

To: Members of the Cabinet

Date: 20 March 2019

Direct Dial: 01824712568

e-mail: democratic@denbighshire.gov.uk

Dear Councillor

You are invited to attend a meeting of the **CABINET** to be held at **10.00 am** on **TUESDAY, 26 MARCH 2019** in the **COUNCIL CHAMBER, COUNTY HALL, RUTHIN.**

Yours sincerely

G Williams
Head of Legal, HR and Democratic Services

AGENDA

PART 1 - THE PRESS AND PUBLIC ARE INVITED TO ATTEND THIS PART OF THE MEETING

1 APOLOGIES

2 DECLARATION OF INTERESTS

Members to declare any personal or prejudicial interests in any business identified to be considered at this meeting.

3 URGENT MATTERS

Notice of items which, in the opinion of the Chair, should be considered at the meeting as a matter of urgency pursuant to Section 100B(4) of the Local Government Act 1972.

4 MINUTES (Pages 5 - 10)

To receive the minutes of the Cabinet meeting held on 26 February 2018 (copy enclosed).

5 GYPSY AND TRAVELLER SITE PROVISION (Pages 11 - 68)

To consider a report by Councillor Tony Thomas, Lead Member for Housing, Regulation and the Environment (copy enclosed) updating Cabinet following the pre planning consultation exercise undertaken in respect of the provision of residential and transit Gypsy and Traveller sites and setting out the options for taking the project forward.

6 FINANCE REPORT (Pages 69 - 100)

To consider a report by Councillor Julian Thompson-Hill, Lead Member for Finance, Performance and Strategic Assets (copy enclosed) detailing the latest financial position and progress against the agreed budget strategy.

7 CABINET FORWARD WORK PROGRAMME (Pages 101 - 104)

To receive the enclosed Cabinet Forward Work Programme and note the contents.

PART 2 - CONFIDENTIAL ITEMS

No Items.

MEMBERSHIP

Councillors

Hugh Evans
Bobby Feeley
Huw Hilditch-Roberts
Richard Mainon

Tony Thomas
Julian Thompson-Hill
Brian Jones
Mark Young

COPIES TO:

All Councillors for information
Press and Libraries
Town and Community Councils

LOCAL GOVERNMENT ACT 2000

Code of Conduct for Members

DISCLOSURE AND REGISTRATION OF INTERESTS

I, *(name)*

a *member/co-opted member of
*(*please delete as appropriate)*

Denbighshire County Council

CONFIRM that I have declared a ***personal / personal and prejudicial** interest not previously declared in accordance with the provisions of Part III of the Council's Code of Conduct for Members, in respect of the following:-
*(*please delete as appropriate)*

Date of Disclosure:

Committee *(please specify)*:

Agenda Item No.

Subject Matter:

Nature of Interest:

*(See the note below)**

Signed

Date

*Note: Please provide sufficient detail e.g. 'I am the owner of land adjacent to the application for planning permission made by Mr Jones', or 'My husband / wife is an employee of the company which has made an application for financial assistance'.

This page is intentionally left blank

CABINET

Minutes of a meeting of the Cabinet held in the Council Chamber, County Hall, Ruthin on Tuesday, 26 February 2019 at 10.00 am.

PRESENT

Councillors Hugh Evans, Leader and Lead Member for the Economy and Corporate Governance; Bobby Feeley, Lead Member for Well-being and Independence; Huw Hilditch-Roberts, Lead Member for Education, Children and Young People; Brian Jones, Lead Member for Highways, Planning and Sustainable Travel; Richard Mainon, Lead Member for Developing Community Infrastructure; Julian Thompson-Hill, Lead Member for Finance, Performance and Strategic Assets, and Mark Young, Lead Member for Corporate Standards

Observers: Councillors Mabon Ap Gwynfor, Jeanette Chamberlain-Jones, Alan James, Peter Scott, Glenn Swingler, Rhys Thomas, Graham Timms and Emrys Wynne

ALSO PRESENT

Chief Executive (JG); Corporate Directors: Communities (NS) and Economy and Public Realm (GB); Heads of Service: Legal, HR and Democratic Services (GW), Finance/S.151 Officer (RW); Lead Business Partner – Organisational Development (AM); Framework Manager (TS) and Committee Administrator (KEJ)

1 APOLOGIES

Councillor Tony Thomas, Lead Member: Housing, Regulation and the Environment

2 DECLARATION OF INTERESTS

No declarations of interest had been raised.

3 URGENT MATTERS

No urgent matters had been raised.

4 MINUTES

The minutes of the Cabinet meeting held on 22 January 2019 were submitted.

Matters Arising – Page 6, Item 4 Minutes (Matters Arising) – Cabinet 30 October 2018 (Gypsy and Traveller Site Provision) – Councillor Peter Scott thanked the Leader for the recent press release providing an update on the proposed gypsy and traveller sites and confirmed he was looking forward to the provision report meeting with the Corporate Director Communities the following week. In response to his request that the matter be referred to scrutiny it was confirmed that the issue would be considered by Communities Scrutiny Committee on 14 March 2019.

RESOLVED that the minutes of the meeting held on 22 January 2019 be received and confirmed as a correct record.

5 EMPLOYMENT POLICIES

Councillor Mark Young presented the report recommending adoption of six employment policies which had been developed/revised in consultation with the recognised Trade Unions. The six policies covered the following –

- (1) Attendance at Work Procedure (revised policy)
- (2) Reasonable Adjustments Guidance (new policy)
- (3) Menopause Policy (new policy)
- (4) Alcohol and Substance Misuse Policy (revised policy)
- (5) No Smoking Policy (revised policy)
- (6) Emergency Leave contained within the Time off Work Policy (revised wording)

Councillor Young summarised the process prior to policies being submitted to Cabinet for approval which included consultation via a Policy Working Group consisting of representatives from Human Resources, Legal and the Trade Unions before submission to the Local Joint Consultative Committee (LJCC) which included both Employer and Trade Union representatives. Feedback on the process had been positive from all parties and the LJCC had recommended the policies to Cabinet for adoption.

The Lead Business Partner – Organisational Development provided a brief summary of each policy, highlighting the proposed changes within existing policies and need for new policies together with the reasons therefore, which included legislative changes and clarity to ensure a correct and consistent approach.

Cabinet considered the report and noted that all policies had been subject to an individual Wellbeing Impact Assessment. Having been involved within the process Councillor Richard Mainon was keen for the policies to be adopted and he commended the process and paid tribute to the hard work of all those involved in bringing the policies forward. He added that the full impact of the policies had been accurately reflected in the Wellbeing Impact Assessments, including recognising any unintended consequences as a result, and he clarified the element with regard to the Attendance at Work Policy and potential loss of skills through ill health.

RESOLVED that Cabinet –

- (a) *approves the employment policies as detailed within the report for adoption within the Council, and*
- (b) *confirms that it has read, understood and taken account of the Well-being Impact Assessments (appended to the report) as part of its consideration.*

6 FINANCE REPORT

Councillor Julian Thompson-Hill presented the report detailing the latest financial position and progress against the agreed budget strategy. He provided a summary of the Council's financial position as follows –

- the net revenue budget for 2018/19 was £194.418m (£189.252m in 2017/18)
- an overspend of £0.774m was forecast for service and corporate budgets
- detailed agreed savings and efficiencies worth £4.6m including those which had already been achieved with the assumption that all service efficiencies/savings would be delivered – any exceptions would be reported to Cabinet if required
- highlighted current risks and variances relating to individual service areas, and
- provided a general update on the Housing Revenue Account, Housing Capital Plan and the Capital Plan (including the Corporate Plan element).

Cabinet raised the following matters during debate –

- School Transport – reference was made to the projected overspend in the school transport budget and to previous discussions as to whether the budget would be best placed in Highways and Environmental Services (HES) or Education and Children's Services (ECS). The reasoning behind the decision to place the budget in HES was reiterated given that ECS carried out the assessment process to determine eligibility of a child for school transport but the commissioning arrangement for those eligible for school transport was undertaken in HES because of the expertise and skills set required for negotiating the school contracts. HES also provided a similar service for transport provision in other service areas including Community Support Services. School transport was an acknowledged budget pressure which needed to be resolved wherever it was located and it was agreed that any further review or discussion in that regard should be undertaken with officers outside of the meeting
- Council Funding – the Leader referred to the continuing service pressures facing local authorities and reported that the Welsh Local Government Association (WLGA) continued to lobby the Welsh Government with a view to investing in core services and provision of a longer term financial plan to aid future planning. Whilst the Council was proud of its record in terms of investment in services such as education and social care and in transforming services and building resilience, the viability and sustainability of local services was under threat due to the prolonged and sustained cuts to local government funding. The work carried out by the WLGA on behalf of local authorities in Wales was acknowledged but Cabinet felt there would also be merit in issuing a statement highlighting the financial difficulties and to call for adequate funding provision to ensure the future sustainability of essential services. Reference was also made to the forthcoming UK Government spending review to determine the settlement for Wales following which the Welsh Government would determine the budget allocations for those devolved functions, including local government, at which point there may be further opportunity to influence budget decisions and lobby on behalf of residents.

In responding to questions from non-Cabinet members regarding various overspends in service departments Councillor Julian Thompson-Hill advised that –

- all services would be expected to balance their own budgets in-service where possible and the measures to address the overspend relating to the SC2 project had been detailed within the report – the SC2 project was part of the major Rhyl Waterfront and Waterpark project worth over £20m and in that context the overspend was comparatively small
- an additional £750k had been allocated to Community Support Services for 2018/19 and together with £366k of the Sustainable Social Services Grant and the planned use of reserves, a break-even position had been projected
- the projected overspend in Education and Children’s Services could not be addressed in-service and therefore corporate underspends would be used in the current financial year – an additional base budget allocation of £1.5m had been approved for 2019/20 to address those pressures going forward
- confirmed the legacy tips pressure and Waste pressure relating to the transition to the new waste contracts were one off costs; Councillor Brian Jones clarified that additional bin emptying in Rhyl had been carried out in response to issues raised by the public/members during the prolonged hot weather last summer.

RESOLVED that Cabinet –

- (a) *note the budgets set for 2018/19 and progress against the agreed budget strategy, and*
- (b) *issues a statement to call on both UK and Welsh Governments to recognise the difficulties of delivering statutory services in the current financial climate and ask that they act to ensure that essential services are funded such that they are sustainable for this and future generations.*

7 CABINET FORWARD WORK PROGRAMME

The Cabinet Forward Work Programme was presented for consideration and it was noted that the following item would be added to the future work programme for March – Gypsy and Traveller Accommodation.

RESOLVED that Cabinet’s Forward Work Programme be noted.

At this point in the proceedings Councillor Richard Mainon left the meeting.

EXCLUSION OF PRESS AND PUBLIC

RESOLVED that under Section 100A of the Local Government Act 1972, the Press and Public be excluded from the meeting for the following item of business on the grounds that it would involve the likely disclosure of exempt information as defined in Paragraph 14 of Part 4 of Schedule 12A of the Act.

8 APPOINTMENT OF CONTRACTORS TO THE NORTH WALES CONSTRUCTION FRAMEWORK 2

Councillor Julian Thompson-Hill presented the confidential report recommending the appointment of named contractors to the North Wales Construction Framework 2 (NWCF2) to be used for major construction works over £250k.

The first iteration of the NWCF agreement had expired in May 2018 and had proved extremely successful. The report detailed the merits of the collaborative approach across the six North Wales local authorities, led by Denbighshire, which included significant cost and time savings. The intention was to operate the second framework for a four year period from March 2019 (with a break clause to review after 2 and 3 years). The recommended contractors had been evaluated according to the scoring and weighting methodology detailed within the tender documents.

Cabinet agreed there were a suitable number of contractors in each Lot to provide competition and were pleased to note the increase in the number of local contractors across the region within the framework. In response to questions Councillor Thompson-Hill and officers elaborated upon the extensive engagement with the construction industry and lessons learnt exercise to ensure best practice for the second framework. Assurances were also provided in terms of monitoring and auditing individual projects and maximising the delivery of community benefits.

Cabinet congratulated officers on the success of the first framework and on the awards won in that regard together with the work undertaken to ensure even greater success and benefits for the second framework in terms of the local economy, employment opportunities and community benefits.

RESOLVED that the named contractors detailed in paragraph 3 of the report be appointed to the North Wales Schools and Public Buildings Contractor Framework.

The meeting concluded at 11.05 hrs.

This page is intentionally left blank

Report To: **Cabinet**

Date of Meeting: **26th March 2019**

Lead Member / Officer: **Lead Member for Housing, Regulation and the Environment. Corporate Director - Communities**

Report Author: **Lead Officer Property and Housing Stock**

Title: **Gypsy & Traveller Site Provision**

1. What is the report about?

- 1.1 The report provides an update for Cabinet following the pre planning consultation exercise undertaken in respect of the provision of residential and transit Gypsy & Traveller sites.
- 1.2 The report provides a breakdown and overview of the responses to the Council's Pre Planning Consultation process, sets out the options for taking the project forward and makes recommendations in respect of the next phase of the project.

2. What is the reason for making this report?

- 2.1 To ensure that the Council is discharging its statutory duties in respect of relevant legislation related to the provision of Gypsy & Traveller sites as set out in Appendix 1 of this report.

3. What are the Recommendations?

- 3.1 That Cabinet note the analysis of the pre planning consultation exercise undertaken in respect of proposed transit and residential Gypsy & Traveller sites on the Greengates Farm (East) site in St Asaph as outlined in Appendix 2 of this report.
- 3.2 That Cabinet note the recommendations of Communities Scrutiny Committee of 14th March 2019 as set out in Paragraph 8.4 of this report.
- 3.3 That, in response to concerns raised during the pre-planning consultation regarding the proximity of the sites to each other, lack of meaningful consultation with the Travelling Community and in recognition of the priority need for the residential family, Cabinet agree not to progress the Gypsy & Traveller transit site at Greengates Farm (East) via a formal planning application, and that the location of this proposed development site is determined through the formal site allocation process as part of the adoption of a new Local Development Plan.
- 3.4 That Cabinet consider the following options for the Gypsy & Traveller residential site and agree the way forward:

- A) To progress the development of the Gypsy & Traveller residential site at Greengates Farm (East) through the formal planning application process in the location indicated in Appendix 3 and that the formal planning application should contain as background supporting information all statutory information together with business and residential impact assessments and suitable measures for mitigation where deemed necessary.
 - B) Not to progress the Gypsy & Traveller residential site at Greengates Farm (East) via a formal planning application, and that the location of this proposed development site is determined through the formal site allocation process as part of the adoption of a new Local Development Plan.
- 3.5 That whatever options are selected for identifying the location of the residential and transit Gypsy and Traveller sites, the sites are not developed in close proximity to each other.
- 3.6 That the Cabinet confirms that it has read, understood and taken account of the Well-being Impact Assessment (see Appendix 5) as part of its consideration.

4. Report details

- 4.1 A decision was taken at Cabinet on 15th October 2018 to progress with two locations for a residential Gypsy and Traveller site and a transit Gypsy and Traveller site on land at Green-gates Farm St Asaph to formal planning application stage. The residential site would comprise six pitches for a family who have lived in Denbighshire for a number of years. The transit site would provide five pitches for families travelling through Denbighshire on an ad hoc basis, the need being based on the number of unauthorised encampments experienced within Denbighshire over a number of years.
- 4.2 It had previously been agreed that, despite there being no legal obligation to do so, a pre planning consultation exercise would be undertaken prior to any formal planning application being submitted.
- 4.3 Following the Cabinet resolution a meeting was held on 18th October 2018 with the Lead Member for Housing, Regulation and the Environment and the Local Ward Members for St Asaph West, ST Asaph East and Trefnant. The pre planning consultation process was discussed together with clarification of roles.
- 4.4 As separate planning applications would be submitted for the transit and residential Gypsy & Traveller sites, two separate consultation documents were produced and two separate consultation exercises undertaken in tandem. Details of the pre planning consultation process are included in Appendix 4.
- 4.5 774 responses have been received and 4526 issues categorised. Should either proposal progress to formal planning stage, a pre planning consultation report will be written based on the responses and included with any formal planning application submitted. Categorised responses and accompanying analysis are included in Appendix 2.
- 4.6 A petition 4058 signatures was received by the Council during the pre-planning consultation. The signatories of the petition requested "A Transparent and democratic

review of the need for Gypsy and Traveller Sites in Denbighshire". The petition was responded to by the Council's Monitoring Officer on 18th December 2018.

- 4.7 It should be noted that while the analysis covers the main issues, the consultation exercise required free text responses and did not stipulate categories for response. It should also be noted that there is some flexibility in measuring the responses, particularly where responses could be interpreted in two separate ways or where there was duplication within the same response.

5. How does the decision contribute to the Corporate Priorities?

5.1 Housing:

"Everyone is supported to live in homes that meet their needs"

"Support young people to access suitable homes they can afford"

"A wide range of accommodation available to suit different needs"

5.2 Denbighshire's equalities commitment:

"In our approach to mainstreaming equality and diversity, we conform our commitment to celebrating diversity and promoting equality in everything we do, to improve the quality of life for everyone living, working and visiting Denbighshire. This commitment is demonstrated throughout the activities which take place in our Corporate Plan and our Service Business Plans.

This plan is designed to allow the Council to play its role, as a public authority, in ensuring that we coordinate our work to take forward positive outcomes for people of all protected characteristics."

6. What will it cost and how will it affect other services?

- 6.1 It is anticipated that the cost of submitting a formal planning application for both sites will be circa £90,000.00.

7. What are the main conclusions of the Well-being Impact Assessment?

- 7.1 In line with best practice, the WBIA's were undertaken by a group. The group considered the impact of both sites to be neutral, however it was felt that there would be a positive impact for the families identified with a need for a residential site. There was concern that delivering a transit site in such close proximity to the residential site could create a negative impact for the residential site tenants due to the possible conflict that could arise. The individual WBIA's are included in Appendix 5

8. What consultations have been carried out with Scrutiny and others?

- 8.1 A project update was presented to Cabinet Briefing on 3rd July 2017, 4th December 2017, 5th March 2018 and 9th July 2018. A report on the outcome of detailed feasibility studies of 5 shortlisted sites was presented to AMG on 13th March 2018. A report on the preferred land options was approved by Cabinet on 24 April 2018. Updates have also been provide to CET on 26th June, 2nd October, 14th November 2017, 12th February and 25th June 2018. Reports have been taken to Strategic Investment Group on 21st November 2017 and 22 May 2018.

- 8.2 A further report was presented to Cabinet on 25th September 2018. The report was reviewed by Communities Scrutiny Committee on 11th October 2018 and by Cabinet again on 15th October 2018.
- 8.3 A pre planning consultation exercise was commenced on 24th October 2018 and ran until 25th November 2018. As part of this process, a public drop in session was held on 6th November 2018.
- 8.4 Communities Scrutiny Committee carefully considered and debated the pre planning consultation response analysis on 14th March 2018 after which 2 recommendations were formulated and agreed by the Committee, being:

That the residential and transit Gypsy & Traveller sites are not developed close to each other, wherever they are located;

That the location of the residential and transit Gypsy & Traveller sites are determined through the ongoing Local Development Plan process;

9. Chief Finance Officer Statement

- 9.1 The legislation and process highlighted in the report sets out the council's obligations and what it is required to do to meet them. Whilst there is grant support available from government to help to develop sites to deliver these obligations, it doesn't cover all of the costs – in particular the costs associated with the acquisition of land or to recognise opportunity costs if council owned land is used. Furthermore, until more detailed plans are developed, it cannot be guaranteed that all development costs will be contained within the grant funding available. There is also likely to be an additional net revenue budget pressure to run the sites once they are developed. Final proposals will need to be taken through the appropriate channels for approval, including the Strategic Investment Group and any revenue implications will have to be considered in future budget rounds.

10 Corporate Landlord Statement

- 10.1 The provision of the facilities will meet the Council's legislative obligations. The feasibility works undertaken to date have considered technical development appraisal and the potential land costs (purchase or opportunity costs), but detailed development costs may still influence the final decision to develop the proposed sites pending planning approval.
- 10.2 The ongoing management/revenue costs are not included at this stage as the final site proposals have the potential of impacting on the management model.

11. What risks are there and is there anything we can do to reduce them?

- 11.2 Unlawful encampments on Council and private land will continue if the housing needs of Gypsies and Travellers are not met. Resolving such unlawful encampments will inevitably result in costs for the authority. Provision for suitable accommodation would help to address this issue. The obligation to address accommodation needs identified through the Gypsy & Traveller Accommodation Needs Assessment is a statutory

requirement as set out in the Housing (Wales) Act 2014 and failure to act on the recommendations of the Assessment could result in legal challenge and/or direction from Welsh Government.

- 11.3 Grant funding is available from Welsh Government for the development of Gypsy & Traveller sites, however this fund is insufficient to meet the requirement across Wales and funding bids can normally only be submitted annually and during a specified time period. Failure to progress the site identification process will negatively impact on the LA's ability to apply for, and secure, this funding, which may result in the total cost of site provision having to be met by the LA.

12. Power to make the Decision

- 12.1 Housing (Wales) Act 2014 – part 3

This page is intentionally left blank

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:

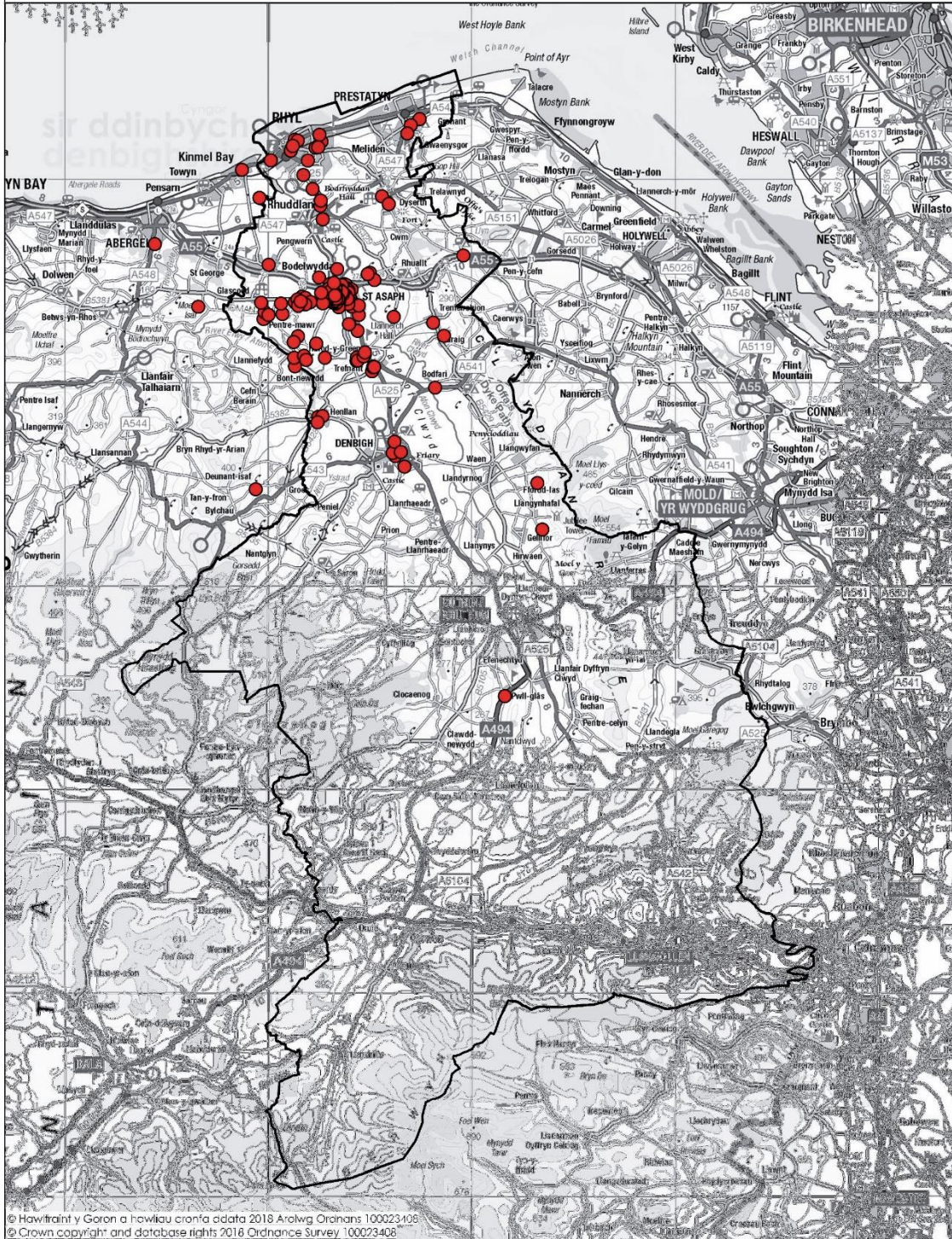
Overview

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.

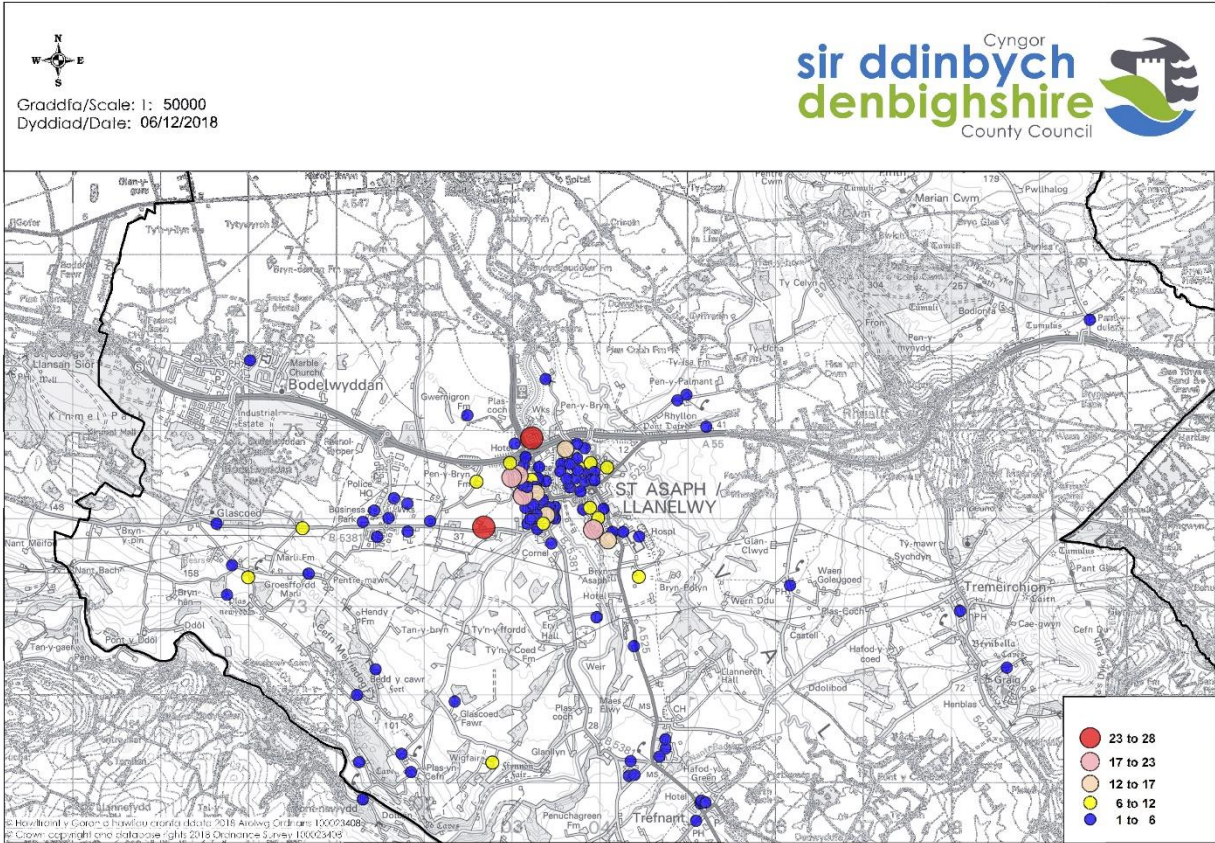
The majority of concerns (particularly non-material planning issues) are predicated on stereotypical perceptions of the travelling community and experiences of unauthorised encampments. There is little understanding or consideration of the fact that both sites will be managed facilities and, more notably,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



Graddfa/Scale: 1: 250000
Dyddiad/Date: 06/12/2018



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> |

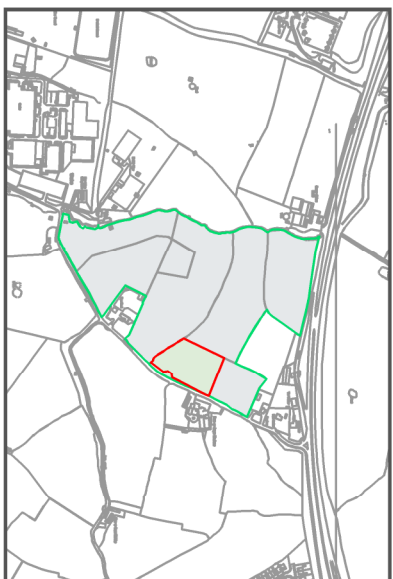
| CATEGORY | DEFINITION/CONTEXT | PERCENTAGE OF RESPONSES WHERE RAISED | ISSUE RAISED | COMMENT/RESPONSE |
|--------------------|---|--------------------------------------|--|---|
| PROXIMITY OF SITES | Comments relating to the proximity of the proposed sites to each other. | 5.8% | <p>Concerns regarding 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> |








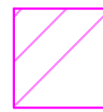

| CATEGORY | DEFINITION/CONTEXT | PERCENTAGE OF RESPONSES WHERE RAISED | ISSUE RAISED | COMMENT/RESPONSE |
|----------------|---|--------------------------------------|--|---|
| SECURITY/CRIME | Comments relating to the perception that crime rates will increase and security of property and persons threatened. | 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. |

This page is intentionally left blank



-  Extent of site
-  Landscaping
-  Amenity Building
-  Hardstanding / Pitching
-  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

This page is intentionally left blank

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.

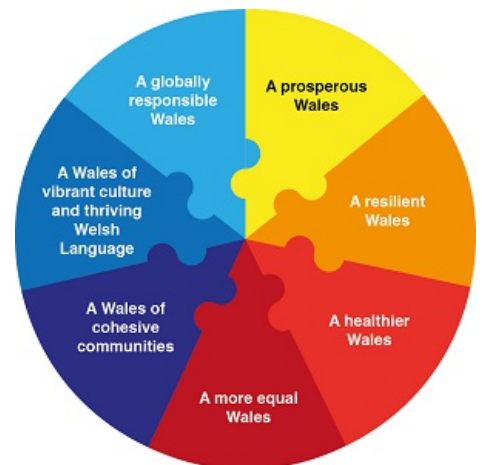
Implications of the score

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. |
|---------------------------------|--|

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. |
|------------------------------|---|

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> |
|--|--|

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> |
|--|---|

| | |
|---|--|
| 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 |
|-----------------------|---------|

| | |
|---------------------------------|---|
| 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:

| | |
|---|---|
| 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

Page 60

| | |
|--|---|
| <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 |
|-----------------------|----------|

| | |
|--|--|
| <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. 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> |
|--------------------------|---|

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 |
|-----------------------|---------|

| | |
|--|--|
| <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 |
|-----------------------|---------|

| | |
|---------------------------------|--|
| 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. |
|---|---|

| | |
|--|--|
| 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 |

| | |
|-------------------------------|--|
| Report To: | Cabinet |
| Date of Meeting: | 26 th March 2019 |
| Lead Member / Officer: | Cllr Julian Thompson-Hill / Richard Weigh, Head of Finance |
| Report Author: | Steve Gadd, Chief Accountant |
| Title: | Finance Report (February - 2018/19) |

1. What is the report about?

The report gives details of the council's revenue budget and savings as agreed for 2018/19. The report also provides a summary update of the Capital Plan as well as the Housing Revenue Account and Housing Capital Plan.

2. What is the reason for making this report?

The purpose of the report is to provide an update on the council's current financial position and confirm the agreed service budgets for 2018/19.

3. What are the Recommendations?

The following actions are recommended:

- 3.1 Cabinet Members note the budgets set for 2018/19 and progress against the agreed strategy.
- 3.2 Cabinet Members note the proposed use of service carry forwards.
- 3.3 Cabinet Members approve the housing capital schemes in Aquarium Street and John Street, Rhyl, as recommended by the Strategic Investment Group and detailed in this report and Appendix 4.

4. Report details

The report provides a summary of the council's revenue budget for 2018/19 detailed in **Appendix 1**. The council's net revenue budget is £194.418m (£189.252m in 17/18). The position on service and corporate budgets is a forecast overspend of £0.487m (overspend of £0.774m in last report). Narrative around the current risks and assumptions underlying this assessment are outlined in Section 6.

5. How does the decision contribute to the Corporate Priorities?

Effective management of the council's revenue and capital budgets and delivery of the agreed budget strategy underpins activity in all areas, including corporate priorities.

6. What will it cost and how will it affect other services?

Significant service narratives explaining variances and risks are shown in the following paragraphs.

Customers, Communications and Marketing is currently projected to underspend by £31k (£7k overspend reported last month). The underspend relates largely to a delay in procuring new book deposit kiosks which will now take place early in the new financial year. The service hopes to carry forward £20k in order to pay for this expenditure.

Business Improvement and Modernisation is now projected to underspend by £92k. The movement largely relates to a delay in expenditure which will now occur in the following financial year, in particular the service wishes to carry forward underspend to fund the following commitments:

- £33k to fund transitional restructure costs within ICT to facilitate 19/20 savings.

- £9k relating to facilitating the Archives merger and clearing archiving backlog.
- £20k to fund exit costs to achieve future savings
- £10k for extending maternity cover and audit training

Legal, HR and Democratic Services is currently projected to underspend by £110k (£93k underspend last month) largely due to staff vacancies which will contribute to the services saving proposals for next financial year. The service hopes to carry forward the underspend in order to help fund possible exit costs relating to agreed service restructures.

Highways and Environment is currently projected to overspend by £757k (£814k reported last month). The following should be noted:

- **Major Projects** – It has been agreed in previous reports that an in-year budget allocation of £140k is released from centrally held contingencies in order to resolve this historic pressure on an ongoing basis.
- **School Transport** – additional funds have now been allocated to fund the full impact of the revised transport policy relating to hazardous routes which was agreed last year. Although it was hoped that this would be sufficient to deliver the service the following pressures have also been identified:
 - Changes to the policy relating to housing Denbighshire children in the Denbighshire special schools has resulted in an increase in special transport costs. These costs are especially high as they involve taxis and escorts. The overall impact of this change in approach which is not within the control of the Highways and Environment Service has led to an increase in costs of approximately £300k.
 - The overall increase in contracts agreed from September now amounts to £315k which largely relates to an increase in the overall number of pupils and contractors passing on inflationary pressure to the council. A number of contracts are still out to tender which may impact on future projections.

The new ongoing pressures identified in 2018/19 has been factored into the budget proposals that were agreed recently by Cabinet and Council.

- **Streetscene** – The service has identified a statutory requirement to remedy an issue with 'Legacy Tips'. The overall one-off cost of this is estimated to be in excess of £200k. Further pressures within the service relate to additional time worked by staff to order to address issued raised by the public / Members (eg additional bin emptying in Rhyl during the hot summer months).
- **Waste** – A number of pressures are effecting the Waste service and the issues have been raised at the Budget Board. The majority of the pressure relates to new contract fees for the co-mingled waste contract. The pressure in 2018/19 and 2019/20 will be funded from the Waste Reserve and a budget pressure of £900k has been included in the Medium Term Financial Plan for 2020/21.

Education and Children's Service is currently projected to overspend by £1.469m (£1.528m reported in February). The main reasons for the decrease in overspend relates to staff vacancies and grant maximisation. Children's Services continues to be an area of high risk due to the volatility in case numbers and inflationary pressures on placement costs. Each individual placement can be extremely expensive so any increase in numbers can have a large effect on the budget. The projected outturn includes all current out of county predicted placements to realistic timeframes. Education Out of County placements and recoupment income is less than budgeted due to the decrease in the numbers of pupils from other Local Authorities attending the Council's special school provision. The reported overspend takes account of a £750k budget contribution agreed as part of the 18/19 budget process. The financial implications of these pressures on the Medium Term Financial Plan for 2019/20 have been considered and an additional base budget

allocation of £1.5m has been approved as part of the budget proposals recently agreed by Cabinet and Council.

Facilities Assets and Housing is projected to overspend by £44k (£68k overspend reported last month) The £24k decrease relates to reduced overspend relating to the SC2. Further work will continue to review of all commitments and maintain close control of spend by the Head of Service with the aim to reduce the overspend by the end of the year.

Community Support Services is projected to break-even following an additional budget of £750k being allocated for 2018/19 and the planned use of reserves (amounting to a further £1.050m contribution in 2018/19). The recent budget proposals approved by Cabinet and Council included an additional budget pressure of £500k for 2019/20 and the current assumption is that an equivalent pressure will be required in each of the 4 years of the Medium Term Financial Plan, although further work is ongoing to assess the full financial implications for future years.

Schools - Education and Finance continue to work closely with schools to help develop robust plans and chief and senior officers in Education and Finance meet regularly to review those plans and take remedial action if necessary. The budget agreed by Council for 2018/19 included a total additional investment in schools delegated budgets of £1.8m. The level of school balances carried forward into 2018/19 was a net deficit balance of £0.343m. At the end of February the projection for school balances is a net deficit balance of £0.998m, which is an increase in the projected deficit of £0.655m on the balances brought forward from 2017/18. The non-delegated budget is currently projected to underspend by £14k due to minor underspends.

The Housing Revenue Account (HRA). The latest revenue position assumes a decrease in balances at year end of £1.031m which is £401k more than the budgeted decrease of £630k. HRA balances are therefore forecast to be £1.171m at the end of the year. The Capital budget of £10.2m is allocated between planned improvements to existing housings stock (£6m) and new build developments (£4m).

Corporate – It is currently estimated that corporate contingencies amounting to £1.55m will be available to be released to help fund the service overspends (£1.55m projected last month). Further work is ongoing in areas, such as the projection on the cost of council-wide energy bills, the Capital Financing Budget, an in-year review of earmarked reserves and projections around the Council Tax Yield in order to help ensure that the call on General Balances are kept to a minimum.

Treasury Management – At the end of February, the council's borrowing totalled £223.445m at an average rate of 4.25%. Investment balances were £5m at an average rate of 0.6%.

A summary of the council's **Capital Plan** is enclosed as **Appendix 2**. The approved capital plan is £52.69m with expenditure to date of £43.18m. **Appendix 3** provides an update on the major projects included in the overall Capital Plan.

In May 2018, Cabinet approved the submission of outline projects to the Welsh Government Targeted Regeneration Investment Programme. The Strategic Investment Group have recently reviewed a business case - West Rhyl Housing Project Phase 1 - which will deliver, in partnership with Pennaf Housing Group, the redevelopment and renovation of properties in West Rhyl. Specifically, this project involves the acquisition, clearance and redevelopment of properties accessed from Aquarium Street and John Street by the Council, and the renovation of properties already in the ownership of Pennaf Housing Group at 1 Crescent Road and 45/47 Water Street, Rhyl. The cost of the overall

proposal is £4.639m, with funding of £3.2m through the Council's Housing Revenue Account, £914k Welsh Government Targeted Regeneration Investment Grant and a contribution of £525k from Pennaf Housing Group. Within the overall proposal, the value of two proposed developments are over £1m, and as such require Cabinet approval. They are:

- **Aquarium Street, Rhyl** – Following the earlier acquisition of a terrace of large Victorian houses by the Council, the proposal is to convert these properties into eight individual energy efficient, affordable family homes for owner occupation. The cost of this development is £1.251m
- **John Street, Rhyl** – Welsh Government have previously acquired and cleared properties at John Street. The Council has acquired the site from the Welsh Government, and the proposal is to provide 15 accessible apartments for social rent, suitable for older residents. The cost of this development is £1.677m

The Strategic Investment Group have reviewed these proposals and recommend approval to Cabinet.

7. What are the main conclusions of the Well-being Impact Assessment?

Well-being Impact Assessments for the savings included in Appendix 2 and the Council Tax rise was presented to Council on 30 January. An assessment for the MRP policy change was included in the report to Council in September 2017.

8. What consultations have been carried out with Scrutiny and others?

In addition to regular reports to the Corporate Governance Committee, the budget process has been considered by CET, SLT, Cabinet Briefing and Council Briefing meetings. There were regular budget workshops held with elected members to examine service budgets and consider the budget proposals. All members of staff were kept informed about the budget setting process and affected staff have been or will be fully consulted, in accordance with the council's HR policies and procedures. Trade Unions have been consulted through Local Joint Consultative Committee.

9. Chief Finance Officer Statement

Specific pressures remain evident in social care budgets (both Adults' and Children's) and School Transport despite additional investment in 17/18 and 18/19. Provision for these pressures have been included in the budget proposals that have recently been approved by Cabinet and Council and are being taking into account when developing the new Medium Term Financial Plan for 2020/21 and beyond.

School balances will continue to be kept under close review. Not only are Education Finance working closely with schools to help develop robust plans, but chief and senior officers in Education and Finance meet regularly to review those plans and take remedial action if necessary.

Although there may be additional corporate items which will further help the overall position such as indicated in Section 6, it is likely that an in year overspend will need to be funded from General Balances.

10. What risks are there and is there anything we can do to reduce them?

This remains a challenging financial period and failure to deliver the agreed budget strategy will put further pressure on services in the current and future financial years. Effective budget monitoring and control will help ensure that the financial strategy is achieved.

11. Power to make the Decision

Local authorities are required under Section 151 of the Local Government Act 1972 to make arrangements for the proper administration of their financial affairs.

Appendix 1

DENBIGHSHIRE COUNTY COUNCIL REVENUE BUDGET 2018/19

| Feb-19 | Net Budget | Budget 2018/19 | | | Projected Outturn | | | | | | | Variance |
|---|-----------------------|----------------|-----------------|----------------|-------------------|-----------------|----------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017/18 (Restated) | Expenditure | Income | Net | Expenditure | Income | Net | Expenditure | Income | Net | Net | Previous Report |
| | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 | % | £'000 |
| 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 |

This page is intentionally left blank

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

| 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 |

Capital Financing

External Funding

Receipts and Reserves

Prudential Borrowing

Unallocated Funding

Total Capital Financing

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

This page is intentionally left blank

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: | |
| <p>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.</p> <p>Phase 1, a new three storey extension was completed and handed over for occupation by the school from January 2017.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The School and Leisure Centre have returned to business as usual.</p> <p>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.</p> <p>The Final Account has now been agreed.</p> <p>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.</p> | |
| Forecast In Year Expenditure 18/19 | £0.200m |

| 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 |

This page is intentionally left blank

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"/> |
|---------------------------------------|---|---------------------------------------|

| | |
|----------------------------------|--|
| DECISION SOUGHT FROM SIG: | To accept the offer of grant funding from Welsh Government |
|----------------------------------|--|

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 |
|--|------------|--|-----------|---|

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 | |
|--|------------|--|-----------|--|

| 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



Cabinet Forward Work Plan

| Meeting | Item (description / title) | | Purpose of report | Cabinet Decision required (yes/no) | Author – Lead member and contact officer |
|--------------------|----------------------------|--|--|------------------------------------|---|
| 30 Apr 2019 | 1 | Proposed Alternative Delivery Model (ADM) for various leisure related activities and functions | See description. | Yes | Councillors Bobby Feeley and Julian Thompson-Hill / Graham Boase / Sian Lloyd Price |
| | 2 | Denbighshire's Replacement Local Development Plan – Draft Pre Deposit (preferred strategy) for consultation. | To consider a recommendation to Council. | Tbc | Councillor Brian Jones / Angela Loftus |
| | 3 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 4 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| 28 May 2019 | 1 | North Wales Growth Bid Governance Agreement 2 | To approve the governance arrangements in relation to the implementation of the growth deal. | Yes | Councillor Hugh Evans / Graham Boase / Gary Williams |
| | 2 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 3 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for | Tbc | Scrutiny Coordinator |

Cabinet Forward Work Plan

| Meeting | Item (description / title) | | Purpose of report | Cabinet Decision required (yes/no) | Author – Lead member and contact officer |
|---------------------|----------------------------|-------------------------------------|---|------------------------------------|---|
| | | | Cabinet's attention | | |
| 25 Jun 2019 | 1 | World Heritage Site Management Plan | To bring to Cabinet's attention the new Pontcysyllte Aqueduct and Canal World Heritage Site Management Plan and for Cabinet to endorse the Plan | Yes | Councillor Bobby Feeley / Tony Ward / Huw Rees |
| | 2 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 3 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | | |
| 30 July 2019 | 1 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 2 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | | |
| 24 Sep 2019 | 1 | Finance Report | To update Cabinet on the | Tbc | Councillor Julian Thompson- |

Cabinet Forward Work Plan

| Meeting | Item (description / title) | | Purpose of report | Cabinet Decision required (yes/no) | Author – Lead member and contact officer |
|--------------------|----------------------------|--------------------------------|--|------------------------------------|---|
| | | | current financial position of the Council | | Hill / Richard Weigh |
| | 2 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | | |
| 22 Oct 2019 | 1 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 2 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | | |
| 19 Nov 2019 | 1 | Finance Report | To update Cabinet on the current financial position of the Council | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |
| | 2 | Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | | |
| 17 Dec 2019 | 1 | Finance Report | To update Cabinet on the current financial position of | Tbc | Councillor Julian Thompson-Hill / Richard Weigh |

Cabinet Forward Work Plan

| Meeting | Item (description / title) | Purpose of report | Cabinet Decision required (yes/no) | Author – Lead member and contact officer |
|---------|----------------------------------|---|------------------------------------|--|
| | | the Council | | |
| | 2 Items from Scrutiny Committees | To consider any issues raised by Scrutiny for Cabinet's attention | Tbc | Scrutiny Coordinator |
| | | | | |

Note for officers – Cabinet Report Deadlines

| <i>Meeting</i> | <i>Deadline</i> | <i>Meeting</i> | <i>Deadline</i> | <i>Meeting</i> | <i>Deadline</i> |
|----------------|------------------------|----------------|------------------------|----------------|------------------------|
| | | | | | |
| <i>March</i> | <i>12 March</i> | <i>April</i> | <i>12 April</i> | <i>May</i> | <i>13 May</i> |

Updated 19/03/19 - KEJ

Cabinet Forward Work Programme.doc