposal would provide culturally appropriate accommodation for Gypsies and Travellers in Denbighshire. The impact of providing culturally suitable accommodation is considered to have a positive impact.</p> <p>Gypsies and Travellers are recognised as amongst the most excluded groups in Britain and many families live in poverty. The provision of secure, affordable and culturally appropriate accommodation is cited in a report by the Equalities and Human Rights Commission (Research report 12: Inequalities experienced by Gypsies and Travellers) as fundamental to enabling people to avail themselves of the health, education and other public services.</p> <p>Furthermore, suitable accommodation provides the mechanism to allow communities to continue to function and adapt to wider upheavals created through globalisation, changing employment markets, financial insecurities etc.</p>
<p>Further actions required</p>	<p>We need to provide accurate information which address the negative stereotypes that exist around the Gypsy and Traveller community. We need to ensure that communities understand that we have a statutory duty to fulfil the Equality Act (2010).</p>

Positive impacts identified:

<p>Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation</p>	<p>Romany Gypsies and Irish Travellers are a protected characteristic in law and we have a housing duty to meet their housing needs and public services duties under the Equality Act. The designs have been developed through extensive engagement with the family looking to move onto the site. The project aims to eliminate discrimination by providing culturally appropriate accommodation (that is currently unavailable in Denbighshire). We hope safe and secure housing will improve the health and well-being of site residents so that they can have better opportunities to live, work and learn. We have held a pre-planning consultation event which allows early engagement with stakeholders to understand and input into the plans. We have produced a myth buster document to provide information around the common myths and stereotypes that exist around the Gypsy and Traveller community.</p> <p>The design of the site has considered the needs of future residents who may be older or disabled.</p> <p>The accommodation will be available to any householder regardless of their gender or sexual orientation.</p>
<p>People who suffer discrimination or disadvantage</p>	<p>Gypsies and Travellers can face significant discrimination and disadvantage. This project aims to meet the accommodation needs of Gypsies and Travellers currently living in Denbighshire. Elsewhere in this impact assessment we have referred to the positive health, well-being and economic impacts for the residents of the residential site. This is explained in detail in the research report produced by the Equalities and Human Rights Commission reviewing Inequalities experienced by Gypsy and Traveller communities: A review (2009) produced in conjunction with Bath University.</p>
<p>Areas with poor economic, health or educational outcomes</p>	<p>This proposal will a neutral impact on areas with poor outcomes. The Joseph Rowntree Research found that in the area of their study that local schools had managed the influx of new pupils successfully and that the children had integrated well socially. The National Inclusion Health Board (NIHB) research report (2016) links secure accommodation for Gypsies and Travellers with improved health outcomes.</p>

People in poverty	<p>Gypsy and Travellers are amongst the most excluded groups in British Society and many families are living in poverty. The residential site will give families stable, culturally appropriate and affordable homes from which to live, work and learn.</p> <p>The amenity blocks will be energy efficient. We also want to ensure site residents can access and negotiate the best possible utility offers. This will help to address issues around fuel poverty.</p>
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Negative impacts identified:

<p>Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation</p>	<p>The project has been met with opposition from some stakeholders and this has produced some cohesion issues locally in St Asaph.</p>
<p>People who suffer discrimination or disadvantage</p>	<p>There have been concerns expressed through the pre-planning consultation which are based on negative experiences of unauthorised encampments or that reflect common myths and stereotypes about the Gypsy and Traveller community. It is important to consider actions to manage these concerns to avoid discrimination towards the families who would be living on the site.</p>
<p>Areas with poor economic, health or educational outcomes</p>	<p>This proposal will a neutral impact on areas with poor outcomes.</p>
<p>People in poverty</p>	<p>No known negative impact</p>

A Denbighshire of cohesive communities

Overall Impact	Neutral
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<p>Justification for impact</p>	<p>The likely long term impact of a residential site on community cohesion is likely to be neutral, as evidenced by research (Housing Research No 201, Neighbours views of official sites for travelling people, 1996).</p> <p>However, in the short term, during the engagement and consultation phases the impact has been negative, with some stakeholders opposed to the project. Many issues raised have not been material planning considerations but are consistent with issues raised by communities in other areas where such sites have been proposed. A number of concerns raised reflect the negative stereotypes which exist around the Gypsy and Traveller community and some are based on negative experiences of unauthorised encampments. Research has shown that the impact of official residential sites is not as feared by communities. A local example of the residential site in Conwy also demonstrates that a small site of this nature can integrate into a community and positive relationships can develop with neighbours.</p> <p>The current community tensions and fears has created a negative reaction and research has found that this is often the case initially. The development itself is unlikely to lead to community cohesion issues over the long term.</p> <p>The development itself, over the long term, would not have any negative cohesion issues. Community tensions have developed in the course of developing and consulting on the proposals. Resistance from local communities is common with many reports identifying this as a key barrier to meeting the accommodation needs of Gypsies and Travellers (EHRC Research report 2009) and the issues raised during the pre-planning consultation reflect concerns raised in response to similar proposals in other areas in the UK. The Rowntree Foundation research into impact demonstrates that the expected impact of residential sites did not materialise However, whatever decision is made, there could be stakeholders who perceive there to be a negative impact. There is a need to build more positive relations as we move forward.</p> <p>If the residential site can be developed and residents allowed a period to settle, we anticipate perceived fears amongst the existing community will be allayed. However, the close proximity of the transit site could negatively affect the residents of the residential site leading to cohesion issues.</p> <p>In terms of the development, the long term impact on the attractiveness of the environment is likely to be neutral. The rationale for this is based on the design of the site and the amenities and the screening.</p> <p>Again, we are aware that the co-location/twin-tracking of the proposals is not good practice.</p>
<p>Further actions required</p>	<p>The contractor will be required to keep the lane clean. The construction phase will be managed to limit negative impacts on nearby residents. We need to dispel myths and share information on good practice. There will be more resources for community cohesion more generally in the area (WG-funded) and we will need to support the communities through the change, to ensure community relations are good. There is regular contact with the extended family from DCC to offer support. The WIA should be reviewed regularly.</p>

Positive impacts identified:

Safe communities and individuals	There will be an improved feeling of safety for the family because they will be living together as a family unit. The site is also close-by to public transport and near to neighbours.
Community participation and resilience	The approach to engagement and consultation has enabled stakeholders to have a voice and put forward their ideas or concerns.
The attractiveness of the area	In terms of the development, the long term impact on the attractiveness of the environment is likely to be neutral. The rationale for this is based on the design of the site and the amenities and the screening. Planting will reduce noise pollution for neighbours.
Connected communities	There is an assumption that the site will have acceptable broadband and mobile infrastructure and this will be tested. Near to cycle routes, bus routes and the A55.
Rural resilience	The site is located near to the A55 and facilitates employment and self-employment opportunities.

Negative impacts identified:

Safe communities and individuals	There will be concerns among residential site residents about the transit site. Effective management strategies will be key to this. The consultation has highlighted significant concerns and fears among the existing local community. The proposed close proximity of the transit site to the residential site could lead to community cohesion issues within the Gypsy and Traveller community.
Community participation and resilience	There have been instances of cohesion issues and incidents of hate crime. There could be a community resilience issue in the St Asaph area; whereby some people have been concerned about the impact of the proposals. Research undertaken by the Joseph Rowntree foundation found that the impact of permanent residential sites was not as imagined by local communities (Housing Research 201, Neighbours views of official sites for travelling people). A further research report undertaken by De Montfort University and the Joseph Rowntree Foundation in 2016 found that effective site management is key to the provision of well functioning sites (Managing Gypsy and Traveller Sites: Negotiating Conflict).
The attractiveness of the area	During the construction phase on a narrow lane this could impact on other users of the lane. This is a short term impact only. There will be short term impacts associated with the construction phase.
Connected communities	No known negative impacts.
Rural resilience	No known negative impacts.

A Denbighshire of vibrant culture and thriving Welsh language

Overall Impact	Neutral
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Justification for impact	The site is too small to generate a significant positive or negative impact. However, providing a culturally appropriate Gypsy and Traveller site in Denbighshire would be a significant step for protecting the traditional lifestyle for Gypsy and Traveller families. A well-managed site would also demonstrate that both communities can co-exist successfully which would help to challenge the negative stereotypes which exist around the Gypsy and Traveller culture.
Further actions required	A well-managed site would also demonstrate that both communities can co-exist successfully which would help to challenge the negative stereotypes which exist around the Gypsy and Traveller culture.

Positive impacts identified:

People using Welsh	There are likely to be Welsh speakers living on the residential site. All materials and signage will be bilingual and residents would be able to access service provision through the medium of Welsh.
Promoting the Welsh language	As above - information provided to residents and signage will be bilingual.
Culture and heritage	This proposal provides culturally appropriate accommodation for existing residents of Denbighshire. The introduction of a well managed residential Gypsy and Traveller site in Denbighshire would provide a positive example of the Gypsy and Traveller culture to share with the wider community.

Negative impacts identified:

People using Welsh	No known negative impact.
Promoting the Welsh language	No known negative impact.
Culture and heritage	No known negative impact.

A globally responsible Denbighshire

Overall Impact	Neutral
Justification for impact	This is a small proposal and will have a neutral impact on producing a globally responsible Denbighshire. However, the proposal will have a significant positive impact on protecting the Human Rights of a marginalised community. Providing secure and culturally appropriate accommodation will enable residents to focus on their wider health and well-being requirements and provide a base from which to receive information about services relevant to them.
Further actions required	The management structure for the site can ensure that residents are aware of advice and services relevant to their needs and where appropriate be supported to access those.

Positive impacts identified:

Local, national, international supply chains	Consideration can be made to locally sourced products through the procurement process. Any planting on site will use local species.
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Human rights	The provision of culturally appropriate accommodation helps to protect the rights of Gypsies and Travellers.
Broader service provision in the local area or the region	Health and education outcomes for Gypsies and Travellers is often lower than the wider population. By providing appropriate and authorised accommodation this will provide a safe and secure home for families to access services and to live, work and learn.

Negative impacts identified:

Local, national, international supply chains	No known negative impacts
Human rights	No known negative impacts
Broader service provision in the local area or the region	No known negative impacts

Adroddiad i'r:	Cabinet
Dyddiad y Cyfarfod:	26 Mawrth 2019
Aelod / Swyddog Arweiniol:	Y Cyng. Julian Thompson-Hill / Richard Weigh, Pennaeth Cyllid
Awdur yr Adroddiad:	Steve Gadd, Prif Gyfrifydd
Teitl:	Adroddiad Ariannol (Ionawr 2018/19)

1. Am beth mae'r adroddiad yn sôn?

Mae'r adroddiad yn rhoi manylion am gyllideb refeniw ac arbedion cytunedig y Cyngor gyfer 2018/19. Mae'r adroddiad hefyd yn rhoi diweddariad cryno ar y Cynllun Cyfalaf yn ogystal â'r Cyfrif Refeniw Tai a'r Cynllun Cyfalaf Tai.

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

Pwrpas yr adroddiad yw cyflwyno'r wybodaeth ddiweddaraf am sefyllfa ariannol bresennol y Cyngor, a chadarnhau'r cyllidebau y cytunwyd arnynt ar gyfer gwasanaethau yn 2018/19.

3. Beth yw'r Argymhellion?

Argymhellir y canlynol:

- 3.1 Bod Aelodau'r Cabinet yn nodi'r cyllidebau a osodwyd ar gyfer 2018/19 a chynnydd yn erbyn y strategaeth gytunedig.
- 3.2 Bod Aelodau'r Cabinet yn nodi'r defnydd arfaethedig o symiau a ddygwyd ymlaen gan wasanaethau.
- 3.3 Bod Aelodau'r Cabinet yn cymeradwyo cynlluniau tai cyfalaf yn Aquarium Street a John Street, y Rhyl, fel y'u hargymhellwyd gan y Grŵp Buddsoddi Strategol ac a nodir yn yr adroddiad hwn ac yn Atodiad 4.

4. Manylion yr adroddiad

Mae'r adroddiad yn rhoi crynodeb o gyllideb refeniw'r Cyngor ar gyfer 2018/19 fel y'i gwelir yn **Atodiad 1**. Cyllideb refeniw net y cyngor yw £194.418 miliwn (£189.252 miliwn yn 17/18). Rhagwelir y bydd gorwariant o of £0.48 miliwn ar wasanaethau a chyllidebau corfforaethol (gorwariant o £0.774 miliwn oedd wedi'i nodi yn yr adroddiad diwethaf). Mae'r naratif o amgylch y risgiau a'r rhagdybiaethau presennol sy'n sail i'r asesiad hwn wedi'i nodi yn Adran 6.

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

Mae rheoli cyllidebau refeniw a chyfalaf y cyngor yn effeithiol a chyflawni'r strategaeth gyllidebol y cytunwyd arni yn sylfaen i weithgarwch ym mhob maes, gan gynnwys blaenoriaethau corfforaethol.

6. Faint fydd hyn yn ei gostio a pha effaith a gaiff ar wasanaethau eraill?

Mae naratifau gwasanaethau arwyddocaol yn egluro amrywiadau a risgiau i'w gweld yn y paragraffau isod.

Cwsmeriaid, Cyfathrebu a Marchnata - ar hyn o bryd rhagwelir tanwariant o £31k (gorwariant o £7k wedi'i adrodd fis diwethaf). Mae'r tanwariant yn ymwneud yn bennaf ag oedi mewn caffael ciosgau llyfrau a fydd yn awr yn digwydd yn gynnar yn y flwyddyn

ariannol nesaf. Mae'r gwasanaeth yn gobeithio dwyn £20k ymlaen er mwyn talu am hyn.

Gwella Busnes a Moderneiddio – rhagwelir erbyn hyn danwariant o £92k. Mae'r newid yn ymwneud yn bennaf ag oedi gwariant tan y flwyddyn ariannol nesaf, yn benodol mae'r gwasanaeth yn dymuno dwyn tanwariant ymlaen i ariannu'r ymrwymadau canlynol:

- £33k i ariannu costau ailstrwythuro yn TGCh i hwyluso arbedion yn 9/20.
- £9k i hwyluso cyfuno'r Archifau a chlirio'r ôl groniad archifo.
- £20k i dalu costau ymadael i wireddu arbedion yn y dyfodol
- £10k i ymestyn llenwi dros gyfnod mamolaeth a hyfforddiant archwilio

Gwasanaethau Cyfreithiol, Adnoddau Dynol a Democrataidd – rhagwelir tanwariant o £110k (£93k danwariant fis diwethaf) ar hyn o bryd, a hynny i raddau helaeth oherwydd swyddi gwag a fydd yn cyfrannu at gynigion arbedion y gwasanaethau ar gyfer y flwyddyn ariannol nesaf. Mae'r gwasanaeth yn gobeithio dwyn y tanwariant ymlaen i helpu i ariannu costau ymadael posibl cysylltiedig ag ailstrwythuro gwasanaethau cytunedig.

Priffyrdd a'r Amgylchedd – rhagwelir gorwariant o £757k (nodwyd £814k y mis diwethaf). Dylid nodi'r canlynol:

- **Prosiectau mawr** – cytunwyd mewn adroddiadau blaenorol bod dyraniad o'r gyllideb o £140,000 yn cael ei ryddhau yn ystod y flwyddyn o gronfeydd wrth gefn canolog er mwyn datrys y pwysau hanesyddol hwn ar sail barhaus
- **Cludiant Ysgol** - mae cyllid ychwanegol bellach wedi'i ddyrannu i ariannu effaith lawn y polisi cludiant diwygiedig yn ymwneud â llwybrau peryglus, y cytunwyd arno y llynedd. Er y gobeithiwyd y byddai hyn yn ddigon i ddarparu'r gwasanaeth, mae'r pwysau canlynol hefyd wedi'u nodi:
 - Mae newidiadau i'r polisi'n ymwneud â rhoi lle i blant Sir Ddinbych yn ysgolion arbennig y Sir wedi arwain at gynnydd mewn costau cludiant arbennig. Mae'r costau hyn yn arbennig o uchel gan eu bod yn cynnwys tacsis a hebryngwyr. Mae effaith gyffredinol y newid hwn i'n dull gweithredu, nad yw o fewn rheolaeth y Gwasanaeth Priffyrdd a'r Amgylchedd, wedi arwain at gynnydd mewn costau o oddeutu £300k.
 - Mae'r cynnydd cyffredinol mewn contractau a gytunwyd o fis Medi yn awr yn £315k, sy'n ymwneud i raddau helaeth â chynnydd yn nifer cyffredinol y disgyblion a chontractwyr yn trosglwyddo pwysau chwyddiant i'r Cyngor. Mae ymarferion tendro yn dal i gael eu cynnal ar nifer o gontractau a gallai hynny effeithio ar ragamcanion y dyfodol.

Mae'r pwysau newydd parhaus a nodwyd yn 2018/19 wedi ei gynnwys mewn cynigion y gyllideb a gytunwyd arnynt yn ddiweddar gan y Cabinet a'r Cyngor.

- **Strydwedd** – Mae'r gwasanaeth wedi nodi gofyniad statudol i ddatrys mater gyda 'Thomenni Hanesyddol'. Amcangyfrifir y bydd cost cyffredinol, unwaith yn unig hyn yn fwy na £200k. Mae pwysau ychwanegol o fewn y gwasanaeth yn ymwneud ag amser ychwanegol a weithiwyd gan staff er mwyn rhoi sylw i faterion a godwyd gan y cyhoedd / Aelodau (e.e. gwagio biniau ychwanegol yn y Rhyl yn ystod misoedd poeth yr haf).
- **Gwastraff** – Mae llawer o wahanol bwysau yn effeithio ar y Gwasanaeth Gwastraff sydd wedi eu codi yng nghyfarfod Bwrdd y Gyllideb. Mae rhan fwyaf y pwysau yn ymwneud â ffioedd contractau newydd ar gyfer y contract gwastraff ailgylchadwy cymysg. Bydd y pwysau yn 2018/19 a 2019/20 yn cael ei ariannu o'r Gronfa Wrth

Gefn Gwastraff ac mae pwysau o £900k ar y gyllideb wedi'i gynnwys yn y Cynllun Ariannol Tymor Canolig ar gyfer 2020/21.

Gwasanaeth Addysg a Phlant - ar hyn o bryd, rhagwelir gorwariant £1.469 miliwn (nodwyd £1.528k ym mis Chwefror). Mae'r prif resymau dros y gostyngiad yn y gorwariant yn ymwneud â swyddi gwag ag uchafu grantiau. Mae Gwasanaethau Plant yn parhau i fod yn faes risg uchel oherwydd anwadalwch niferoedd achosion a phwysau chwyddiant ar gostau lleoliadau. Gall pob lleoliad unigol fod yn arbennig o ddrud ac felly gall unrhyw gynnydd mewn niferoedd gael effaith fawr ar y gyllideb. Mae'r sefyllfa ariannol derfynol yn cynnwys yr holl leoliadau cyfredol y tu allan i'r sir a ragwelir i amserlenni realistig. Mae lleoliadau Addysg Tu Allan i'r Sir ac adenillon yn llai na'r hyn a oedd yn y gyllideb yn sgil y gostyngiad yn niferoedd y disgyblion o Awdurdodau Lleol eraill sy'n mynd i ddarpariaeth ysgolion arbennig y Cyngor. Mae'r gorwariant a adroddir yn ystyried cyfraniad cyllideb o £750,000 a gytunwyd fel rhan o broses cyllideb 18/19. Mae goblygiadau ariannol y pwysau hyn ar y Cynllun Ariannol Tymor Canolig ar gyfer 2019/20 wedi cael eu hystyried ac mae dyraniad cyllideb sylfaen ychwanegol o £1.5 miliwn wedi ei gynnwys yng nghynigion presennol y gyllideb a gytunwyd arnynt yn ddiweddar gan y Cabinet a'r Cyngor.

Cyfleusterau, Asedau a Thai – rhagwelir gorwariant o £44k (gorwariant o £68k wedi'i nodi fis diwethaf). Mae'r gostyngiad hwn o £24k yn ymwneud â llai o orwariant perthnasol i SC2. Bydd rhagor o waith yn parhau er mwyn adolygu'r holl ymrwymadau a chadw rheolaeth agos ar wariant gan y Pennaeth Gwasanaeth gyda'r nod o leihau'r gorwariant erbyn diwedd y flwyddyn.

Gwasanaethau Cymorth Cymunedol – rhagwelir y bydd yn adennill ei gostau yn dilyn dyrannu cyllideb ychwanegol o £750,000 ar gyfer 2018/19 a chynlluniau i ddefnyddio arian wrth gefn (sy'n gyfraniad pellach o £1.050m yn 2018/19). Mae'r cynigion cyllidol diweddar a gymeradwywyd gan y Cabinet a'r Cyngor yn cynnwys pwysau ychwanegol o £500k ar y gyllideb ar gyfer 2019/20 a'r rhagdybiaeth bresennol yw y bydd angen pwysau cyffelyb ym mhob un o 4 blynedd y Cynllun Ariannol Tymor Canolig, er bod rhagor o waith yn cael ei wneud i asesu'r goblygiadau ariannol ar gyfer blynyddoedd i ddod.

Ysgolion – Mae Addysg a Chyllid yn parhau i weithio'n agos iawn gydag ysgolion i helpu i ddatblygu cynlluniau cadarn ac mae prif ac uwch swyddogion Addysg a Chyllid yn cyfarfod yn rheolaidd i adolygu'r cynlluniau hynny a chymryd unrhyw gamau unioni yn ôl yr angen. Roedd y gyllideb a gytunwyd gan y Cyngor ar gyfer 2018/19 yn cynnwys buddsoddiad ychwanegol o £1.8 miliwn yng nghyllidebau dirprwyedig ysgolion. Dygwyd diffyg net o £0.343 miliwn ymlaen i 2018/19 yn y balansau ysgolion, a oedd yn welliant ar £0.713 miliwn ar y balansau a ddygwyd ymlaen o 2016/17. Ar ddiwedd mis Chwefror, rhagwelir diffyg net yn y balansau ysgolion o £0.998 miliwn, sy'n gynydd ar y diffyg a ragamcanwyd o £0.655 miliwn ar y balansau a ddygwyd ymlaen o 2017/18. Rhagwelir ar hyn o bryd y bydd y gyllideb heb ei dirprwyo yn tanwario o £14,000 oherwydd tanwariant bychan.

Y Cyfrif Refeniw Tai. Mae'r sefyllfa refeniw ddiweddaraf yn rhagdybio y bydd gostyngiad o £1.031 miliwn mewn balansau ar ddiwedd y flwyddyn, sydd £401k yn fwy na'r gostyngiad o £630k a nodwyd yn y gyllideb. Rhagwelir felly mai £1.171 miliwn fydd balansau'r Cyfrif Refeniw Tai ar ddiwedd y flwyddyn. Mae'r gyllideb Gyfalaf o £10.2 miliwn yn cael ei dyrannu rhwng gwelliannau arfaethedig i'r stoc dai bresennol (£6 miliwn) a datblygiadau tai newydd (£4 miliwn).

Corfforaethol – Ar hyn o bryd amcangyfrifir y bydd cronfeydd corfforaethol wrth gefn, gwerth £1.55 miliwn, ar gael i'w ryddhau er mwyn helpu i gyllido gorwariant mewn

gwasanaethau (amcangyfrif o £1.55 miliwn fis diwethaf). Mae gwaith pellach yn parhau mewn meysydd, megis rhagamcan ar gost biliau ynni'r cyngor cyfan, y Gyllideb Ariannu Cyfalaf, adolygiad canol blwyddyn o gronfeydd a glustnodwyd a rhagamcanion perthnasol i incwm o dreth y cyngor er mwyn helpu i sicrhau y cedwir y galw ar Falansau Cyffredinol i'r isafswm.

Rheoli'r Trysorlys – ddiwedd mis Chwefror, cyfanswm benthyciadau'r Cyngor oedd £224.884 miliwn ar gyfradd gyfartalog o 4.24%. Roedd balansau buddsoddi yn £5 miliwn ar gyfradd gyfartalog o 0.6%.

Mae crynodeb o **Gynllun Cyfalaf** y Cyngor ynghlwm yn **Atodiad 2**. Mae'r cynllun cyfalaf a gymeradwywyd yn £52.69 miliwn ac mae'r gwariant hyd yma o £43.18 miliwn. Mae **Atodiad 3** yn rhoi diweddariad ar y prosiectau mawr sydd wedi'u cynnwys yn y Cynllun Cyfalaf hollgynhwysfawr.

Ym mis Mai 2018, cymeradwyodd y Cabinet gyflwyniad prosiectau amlinellol i Raglen Targedu Buddsoddi Mewn Adfywio Llywodraeth Cymru. Mae'r Grŵp Buddsoddiad Strategol wedi adolygu achos busnes yn ddiweddar – Cam 1 Prosiect Tai Gorllewin y Rhyl – sydd â'r nod o yn ailddatblygu ac yn ailwampio eiddo yng Ngorllewin y Rhyl mewn partneriaeth a Grŵp Tai Pennaf. Yn benodol, mae'r prosiect hwn yn ymwneud â'r Cyngor yn caffael, clirio ac ailddatblygu eiddo yn Aquarium Street a John Street, ac yn adnewyddu eiddo sydd eisoes ym mherchnogaeth Grŵp Tai Pennaf yn 1 Crescent Road a 45/47 Stryd y Dŵr y Rhyl. Cost hollgynhwysfawr y cynnig yw £4.639m, gyda £3.2m i ddod o Gyfrif Refeniw Tai y Cyngor, £914k o Grant Targedu Buddsoddiad Mewn Adfywio Llywodraeth Cymru a chyfraniad o £525k gan Grŵp Tai Pennaf. O fewn y cynnig cyffredinol, mae dau ddatblygiad arfaethedig sydd yn werth dros £1m, ac maent felly'n gofyn am gymeradwyaeth y Cabinet. Y datblygiadau hyn yw:

- **Aquarium Street, y Rhyl** - wedi i'r Cyngor gaffael teras o dai mawr Fictoraidd, y cynnig yw eu troi yn wyth cartref teuluol unigol, fforddiadwy sy'n defnyddio ynni'n effeithiol ac yna'u gwerthu. Cost y datblygiad hwn yw £1.251m
- **John Street, y Rhyl** - cafodd eiddo yn John Street ei brynu a'i glirio gan Lywodraeth Cymru. Mae'r Cyngor wedi prynu'r safle gan Lywodraeth Cymru a'r bwriad yw darparu 15 fflat hygyrch i'w gosod ar rent cymdeithasol, a fydd yn addas ar gyfer preswylwyr hŷn. Cost y datblygiad hwn yw £1.677m

Mae'r Grŵp Buddsoddi Strategol wedi adolygu'r cynigion ac yn argymhell bod y Cabinet yn eu cymeradwyo.

7. Beth yw prif gasgliadau'r Asesiad o Effaith ar Les?

Cafodd Asesiadau o'r Effaith ar Les ar gyfer yr arbedion sydd wedi eu cynnwys yn Atodiad 2 a'r cynnydd yn Nhreth y Cyngor eu cyflwyno i'r Cyngor ar 30 Ionawr. Cafodd asesiad ar gyfer newid i'r polisi MRP ei gynnwys yn yr adroddiad i'r Cyngor ym mis Medi 2017.

8. Pa ymgynghoriadau a gynhaliwyd gyda Chraffu ac eraill?

Yn ogystal â'r adroddiadau rheolaidd i'r Pwyllgor Llywodraethu Corfforaethol, mae proses y gyllideb wedi ei hystyried yng nghyfarfodydd y Tîm Gweithredol Corfforaethol, yr Uwch Dîm Arweinyddiaeth a chyfarfodydd briffio'r Cabinet a'r Cyngor. Cynhaliwyd gweithdai rheolaidd ar y gyllideb gydag aelodau etholedig i archwilio cyllidebau gwasanaethau ac ystyried y cynigion o ran y gyllideb. Hysbyswyd yr holl staff am y broses o bennu'r gyllideb ac ymgynghorwyd yn llawn â staff sy'n cael eu heffeithio, neu bwriedir gwneud hynny, yn unol â pholisïau a gweithdrefnau Adnoddau Dynol y Cyngor. Ymgynghorwyd ag Undebau Llafur drwy'r Cydbwyllgor Ymgynghorol Lleol.

9. Datganiad y Prif Swyddog Cyllid

Mae pwysau penodol yn parhau i fod yn amlwg yng nghyllidebau gofal cymdeithasol (Oedolion a Phlant) a Chludiant Ysgolion er gwaethaf y buddsoddiad ychwanegol yn 17/18 ac 18/19. Mae darpariaeth ar gyfer y pwysau hwn wedi'i gymeradwyo'n ddiweddar gan y Cabinet a'r Cyngor ac yn cael ei ystyried wrth ddatblygu'r Cynllun Ariannol Tymor Canolig ar gyfer 2020/21 a thu hwnt.

Bydd balansau ysgolion yn parhau i gael eu hadolygu'n ofalus. Mae Cyllid Addysg yn gweithio'n agos iawn gydag ysgolion i ddatblygu cynlluniau cadarn ac, yn ogystal â hynny, mae prif ac uwch swyddogion Addysg a Chyllid yn cyfarfod yn rheolaidd i adolygu'r cynlluniau hynny a chymryd unrhyw gam unioni yn ôl yr angen.

Er y bydd o bosibl eitemau corfforaethol ychwanegol a fydd o gymorth pellach i'r sefyllfa gyffredinol fel y nodwyd yn Adran 6, mae'n debygol y bydd angen ariannu gorwariant yn ystod y flwyddyn o'r Balansau Cyffredinol.

10. Pa risgiau sydd yna ac oes yna unrhyw beth y gallwn ei wneud i'w lleihau?

Mae hwn yn parhau yn gyfnod ariannol heriol a bydd methu â chyflawni'r strategaeth a gytunwyd o ran y gyllideb yn rhoi pwysau ychwanegol ar wasanaethau yn y blynyddoedd ariannol presennol ac yn y dyfodol. Bydd monitro a rheoli'r gyllideb yn effeithiol yn helpu i sicrhau bod y strategaeth ariannol yn cael ei chyflawni.

11. Pŵer i wneud y Penderfyniad

Mae'n ofynnol i awdurdodau lleol o dan Adran 151 Deddf Llywodraeth Leol 1972 wneud trefniadau ar gyfer gweinyddu eu materion ariannol yn briodol.

Mae tudalen hwn yn fwriadol wag

Appendix 1

DENBIGHSHIRE COUNTY COUNCIL REVENUE BUDGET 2018/19

Feb-19	Net Budget 2017/18 (Restated) £'000	Budget 2018/19			Projected Outturn							Variance Previous Report £'000
		Expenditure £'000	Income £'000	Net £'000	Expenditure £'000	Income £'000	Net £'000	Expenditure £'000	Income £'000	Net £'000	Net %	
Customers, Communications and Marketing	2,971	3,461	-634	2,827	3,859	-1,063	2,796	398	-429	-31	-1.10%	7
Education and Children's Service	12,955	27,925	-13,737	14,188	27,352	-11,695	15,657	-573	2,042	1,469	10.35%	1,528
Business Improvement and Modernisation	4,613	5,354	-806	4,548	5,347	-891	4,456	-7	-85	-92	-2.02%	0
Legal, HR and Democratic Services	2,623	3,962	-1,328	2,634	4,122	-1,598	2,524	160	-270	-110	-4.18%	-93
Facilities, Assets and Housing	6,931	24,252	-16,294	7,958	25,258	-17,256	8,002	1,006	-962	44	0.55%	68
Finance	2,914	5,370	-2,206	3,164	5,965	-2,801	3,164	595	-595	0	0.00%	0
Highways and Environmental Services	17,514	31,560	-12,601	18,959	33,137	-13,421	19,716	1,577	-820	757	3.99%	814
Planning and Public Protection	3,001	5,964	-2,996	2,968	5,998	-3,030	2,968	34	-34	0	0.00%	0
Community Support Services	32,356	51,833	-16,809	35,024	54,878	-19,854	35,024	3,045	-3,045	0	0.00%	0
Total Services	85,878	159,681	-67,411	92,270	165,916	-71,609	94,307	6,235	-4,198	2,037	2.21%	2,324
Corporate	18,942	54,577	-36,524	18,053	53,027	-36,524	16,503	-1,550	0	-1,550	-8.59%	-1,550
Precepts & Levies	4,525	4,569	0	4,569	4,569	0	4,569	0	0	0	0.00%	0
Capital Financing	12,965	11,361	0	11,361	11,361	0	11,361	0	0	0	0.00%	0
Total Corporate	36,432	70,507	-36,524	33,983	68,957	-36,524	32,433	-1,550	0	-1,550	-4.56%	-1,550
Council Services & Corporate Budget	122,310	230,188	-103,935	126,253	234,873	-108,133	126,740	4,685	-4,198	487	0.39%	774
Schools & Non-delegated School Budgets	66,942	76,083	-7,917	68,166	77,101	-8,294	68,807	1,018	-377	641	0.94%	681
Total Council Budget	189,252	306,271	-111,852	194,419	311,974	-116,427	195,547	5,703	-4,575	1,128	0.58%	1,455
Housing Revenue Account	315	16,309	-15,679	630	16,781	-15,750	1,031	472	-71	401		401

Tudalen 75

Mae tudalen hwn yn fwiadol wag

Denbighshire County Council - Capital Plan 2018/19 - 2021/22
Position to end February 2019

APPENDIX 2

Capital Expenditure

Total Estimated Payments - Other

Total Estimated Payments - Major Projects:

Housing Improvement Grants

Rhyl, New 3-16 Catholic School

Ysgol Llanfair, New School

Ysgol Carreg Emlyn, New School

Highways Maintenance

East Rhyl Coastal Defence Scheme

Rhyl Waterfront and Waterpark

Contingency

Total

Capital Financing

External Funding

Receipts and Reserves

Prudential Borrowing

Unallocated Funding

Total Capital Financing

2018/19 ORIGINAL ESTIMATE £000s	2018/19 LATEST ESTIMATE £000s	2019/20 LATEST ESTIMATE £000s	2020/21 LATEST ESTIMATE £000s	2021/22 LATEST ESTIMATE £000s
9,355	18,681	17,831	8,453	0
1,416	1,556			
	11,604	10,386	332	
	3,676	995	169	
	2,818	1,460	83	
3,070	3,152	4,695		
2,634	667	2,417		
10,721	10,545	530		
500	0	505	500	500
27,696	52,699	38,819	9,537	500
12,184	17,729	20,128	9,367	4,796
2,908	9,744	2,232	893	
12,604	25,226	16,459	4,245	0
0	0	0	(4,968)	(4,296)
27,696	52,699	38,819	9,537	500

Note: 2018-19 Original Estimate is the position as approved by Council on 20th February 2018

Mae tudalen hwn yn fwiadol wag

Appendix 3 - Major Capital Projects Update – March 2019

Rhyl Harbour Development	
Total Budget	£10.624m
Expenditure to date	£10.624m
Estimated remaining spend in 2018/19	£ 0.000m
Future Years estimated spend	£ 0.000m
Funding	WG £2.545m; WEFO £5.899m; Sustrans £0.700m: RWE £155k; WREN/NRW £83k and DCC £1.242m
Narrative:	
<p>The Bridge Final Account has been settled at £45k rather than £60k originally requested by the Contractor.</p> <p>The cost of necessary maintenance was higher than anticipated in the current financial year due to more defects becoming apparent as the new maintenance progressed. However, the number of breakdowns has reduced significantly following the implementation of the new maintenance regime. The cost for 2019-20 is presently being built up.</p>	
Forecast In Year Expenditure 18/19	£0.045m

21st Century Schools Programme - Rhyl New School	
Total Budget	£23.894m
Expenditure to date	£23.761m
Estimated remaining spend in 18/19	£ 0.001m
Future Years estimated spend	£ 0.132m
Funding	DCC £10.205m; WG £13.689m
Narrative:	
<p>The project has provided a new school building for Rhyl High School to accommodate 1,200 pupils in mainstream education and approximately 45 pupils from Ysgol Tir Morfa, the community special school in Rhyl. The works have also included some extensive refurbishment to the exterior of the Leisure Centre.</p> <p>There are now just some playing field remedial works to be completed by the Contractor, which have commenced and will be completed over the next couple of months as ground and growing conditions permit.</p>	
Forecast In Year Expenditure 18/19	£0.001m

21st Century Schools Programme – Glasdir	
Total Budget	£11.411m
Expenditure to date	£11.286m
Estimated remaining spend in 18/19	£0.000m
Future Years estimated spend	£0.125m
Funding	DCC £2.763m; WG £8.648m
Narrative:	
<p>This project has delivered a new shared school building site for Rhos Street School and Ysgol Penbarras at Glasdir, Ruthin.</p> <p>Since April 2018, the schools have been using their new site. The new facilities have been received very positively by pupils, parents, teachers and governors of both schools.</p> <p>The Council's Design, Construction and Maintenance team are supervising the de-snagging of defects as part of the overall project programme. Snagging work is ongoing and will remain ongoing until the end of the defects period in April 2019. Some work has been programmed to take place over the Easter holiday when staff and pupils will not be present.</p> <p>Work to de-commission the old site is complete with the asset managed by the Council's Estate department.</p>	
Forecast In Year Expenditure 18/19	£0.858m

21st Century Schools Programme – Ysgol Carreg Emlyn	
Total Budget	£5.059m
Expenditure to date	£2.690m
Estimated remaining spend in 18/19	£0.826m
Future Years estimated spend	£1.543m
Funding	WG £0.221m; DCC £4.838m
Narrative:	
<p>This scheme is within the Band A proposals for 21st Century Schools Programme. The project will provide a new school building on a new site in Clocaenog and allow the two existing sites to be declared surplus.</p> <p>Works to the internals of the building continue to progress, with all fixed furniture now installed and the final painting to the walls underway. The forming of the car park and playground areas has also now commenced.</p> <p>The highway works are also progressing well, to widen the highway and improve the drainage near the new school site. These works will improved pedestrian footpaths, widened highway and a drop off area near to the school.</p> <p>The easement for the Scottish Power H Pole to supply power to the new site is now finalised. Scottish Power will be installing the power to the site in the next week.</p> <p>In the coming weeks, progress will continue on the internals of the building and the highway improvements.</p> <p>It is envisaged the new school will open in June 2019.</p>	
Forecast In Year Expenditure 18/19	£2.818m

21st Century Schools Programme – Ysgol LLanfair	
Total Budget	£5.369m
Expenditure to date	£3.334m
Estimated remaining spend in 18/19	£0.871m
Future Years estimated spend	£1.164m
Funding	WG £0.180m; DCC £5.189m
Narrative:	
<p>This scheme is within the Band A proposals for 21st Century Schools Programme. The project will provide a new school building on a new site in Llanfair DC.</p> <p>Currently works are progressing to the internal areas (including Mechanical and Electrical, plastering and painting of the walls). The forming of the external areas is also continuing to progress and the cladding and render is near completion. Over the coming weeks, works will continue on the external areas, internal decoration and fixed furniture installation will commence.</p> <p>The building works on site are on target to be completed within the contract period. The Council are in the process of agreeing an easement for the access to the foul drain within third party land to provide the foul connection to the new school site. The easement has been signed by the Council and is currently with the trustees of the land owner for review. Until the easement is completed, works remaining to be carried out cannot be planned into the construction programme or submitted to Welsh Water. At this time, it is unclear until the easement is finalised, when the building will be handed over by the contractor.</p>	
Forecast In Year Expenditure 18/19	£3.676m

21st Century Schools Programme – Ysgol Glan Clwyd

Total Budget	£16.748m
Expenditure to date	£16.580m
Estimated remaining spend in 18/19	£0.030m
Future Years estimated spend	£0.138m
Funding	WG £11.461m; DCC £5.287m

Narrative:

This scheme is within the Band A proposals for 21st Century Schools Programme. The project has delivered an extended and refurbished Ysgol Glan Clwyd to accommodate a long term capacity of up to 1,250 pupils via a new three storey extension, partial demolition of existing buildings and refurbishment of the retained buildings. The project has also seen extensive landscaping, with creation of new outdoor hard and soft landscaped areas including a new sports field, extended and rationalised car park and coach parking area.

Phase 1, a new three storey extension was completed and handed over for occupation by the school from January 2017.

The first two sections of the old buildings following remodelling and refurbishment, comprising Phases 2a and 2b were handed over on 9th May 2017 and 28th June 2017 respectively. Part of Phase 2b included the new Visitors Car Park and the new Main Reception.

The final main section of remodelling and refurbishment of the old buildings, Phase 2c, was completed on 4th September 2017 and handed back to the school ready for the start of the new academic year.

Remaining internal works to create the new Leisure Centre facility and the final three rooms for the school were completed and handed over on 13th October 2017; at the same time the new Car Park and Coach Area and remaining external landscaping were also completed and handed over.

The final activities saw the old Tennis Courts resurfaced and fenced to create a Multi-Use Games Area and clearance of the Contractors site offices and compound; this work was completed and a final handover occurred on Friday 10th November 2017.

The School and Leisure Centre have returned to business as usual.

As part of dealing with any Defects in association with the 12 month Defects Periods for each of the Phase/Sub Phase sectional completions, Phase 2 internal defects were rectified over the summer school holidays along with the bulk of the Phase 2 external defects. A small number of remaining defects will be addressed in the coming months subject to agreement on access to the school.

The Final Account has now been agreed.

The final issue of the BREEAM Certification associated with the project is still awaited and is anticipated within the next couple of months following an update from the Contractor. It is hoped the Final Account will be settled in the next few weeks.

Forecast In Year Expenditure 18/19	£0.200m
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21st Century Schools Programme – Rhyl, Christ the Word School	
Total Budget	£23.813m
Expenditure to date	£11.352m
Estimated remaining spend in 18/19	£1.743m
Future Years estimated spend	£10.718m
Funding	WG £5.541m; DCC £18.272m
Narrative:	
<p>This scheme is within the Band A proposals for 21st Century Schools Programme.</p> <p>Work on site continues to progress in line with the programme. Brickwork and curtain walling are ongoing to the external envelope. Final fix Mechanical and Electrical work has started in one section of the building.</p> <p>Plastering has completed in one section of the build and well underway in the other. Ceilings have commenced in one section. Fixed furniture to the science labs is due to start week commencing 11th March.</p> <p>Staff from both schools have been visiting the site over the last few weeks. The Temporary Governing Body are visiting the site in the middle of March.</p>	
Forecast In Year Expenditure 18/19	£11.604m

Rhyl Waterfront and Waterpark	
Total Budget	£23.467m
Expenditure to date	£22.475m
Estimated remaining spend in 18/19	£ 0.462m
Future Years estimated spend	£ 0.530m
Funding	WG £5.354m; DCC£16.113m; Rhyl Town Council £2.000m
Narrative:	
<p>Construction work on SC2 is nearing completion. Soft testing starts on 15th March and the facility is scheduled to open to the public on 5th April 2019.</p> <p>The Sky Tower car park has been refurbished and has re-opened to the public from 6th March.</p> <p>Major refurbishment of the Rhyl Central car park (formerly the Children's Village Underground) is on schedule to complete prior to Easter and currently scheduled to open to the public on 5th April.</p> <p>The site of the former Unit C on the Children's Village is being refurbished and due to be complete before the end of March.</p>	
Forecast In Year Expenditure 18/19	£10.545m

Rhyl Queens Market Redevelopment	
Total Budget	£5.000m
Expenditure to date	£2.650m
Estimated remaining spend in 18/19	£0.150m
Future Years estimated spend	£2.200m
Funding	WG £5.000m (£2.5m subject to formal confirmation)
Narrative:	
<p>The Council completed the acquisition of the former Savoy Hotel and the Queen's Market, Theatre and Hotel in Rhyl on 11th March after formally accepting a £2.5m grant from the Welsh Government. Officers are currently working with our development partner on the future development of the site.</p>	
Forecast In Year Expenditure 18/19	£2.800m

Mae tudalen hwn yn fwriadol wag

STRATEGIC INVESTMENT GROUP

BUSINESS CASE – CAPITAL INVESTMENT

This Business Case provides justification for undertaking a project. The completed form will be reviewed by the Strategic Investment Group who will make a recommendation to Council whether the bid should be approved and included within the Capital Plan. All sections should be completed and evidence of costs will need to be supplied.

For details of Strategic Investment Group meetings and deadlines for the submission of this form, please contact Richard Humphreys, Capital & Technical Finance Team on ext 6144.

Project Name:	Welsh Government Targeted Regeneration Investment Programme West Rhyl Housing Project Phase I
Project Reference:	
Project Manager:	Mark Dixon
Workstream:	Young People & Housing/Rhyl Regeneration

Project Executive	Jamie Groves	Lead member:	Cllr Tony Thomas
Service:	Facilities, Assets & Housing	LM Portfolio:	Housing, Regulation & the Environment
Form completed by:	Mark Dixon	Date:	18/12/2018
Service Accountant:		Date:	

PROJECT TYPE

*Please categorise your project type. Mark **one** box only.*

SMALL <input type="checkbox"/>	MEDIUM <input checked="" type="checkbox"/>	LARGE <input type="checkbox"/>
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DECISION SOUGHT FROM SIG:	To accept the offer of grant funding from Welsh Government
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EXECUTIVE SUMMARY

Highlights the key points in the Business Case to include:-

- what the project will achieve / important benefits
- estimated costs
- how the project will be funded

Background

With the advent of cheap package holidays to the guaranteed sunshine of the Mediterranean, Rhyl's fortunes as a traditional seaside resort started to wane. The large Victorian guest houses in the streets behind the seafront fell into use as Houses in Multiple Occupation offering cheap year round accommodation which was affordable for people existing solely on social welfare payments. The consequence of so many vulnerable individuals living in a few densely developed streets led to the identification of the area as the most deprived in Wales. With widespread community support, Denbighshire County Council adopted Supplementary Planning Guidance for the area with the aim of turning it from a place where people were forced to live through their circumstances to one where people would choose to set up their homes. Achieving this aim has involved a massive programme of property acquisition and clearance supported by the Welsh Government with "Centrally Retained Capital" funding, the resettlement of residents, the creation of a central green space known as "Gerddi Heulwen" and the development of new homes with a choice of tenures by a range of partners.

Whilst this has been one of the most successful regeneration projects in Wales and much progress has been made, there remain a number of key properties in the area which have yet to be improved. They have always featured in the regeneration plans for the area but there has hitherto been no opportunity or resource available to complete these improvements. With the launch of the new Targeted Regeneration Investment Programme by Welsh Government, an opportunity has arisen to access Welsh Government funds to address those remaining properties.

Cabinet agreed at its meeting on 22nd May 2018 to approve inter alia;

- the outline projects proposed for submission by the Council to the Targeted Regeneration Investment; and
- delegated authority for the Corporate Director, Economy and Public Realm in consultation with the Lead Member for the Economy and Corporate Governance, Head of Legal, HR and Democratic Services and Head of Finance (Section 151 Officer) to make any project funding applications necessary to secure resources from the Targeted Regeneration Investment programme for the period of its operation, and accept and undertaken expenditure on projects accessing Targeted Regeneration Investment programme support, including award of grants to third parties.

The project will be delivered in two phases and this application relates to the first phase.

Project description

The first phase of the project involves the acquisition, clearance and redevelopment of properties accessed from Aquarium Street and John Street by Denbighshire County Council, and the renovation of properties already in the ownership of Pennaf Housing Group at 1 Crescent Road and 45/47 Water Street.

Aquarium Street

As part of the previous regeneration activity in the area, Welsh Government had acquired a terrace of large Victorian houses which had fallen into use as Houses in Multiple Occupation comprising small, poor quality flats. The Council has recently completed the acquisition of the terrace to enable the houses to be converted into eight individual energy efficient, affordable family homes for owner occupation with a smaller internal floor area. This will further the objectives of the West Rhyl Supplementary Planning Guidance through the removal of poor quality housing and diversifying the mix of tenures in the area. The redevelopment would be blighted by the continued presence of a poor quality residential property at the rear of 42 Abbey Street and the project also involves the acquisition and demolition of this property.

John Street

Welsh Government had also acquired and cleared properties on an adjacent block accessed from John Street. The Council has recently completed the purchase of the site and has agreed terms for the purchase of a nearby commercial unit which was previously occupied by Kerbside Motors and which has been the focus of anti-social and criminal activity. This will make the area suitable for older residents and enable the development of fifteen accessible apartments for social rent.

1 Crescent Road

Marine Villa at 1 Crescent Road has been in Pennaf's ownership for many years. It was originally used as office accommodation and later converted into a night shelter in partnership with the County Council. In recent years, the night shelter was relocated to another part of the town. The proposal is to create three attractive and newly refurbished apartments for the over 55's. The building is Grade II listed and as a consequence there is a requirement to protect internal and external characteristics which involves abnormal costs.

45-47 Water Street

These premises were acquired by Pennaf Group at the direction of Welsh Government with funding through the former North Wales Coast Strategic Regeneration Area. Prior to their acquisition, the properties were being utilized for various illicit activities which were adding to the area's social issues. The intention was to include their conversion into six apartments in the later phases of the regeneration programme for the area. One of the buildings is Listed and both are located in the Conservation Area.

The need to protect internal and external characteristics of these properties involves abnormal costs.

Benefits

The key benefits will be;

- the provision of homes which respond to the challenges of an ageing population;
- more economically active residents being attracted to live in the area through the provision of homes for owner occupation;
- a reduction in carbon emissions through the construction of homes offering higher standards of energy efficiency;
- an improvement in the attractiveness of the area through the improvement of derelict properties from four locations;
- improved community safety; and
- increased footfall in the town centre as a result of the new residents who will come to live in the area, improving the viability of town centre businesses and contributing towards the delivery of the objectives of the Rhyl Town Centre Master Plan.

Estimated costs

The estimated costs of each of the developments are as follows.

Property	Estimated cost
Aquarium Street	£1,511,000
John Street	£1,879,000
Crescent Road	£398,000
Water Street	£851,000
Total	£4,639,000

Funding

The proposed sources of funding for the project are as follows.

Source	Amount
Denbighshire Housing Revenue Account	£3,090,000
Welsh Government TRIP grant	£1,024,000
Pennaf private finance	£525,000
Total	£4,639,000

The Council's match funding is sourced from projects already included in the Housing Development Programme.

The second phase of the project would involve the redevelopment of the poor quality properties on the eastern side of Edward Henry Street and would be the subject of a separate grant application in due course.

BUSINESS OPTIONS

Analysis and reasoned recommendation for the base business options of: do nothing / do the minimal or do something

Option title:		Do nothing – maintain the existing situation / Do minimum			
Please provide brief details:					
<p>This option would involve;</p> <ul style="list-style-type: none"> leaving the properties at 1 Crescent Road and 45/47 Water Street vacant; and not acquiring and improving the eyesore properties in Aquarium Street and John Street. 					
Please mark with an X how this option compares with the preferred option in terms of Cost, Time, Quality and Benefits:					
Costs	Costs more		Time	Takes longer to deliver	
	Costs the same			Takes the same to deliver	
	Costs less	x		Is quicker to deliver	x
Quality	Improves the quality		Benefits	Improves benefits	
	Is the same quality			No impact on benefits	
	Is a lower quality	x		Worsens benefits	x
What is the main reason this option has not been selected?					
<p>This option has not been pursued because;</p> <ul style="list-style-type: none"> the properties at 1 Crescent Road and 43/45 Water Street would remain vacant and would make no contribution to regeneration of the town; and the properties in Aquarium Street and John Street would continue to be eyesores and would discourage owner occupation in the area around Gerddi Heulwen. 					
Option title:		Minimum option			
Please provide brief details:					
<p>This option would involve;</p> <ul style="list-style-type: none"> renovating the properties at 1 Crescent Road and 45/47 Water Street; and acquiring and securing the eyesore properties in Aquarium Street and John Street but not undertaking any redevelopment works. 					
Please mark with an X how this option compares with the preferred option in terms of Cost, Time, Quality and Benefits:					
Costs	Costs more		Time	Takes longer to deliver	
	Costs the same			Takes the same to deliver	
	Costs less	x		Is quicker to deliver	x
Quality	Improves the quality		Benefits	Improves benefits	
	Is the same quality			No impact on benefits	
	Is a lower quality	x		Worsens benefits	x
What is the main reason this option has not been selected?					
<p>This option has not been pursued because;</p> <ul style="list-style-type: none"> whilst the properties at 1 Crescent Road and 45/47 Water Street would be returned to productive use providing much needed affordable homes and contributing to the regeneration of the town; and whilst the properties in Aquarium Street and John Street would no longer be eyesores discouraging owner occupation in the area around Gerddi Heulwen, they would not be being used for any productive purpose and would not be making any contribution towards improving the vitality of the town, and the opportunity to provide much needed homes would be lost. 					

EXPECTED BENEFITS

The benefits that the project will deliver expressed in measurable terms against the situation as it exists prior to the project

The benefits expressed in measurable terms are;

- 24 social rented homes delivered;
- 8 intermediate homes delivered; and
- a reduction of 98 tonnes of carbon emissions per annum.

EXPECTED DIS-BENEFITS

Outcomes perceived as negative by one or more stakeholders

None

TIMESCALE

Over which the project will run (summary of the Project Plan) and the period over which the benefits will be realised

Date	Milestone
24th August 2018	Full support of Regional Group
31 st December 2018	Award of development funding to the County Council by Welsh Government
7th January 2019	Making a start on the works to renovate Marine Villa at 1 Crescent Road
7th January 2019	Making a start on the works to renovate 45-47 Water Street
29th March 2019	Completion of the acquisition properties in Aquarium Street and John Street
1st October 2019	Making a start on renovating the properties in Aquarium Street
31st March 2020	Completion of the works to renovate Marine Villa at 1 Crescent Road;
31st March 2020	Completion of the works to renovate 45-47 Water Street;
1st April 2020	Making a start on the construction of new apartments in John Street
30th June 2020	Completion of the works to renovate the terrace in Aquarium Stree
31st March 2021	Completion of the construction of new apartments in John Street

CAPITAL COSTS – CONSTRUCTION PROJECTS

The capital cost of a project is an important consideration in terms of whether or not it should proceed.

- Any costs relating to ICT infrastructure and equipment should have been provided by ICT department.
- Any costs that relate to construction should have been provided by Design & Development or Building Services.

Please provide details of the capital funding requirement (not including amount already spent):				
Enter details of cost element below:	2018/19	2019/20	Future Years	All Years Total
Land/property acquisition	410,000	60,000		470,000
Professional Fees	68,000	210,000	85,000	363,000
Site Preparation		45,000		45,000
Contract Works	331,500	984,500	2,445,000	3,761,000
TOTAL	809,500	1,299,500	2,530,000	4,639,000

Please provide details of proposed capital funding sources					
Enter details of funding source	Status:	2018/19	2019/20	Future Years	TOTAL
Housing Revenue Account	Approved	300,000	260,000	2,530,000	3,090,000
Welsh Government	In principle	509,500	514,500		1,024,000
Pennaf	Approved		525,000		525,000
TOTAL		809,500	1,299,500	2,530,000	4,639,000

REVENUE COST IMPACT
TO BE COMPLETED FOR ALL PROJECTS

In considering whether a project should be developed due regard should be made to the potential impact on revenue budgets.

If the activity will result in a requirement for additional revenue funding, please provide details below:			
What is the impact of this project in terms of the <u>annual</u> revenue requirement for:	Existing Revenue Budget	Post-project Revenue Budget	Increase/Decrease
staff costs (salaries and associated)	n/a		
energy costs (heating, lighting, ICT, etc)	n/a		
property maintenance and servicing costs	n/a		
other property related costs (rental, insurance, etc)	n/a		
ongoing ICT costs (licences, etc)	n/a		
mileage of Denbighshire fleet vehicles	n/a		
mileage for business travel by Denbighshire employees using their personal vehicles	n/a		
OVERALL REVENUE REQUIREMENT	n/a		

Please provide brief details of the revenue impact of this project:

- *Where revenue savings are forecast, you should detail what is proposed for the saving (e.g. reduction of an existing revenue budget, re-allocation of revenue to alternative services area, etc)*
- *Where revenue increases are forecast, you should provide details of how the revenue shortfall will be addressed. In this instance you should also append a three year surplus/deficit forecast.*
- *Details of any one-off revenue cost requirements that may be required post-project implementation (e.g. recruitment, redundancies, etc). DO NOT include any costs detailed in the capital section of this Business Case*

There is no revenue requirement for the project either during the redevelopment phase or following completion.

PROJECT MANAGEMENT

Please provide details of proposed project management – Establishment of Project Board etc.

The project will be managed by the Programme Manager - Housing Development.

The project executive will be the Head of Facilities, Assets & Housing.

A Housing Programme Executive Group has already been established and will act as the board for the project.

Highlight reports will be provided to the Young People & Housing Programme Board and the Rhyl Regeneration Programme Executive Group.

Fortnightly catch-up meetings are scheduled with Welsh Government officials.

STATUTORY REQUIREMENTS / HEALTH & SAFETY

This section should identify how the activity will help Denbighshire meet any of its statutory requirements. Please include any Health & Safety Issues that the activity will address in this section. Please leave blank if not applicable.

The project will result in the removal of derelict buildings and prevent them becoming dangerous structures.

CARBON MANAGEMENT IMPACT

Please consult with Denbighshire's Principal Energy Manager before completing this section.

Denbighshire has committed to reducing its carbon emissions by 15% by 2020. The Business Case requires you to make a forecast for the anticipated carbon emissions impact of the project. Please mark a cross in the appropriate box.

Forecasts:	Annual (current)	Carbon Equivalent	Annual (Post Project)	Carbon Equivalent	Carbon Variance
Energy consumption: (UNIT = kWh)					
Mileage of Denbighshire Fleet vehicles: (UNIT = miles travelled)					
Tonnes of waste produced going to landfill: (UNIT = tonnes)					
Tonnes of waste produced being recycled: (UNIT = tonnes)					
Mileage of Business Travel (personal vehicles): (UNIT = miles travelled)					
TOTAL CARBON EMISSIONS		132		34	-98

Please provide brief details of the carbon impact of this project, and detail specific actions that will be taken to reduce carbon emissions. If carbon emissions are expected to increase as a result of this project, please provide details of proposed actions to compensate for this increase in other areas of the Service's activity.

The project will involve the replacement of inefficient buildings with energy efficient buildings with a smaller volume and will lead to reduction in carbon emission.

BIODIVERSITY IMPACT

Please consult with Denbighshire's Biodiversity Officer before completing this section:

joel.walley@denbighshire.gov.uk

The Council has a statutory duty to ensure compliance and enforcement of the habitats regulations (as amended in 2007) and the NERC Biodiversity Duty (2006). At this pre-feasibility stage, what is the anticipated impact on biodiversity of the project. Please mark a cross in the appropriate box.

Will this project impact on a habitat that supports living organisms (plant or animal)?	Yes		No	X
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If you have answered yes to the above question, please complete all the following biodiversity sections. If answered no please leave blank

THREATENED/PROTECTED SPECIES Will this project impact on any protected or threatened species as defined in Denbighshire's Local Biodiversity Action Plan (LBAP)?	Yes		No	
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ALL SPECIES (including threatened/protected) Forecasts:	Current number	Post-project number	Variance (+/-)
Number of plant species present:			
Number of animal species present:			
TOTAL NUMBER OF SPECIES PRESENT			

Please provide brief details of the action you will be taking in association with this project to protect or enhance biodiversity. Specific reference should be made to the mitigation strategy if the project impacts on any protected or threatened species as defined in Denbighshire's Local Biodiversity Action Plan (LBAP).

MAJOR RISKS TO THE PROJECT

A summary of the key risks associated with the project together with the likely impact and plans should they occur (*Please also add to your project risk register*)

Key Risk	Likely Impact	Mitigating Action
Inability to acquire the properties required		Properties already owned or terms agreed for purchase
Inability to obtain statutory consents		Proposals consistent with Supplementary Planning Guidance and discussed with Conservation
Cost over run		Estimates based on BCIS data and recent tenders
Failure to complete within timescale		Construction programme based upon previous experience with similar projects
Inability to secure tenants		Property specifications meet needs of households on single housing register in terms of size and location

SUPPORTING INFORMATION

Please list any supporting documents that accompany this Business Case

Appendix - Site Images

ANNUAL CAPITAL BIDS – BLOCK ALLOCATIONS

Please provide details of expenditure and commitments for allocations received in the current financial year.

Not applicable

COUNTY LANDLORD STATEMENT

Please provide a statement from the County Landlord and where applicable the recommendation of the Asset Management Group

The bid is supported.

The principle of regeneration of the area is well established and the proposals support this in terms of complementing works already complete and strategically aligned to further proposals within the area. The removal of eyesore sites/buildings and provision of affordable homes are two key priorities for the Council. The partnership approach with other housing providers adopted ensures consistency in delivering common aims and maximises investment benefits.

The contribution from the Housing Revenue Account is included within Housing's 30 year business plan.

Supplied by: David Lorey **Date:** 14th December 2018

CHIEF FINANCE OFFICER STATEMENT

Elements of this proposal have previously been approved by SIG. The funding for the total proposal is in place – the council's element being HRA funding which is built into the HRA business plan assumptions. The development of the properties will contribute to the council's corporate plan objectives in respect of provision of affordable housing.

Supplied by: Richard Weigh **Date:** 22 February 2018

VERIFICATION:

Project Manager:	Mark Dixon		
Project Executive:	Jamie Groves		
Name:	Jamie Groves	Position:	Head of Facilities, Assets & Housing
Signature:	<i>Jamie Groves</i>	Date:	11 th December 2018

For use by Finance:

Result of S.I.G. Review	
Date of Meeting	
Approval	
Code	

Site Images

Aquarium Street



John Street



1 Crescent Road



45/47 Water Street



Rhaglen Gwaith i'r Dyfodol y Cabinet

Cyfarfod	Eitem (disgrifiad / teitl)		Pwrpas yr Adroddiad	Angen penderfyniad y Cabinet (oes/nac oes)	Awdur - Aelod Arweiniol a Swyddog Cyswllt
30 Ebrill 2019	1	Model Darparu Amgen arfaethedig ar gyfer amryw o weithgareddau a swyddogaethau yn y maes hamdden	Gweler y Disgrifiad	Oes	Y Cyngorwyr Bobby Feeley a Julian Thompson-Hill / Graham Boase / Siân Lloyd Price
	2	Cynllun Datblygu Lleol Newydd Sir Ddinbych – Drafft Cyn Archwilio gan y Cyhoedd (strategaeth a ffefrir) i'w ymgynghori.	Ystyried argymhelliad i'r Cyngor.	Oes	Y Cyngorydd Brian Jones / Angela Loftus
	3	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Y Cyng. Julian Thompson-Hill / Richard Weigh
	4	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnhau	Cydlynedd Craffu
28 Mai 2019	1	Cytundeb Llywodraethu Cynnig Twf Gogledd Cymru 2	Cymeradwyo'r trefniadau llywodraethu mewn perthynas â gweithredu'r fargen dwf.	Oes	Cyng. Hugh Evans / Graham Boase / Gary Williams

Rhaglen Gwaith i'r Dyfodol y Cabinet

Cyfarfod	Eitem (disgrifiad / teitl)		Pwrpas yr Adroddiad	Angen penderfyniad y Cabinet (oes/nac oes)	Awdur - Aelod Arweiniol a Swyddog Cyswllt
	2	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Y Cyng. Julian Thompson-Hill / Richard Weigh
	3	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnhau	Cydlynnydd Craffu
25 Mehefin 2019	1	Cynllun Rheoli Safle Treftadaeth y Byd	Tynnu sylw'r Cabinet at Gynllun Rheoli Safle Treftadaeth y Byd Traphont Ddŵr a Chamlas Pontcysyllte ac i'r Cabinet gymeradwyo'r Cynllun	I'w gadarnhau	Y Cyng. Bobby Feeley / Tony Ward / Huw Rees
	2	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Y Cyng. Julian Thompson-Hill / Richard Weigh
	3	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnhau	Cydlynnydd Craffu

Rhaglen Gwaith i'r Dyfodol y Cabinet

Cyfarfod	Eitem (disgrifiad / teitl)		Pwrpas yr Adroddiad	Angen penderfyniad y Cabinet (oes/nac oes)	Awdur - Aelod Arweiniol a Swyddog Cyswllt
30 Gorffennaf 2019	1	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Councillor Julian Thompson-Hill / Richard Weigh
	2	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnhau	Cydlynnydd Craffu
24 Medi 2019	1	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Y Cyng. Julian Thompson-Hill / Richard Weigh
	2	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnhau	Cydlynnydd Craffu
22 Hydref 2019	1	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnhau	Y Cyng. Julian Thompson-Hill / Richard Weigh
	2	Eitemau o'r Pwyllgorau	Ystyried unrhyw faterion a	I'w	Cydlynnydd Craffu

Rhaglen Gwaith i'r Dyfodol y Cabinet

Cyfarfod	Eitem (disgrifiad / teitl)		Pwrpas yr Adroddiad	Angen penderfyniad y Cabinet (oes/nac oes)	Awdur - Aelod Arweiniol a Swyddog Cyswllt
		Archwilio	godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	gadarnha u	
19 Tachwedd 2019	1	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnha u	Y Cyng. Julian Thompson-Hill / Richard Weigh
	2	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnha u	Cydlynnydd Craffu
17 Rhagfyr 2019	1	Adroddiad Ariannol	Rhoi'r wybodaeth ddiweddaraf i'r Cabinet am sefyllfa ariannol bresennol y Cyngor	I'w gadarnha u	Y Cyng. Julian Thompson-Hill / Richard Weigh
	2	Eitemau o'r Pwyllgorau Archwilio	Ystyried unrhyw faterion a godwyd gan y Pwyllgor Craffu at sylw'r Cabinet	I'w gadarnha u	Cydlynnydd Craffu

Rhaglen Gwaith i'r Dyfodol y Cabinet

Nodyn i swyddogion - Dyddiadau Cau Adroddiadau i'r Cabinet

<i>Cyfarfod</i>	<i>Dyddiad Cau</i>	<i>Cyfarfod</i>	<i>Dyddiad Cau</i>	<i>Cyfarfod</i>	<i>Dyddiad Cau</i>
<i>Mawrth</i>	<i>12 Mawrth</i>	<i>Ebrill</i>	<i>12 Ebrill</i>	<i>Mai</i>	<i>13 Mai</i>

Diweddarwyd 19/02/19 - KEJ

Rhaglen Gwaith i'r Dyfodol y Cabinet.doc

Mae tudalen hwn yn fwiadol wag