

Denbighshire County Council

Draft Site Development Brief: Bodelwyddan Key Strategic Site

Consultation Report



DRAFT SITE DEVELOPMENT BRIEF: BODELWYDDAN KEY STRATEGIC SITE

CONSULTATION REPORT July 2014

1. CONSULTATION UNDERTAKEN

1.1 Consultation on the draft Site Development Brief: Bodelwyddan Key Strategic Site ran for 8 weeks from 31st March to 26th May 2014. This was a public consultation and was open for anyone to respond. The consultation included the following:

- Letters were sent to approximately 1,300 people. This included anyone on the LDP database; public bodies; statutory consultees; local, regional and national organisations with an interest in the LDP; and neighbouring Local Authorities and City, Town & Community Councils
- Town & Community Councils received hard copies of all the consultation documents and response forms
- Council libraries and One-Stop-Shops also received hard copies of the consultation documents and response forms
- Two drop-in events were held in Bodelwyddan Community Centre (2nd and 12th May)
- Officers attended a public meeting organised by Bodelwyddan Development Action Group
- The draft Site Development Brief was published on the Council's website, with electronic versions of the response form available to download
- A press release was issued before the consultation period and a public notice placed in local newspapers

1.2 A total of 107 responses were received, largely from local residents. Representations also included comments from Bodelwyddan Town Council, Rhuddlan Town Council, Dwr Cymru/Welsh Water, Natural Resources Wales, AONB Joint Advisory Committee, Betsi Cadwaladr University Health Board, North Wales Police, and Menter Iath Sir Dinbych. All comments received within the consultation deadline have been logged, acknowledged and scanned. They are available to view from the Development Planning & Policy Team in Caledfryn. The key issues raised are summarised in Section 2 below and summaries of each comment received together with individual responses are set out in the table attached as Appendix 1.

1.3 A Health Impact Assessment was undertaken with assistance from the Wales Health Impact Assessment Support Unit (WHIASU), a Health Development Specialist and a Principal Public Health Officer from the North Wales public health team. It followed the methodology set out in the 2012 Welsh HIA guidance of 'Health Impact Assessment: A Practical Guide' and built on work and training that WHIASU had undertaken across Wales to develop HIA and build in a consideration of health,

wellbeing and inequalities in collaboration with local authority Planning, Housing and Regeneration Departments. A workshop was held on May 19th 2014. In total, 23 attended the workshop and included a number of local authority officers from Planning, Housing, Education and Economic Development Departments, several local Members for the area and representatives from the Local Health Board. The full report of the Health Impact Assessment is available from the Development Planning & Policy Team in Caledfryn. The main conclusions are summarised below:

- Need to build in increased and renewed involvement of BCUHB in relation to both primary care within Bodelwyddan and role of Ysbyty Glan Clwyd as regional secondary care provider.
- Need detailed discussions with Ambulance Trust around ensuring ease of access to Ysbyty Glan Clwyd for emergency vehicles during construction phases and once development completed. This should be addressed through the transport statement.
- Education - a new primary school must be provided on the new site. Phasing critical to ensure existing school isn't compromised. Support for new school to be Welsh Medium.
- Highways - pressure on existing junctions on A55. Internal layout within the site important. Ease of access to Ysbyty Glan Clwyd is important but needs to be balanced with not creating rat runs and prejudicing pedestrian safety.
- Suggested that a Communication Plan/Strategy be developed by Council/developer/others to keep existing community and new residents informed of progress on site, key dates, events etc.
- Suggested using the school old/new and church as focal points for community events to promote cohesion between existing and new residents.
- The development presents opportunities to enhance potential for physical health improvements and mental well-being through development. There is scope to promote use of circular paths, wildlife corridors, quiet areas, dog walking zones etc

2. SUMMARY OF KEY ISSUES RAISED

ACCESS, HIGHWAYS & TRANSPORTATION

Key issues

Main concerns raised related to access to the site, the need for a spine road through site to be completed before development starts, impact of additional traffic on the local highway network, impact of construction traffic, no access to the site to be allowed via the access road to St Margaret's Church, need for cycle and pedestrian links

- 2.1 A large proportion of the responses raised concerns about access to and across the site, together with the potential for additional congestion on the surrounding road network.
- 2.2 The site will be accessed from both Junction 26 of the A55 (Business Park) and Sarn Lane. This will spread traffic flows more evenly rather than concentrating them on one junction which would create too much congestion in one location. A single point of access would also lead to longer journey times to and from the furthest corners of the new development. The Junction 26 access will also enable traffic servicing the proposed industrial areas to access directly to and from the A55.
- 2.3 The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete and the development brief will be amended to clarify this.
- 2.4 A link between the two access points to the site will be required. The main purpose of the spine road is to permeate the new development and to provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east.
- 2.5 Locating the spine road along the easterly boundary of the development would provide less suitable access to and from the development itself, especially for the westerly half of the development. This would increase travel times to and from the furthest reaches of the new development. Locating the spine road through the middle of the new development also increases the likelihood of providing a commercially viable bus service through the new development. Locating the spine road along the easterly side would result in the spine road resembling a relief road which would be likely to increase traffic speeds along the road as it would seem less "urban" in appearance due to only being developed along one side. It would also provide a barrier between the development and the surrounding countryside.
- 2.6 From a transport perspective, there are obviously benefits to constructing the transport infrastructure at an early stage provided that measures are taken to prevent damage to finished surfaces, kerbing and street furniture caused by

construction activities on the land surrounding the new road. For example, this is often achieved by not laying the final layer of road surfacing until a later stage. However, past experience from other developments that have required a significant infrastructure spend suggests that it is often not financially viable for a developer to outlay such significant sums long before any return is realised on that investment.

- 2.7 It is proposed that the draft Site Development Brief should be amended to refer to a 'spine road' connecting accesses to the site from Junction 26 of the A55 and Sarn Lane. The illustrative masterplan will be amended to show an indicative spine road across the development site. The detailed design and road layout would be considered at the planning application stage and would have to conform to national guidance and be agreed with the Highway Authority.
- 2.8 A full transport assessment has been undertaken to assess the impact of the traffic generated by the development on the existing network, including Sarn Lane; the A525 junction with Sarn Lane; and the Hospital accesses. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. The capacity of the A55 has been assessed as part of the Transport Assessment and this has included discussions with Welsh Government who are the Highway Authority for the A55. Full assessments of Junctions 25, 26 and 27 have been undertaken and have shown that the A55 does have sufficient capacity. On-going liaison with the Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times.
- 2.9 It is proposed that Junction 26 of the A55 is used for construction access. A construction traffic management plan will be produced which will show which routes construction traffic is to use to travel to and from the new development. It is in the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. The highway authority would normally require the use of "wheel washes" for such a large site to minimise the amount of mud and dust carried onto the surrounding road network.
- 2.10 A number of responses stressed the importance of good cycle and pedestrian links both within the site and beyond, to ensure access to St Asaph Business Park and nearby communities. It is proposed to amend the Site Development Brief to emphasise the need for attractive and convenient routes across the site, linked to off-site routes in the area.

IMPACT ON LANDSCAPE, CONSERVATION AREA & ST MARGARET'S CHURCH

Key issues

Main concerns raised related to potential impact on the wider landscape, including the AONB, the potential impact on the Conservation Area and St Margaret's Church, the need for a landscape buffer on the North East and A55 boundaries of the site and to the rear of properties on Marble Church Grove

- 2.11 Many responses expressed concerns about the potential impact of the development both on the wider landscape and in particular on the Conservation Area and the setting of St Margaret's Church.
- 2.12 The Development Brief requires that existing green infrastructure features, including woodlands, trees and hedges should be built into development proposals and links between enhanced, however, it is proposed to amend the Illustrative Masterplan (Figure 3) to illustrate additional areas of planting/landscaping and to amend the text to require the mitigation of wider landscape impacts by the appropriate use of materials, design and landscaping. The expectation is that initial planting in these areas would be undertaken prior to any development commencing. Any other landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.
- 2.13 The Development Brief emphasises the importance of the conservation area and St. Margaret's Church and it is proposed to amend the Development Brief to highlight design requirements aiming to preserve the setting of St Margaret's Church, through requiring an appropriate separation distance, respectful scale, high quality landscaping and sympathetic construction materials.
- 2.14 A number of residents expressed concerns about the potential location of the school and impact of development on those living in Marble Church Grove. The Development Brief will be amended to indicate a buffer to the rear of the properties on Marble Church Grove.

FLOOD RISK, DRAINAGE, WATER SUPPLY & SEWERAGE

Key issues

Main concerns raised relate to existing flood risk and drainage problems, the potential for these to be exacerbated by the development, impact on water supply and capacity of the sewerage system

- 2.15 Many responses express concerns about flood risk to the site and current drainage problems, due to the high water table in the area. Responses refer to examples of localised flooding in the area and concerns that development will exacerbate these problems.
- 2.16 The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. A Wastewater Feasibility Study has been undertaken which identified the works required to increase capacity for foul water treatment. Any planning application must provide details of foul, surface and ground water drainage and the provision of infrastructure in agreement with Dwr Cymru / Welsh Water.

Dwr Cymru / Welsh Water have confirmed that sufficient potable water supply can be made available to serve the new development without impacting their existing customers.

COMMUNITY FACILITIES

Key issues

Main concerns relate to the need for a new school and its potential location, proposals for the existing school, the need for a GP surgery, potential impact on Ysbyty Glan Clwyd

- 2.17 The building of 1700 homes over a period of time is likely to lead to an increase in primary school age pupils of 412 by 2031. The existing school Ysgol y Faenol, is operating at capacity and a new school will be required to meet the need of the additional numbers of school children who will live in Bodelwyddan by 2031. The Development Brief requires a new primary school to be provided as part of the development, together with improvements to the existing school, Ysgol y Faenol. The demand for Welsh medium education will need to be accommodated within these schools. The final location of new school and the timing of construction has yet to be determined but the Site Development Brief indicates an area to the rear of Marble Church Grove (figure 3). This location is considered suitable as it would provide a central focal point for Bodelwyddan and assist in integration of the existing and new communities. It is proposed that the new school site is dual use and provides a community resource, thus it is important that it is centrally located within the whole community to maximise accessibility.
- 2.18 The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. Improvements to secondary schools may also be required as a result of this development. Appendix 2 of the Development Brief clarifies the financial contributions which may be required towards improvements primary and secondary education.
- 2.19 The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10), together with shops and community facilities. The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc.
- 2.20 A number of responses expressed concern about the potential impact of housing development of the scale proposed on Ysbyty Glan Clwyd. A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between the Council and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd.

EMPLOYMENT DEVELOPMENT

Key issues

Main concerns related to questioning the need for additional employment development, its potential location, impact on St Asaph Business Park, impact of development of large employment units on the wider landscape

- 2.21 A number of responses queried the need for additional employment development in view of the proximity of St Asaph Business Park and the fact there is additional land available for development at the Business Park together with the fact that there are a number vacant units available there and in Bodelwyddan (the Hotpoint site is referred to).
- 2.22 The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely. Denbighshire Employment Land Review 2014 indicates that about 4.7ha of office accommodation and business units are either speculatively advertised or currently available on the market at St Asaph Business Park. Due to restrictions on the Business Park site to office and small business uses only, employment land at Bodelwyddan KSS may supplement the existing offer and attract new businesses to the area.
- 2.23 It is proposed that the Site Development Brief should be amended to include reference to the need for boundary landscape planting and to mitigate the wider landscape impacts to the north east and A55 boundary of the site by the appropriate use of materials, design and landscaping.

PRINCIPLE & SCALE OF DEVELOPMENT

Key issues

Main concerns related to the need and location for a development of this scale

- 2.24 A number of responses object to the principle of the proposals, in particular questioning the need for and location of the development. The principle and extent of the Bodelwyddan Key Strategic Site has been established through the Denbighshire Local Development Plan (adopted June 2013). The LDP process included extensive consultation over several years and culminated in public examination by the Planning Inspectorate. The allocation of this site provides an opportunity to create a well-planned, sustainable community which makes provision for the acknowledged development needs.

Draft Site Development Brief Bodelwyddan Key Strategic Site

**Consultation Report : Summaries of representations received &
Council's responses**

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
<p>Bodelwyddan Development Action Group – public meeting 19.5.14</p>	<p>Main issues raised and motions agreed:</p> <ol style="list-style-type: none"> 1. Requirement for a properly constructed link road from St Asaph Business Park roundabout (A55 – Junction 26) through the site to Sarn Lane. 2. Construction traffic should be prohibited from accessing the site through the village or via Nant y Faenol Road throughout the life of the development. 3. The road to the church should not be used to access (vehicular) the development site or any property which is part of the development site. 4. The properties in Marble Church Grove should be protected by the inclusion of a green buffer/ landscape belt to the rear of these properties. 5. Measures should be taken at the start of the development to prevent flood risk and to ensure a proper drainage strategy is in place. 	<ol style="list-style-type: none"> 1. The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to improve access to Ysbyty Glan Clwyd and relieve pressure on Junction 27 of the A55. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance. 2. Access to the site for construction traffic will be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. The development brief will be amended to clarify this. 3. The new development will not be accessed by traffic from the Marble Church access road, either during the construction phase or when the development is complete. 4. The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. 5. The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council’s Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. A Wastewater Feasibility Study has been undertaken which identified the works required to increase capacity for foul water treatment. Any planning application must provide details of foul, surface and ground water drainage and the provision of infrastructure in agreement with Dwr Cymru / Welsh Water. 	<p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret’s Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p> <p>The illustrative masterplan (figure 3) will be amended to indicate a buffer between Marble Church Grove and the school buildings.</p>

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<p>3131 Miss Lizzie Webster Denbighshire County Council</p>	<p>The population of great crested newts at St Asaph business park is of national significance. Whilst it is separated from the KSS by the A55, this needs to be mentioned due to the proximity and significance of the populations.</p> <p>I generally agree that due to the intensive nature of agriculture practices on site the fields are regarded to be of negligible ecological interest, but it needs to be pointed out that this doesn't mean that protected species won't be present, i.e. bats, badgers, possible GCN etc.</p> <p>The hedgerows are considered to be of low ecological value, but provide important linkages within the site and to the surrounding countryside, which are valuable to wildlife, for example as commuting routes for bats and newts, habitat for nesting birds.</p> <p>The development brief states that any applications for development on the site would be expected to be accompanied by a detailed ecological impact assessment. This should also read "<i>and to maximise benefits for biodiversity through creation of new opportunities, e.g. habitat and nest boxes (bats/birds), management of site in biodiversity-friendly way.</i>" 'Enhancement' for biodiversity is in the LDP policy after all.</p> <p>In addition, applications will need to consider the long-term management of wildlife areas on site. NRW have recommended a Site Management Plan to consider wardening, surveillance and long-term site security, which I would fully support.</p> <p>In addition to protected species surveys being carried out, there must be consideration of invasive non-native species and bio security. Therefore a Biosecurity Risk Assessment should be submitted at the time of any planning application to detail how any INNS on site will be controlled, how the introduction of any INNS / wildlife diseases (i.e. chytrid) will be avoided, and to demonstrate that landscaping proposals will not use invasive non-native species or species that could introduce pests and pathogens from abroad (e.g.</p>	<p>Ecological site surveys with regard to protected species, for example bats, badger, Great Crested Newts (GCNs), were conducted in 2013, and sent to Natural Resources Wales (NRW) for comment. NRW agreed that the presence of GCNs on site is unlikely but there are breeding ponds in close proximity (250m) at Glascoed Nature Reserve.</p> <p>However, there is no terrestrial or aquatic connectivity between Glascoed Nature Reserve, just south of the A55, and the development site. In conclusion, developers are advised to contact NRW regarding the need for a license to disturb GCN populations. The development Brief will be amended to ensure this requirement is made clear.</p> <p>The Development Brief requires any planning applications to be accompanied by evidence of proposals for a framework for future management & maintenance (see paragraph 6.16). No change proposed.</p> <p>Natural Resources Wales will be able to advise potential applicants on biosecurity issues and risk assessment at the relevant stage. (see paragraph 6.16) No change proposed.</p>	<p>Change proposed: Insert text in paragraph 4.17: Any applications for development on the site would be expected to be accompanied by a detailed ecological impact assessment <i>and to maximise benefits for biodiversity through creation of new opportunities, e.g. habitat and nest boxes (bats/birds), and management of site in biodiversity-friendly way. Potential developers are advised to contact Natural Resources Wales (NRW) to investigate the requirement for a license to disturb European protected species, or, where applicable, outline mitigation measures to avoid any adverse effects on them.</i></p> <p>Change proposed: Insert text in paragraph 6.39: Where feasible SUDS techniques such as infiltration strips, ponds and swales should be incorporated into the surface water drainage design and green infrastructure</p>

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	<p>imported trees).</p> <p>It is important that SUDs techniques used are wildlife-friendly and overall enhance the value of the site for wildlife, thereby contributing to the biodiversity aims as well as flood prevention.</p>	<p>Comment noted. The Development Brief will be amended to reflect this comment.</p>	<p>strategy, <i>and ensure that where possible techniques used are wildlife-friendly and overall enhance the value of the site for wildlife, thereby contributing to the biodiversity aims as well as flood prevention.</i></p>
<p>3141 Dwr Cymru / Welsh Water</p>	<p>We would seek to amend paragraphs 6.37 - 6.39 to read:</p> <p>6.37 Water Supply: Dwr Cymru Welsh Water (DCWW) has indicated that a sufficient supply of potable water can be provided to meet the requirements of the proposed development without causing a detrimental effect to existing customers. However, this will involve the provision of off-site mains to be laid to the boundary of the proposed site. Once the site layout is confirmed, then details of both the on-site and off-site water mains can be costed under water requisition provisions of the Water Industry Act 1991 (as amended).</p> <p>6.38 Foul Water Treatment: The existing Wastewater Treatment Works at Rhuddlan is understood to be operating at capacity. A Wastewater Feasibility Study to investigate capacity at the Kinmel Bay Wastewater Treatment Works has been undertaken, which has identified the works necessary to accommodate foul flows only from the proposed development site. DCWW are actively working with the Local Planning Authority to facilitate a solution to ensure the site can be delivered.</p> <p>6.39 Storm Water: Storm water from the site currently drains to the watercourses which intersect the site. DCWW would expect that surface water will be disposed of by alternative means to the public sewerage system. Where feasible SUDS techniques such as infiltration strips, ponds and swales should be incorporated into the surface water drainage design and green infrastructure strategy. Natural Resources Wales require that any discharge of surface</p>	<p>Comments noted. The Development Brief will be amended to reflect these comments.</p>	<p>Changes proposed: Delete text in paragraph 6.37 & replace with: <i>Water Supply: Dwr Cymru Welsh Water (DCWW) has indicated that a sufficient supply of potable water can be provided to meet the requirements of the proposed development without causing a detrimental effect to existing customers. However, this will involve the provision of off-site mains to be laid to the boundary of the proposed site. Once the site layout is confirmed, then details of both the on-site and off-site water mains can be costed under water requisition provisions of the Water Industry Act 1991 (as amended).</i> Any development will need to ensure</p> <p>Delete text in paragraph 6.38 & replace with: <i>Foul Water Treatment: The existing Wastewater Treatment Works at Rhuddlan is understood to be operating at capacity. A Wastewater Feasibility Study to investigate capacity at the Kinmel Bay Wastewater Treatment Works has been undertaken, which has identified the works necessary to accommodate foul flows only from the proposed development site. DCWW are</i></p>

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	<p>water from the site should be at current Greenfield runoff rates. A Flood Consequence Assessment and Drainage Strategy will be required to be submitted as part of the planning application providing details of the storm water drainage design to be employed. Natural Resources Wales will need to be consulted in the preparation of these two documents and should be involved in the development of the detailed layout of the development, to ensure that drainage issues are considered as part of initial design and layout of the development. The Council will also require the submission of a Water Conservation Statement with any planning applications, in line with Policy VOE6 in the LDP.</p>		<p><i>actively working with the Local Planning Authority to facilitate a solution to ensure the site can be delivered.</i> Any development will need to ensure ...</p> <p>Add text to paragraph 6.39: <i>DCWW would expect that surface water will be disposed of by alternative means to the public sewerage system</i></p>
<p>3108 Mr Mark Walters Clwyd Powys Archaeological Trust</p>	<p>We note the content relating to cultural heritage in sections 4.18 and 4.19 on page 10 and would wish to add the following comments:</p> <p>4.18 This section is broadly correct. In addition to the geophysical survey there was extensive follow-up trial trenching which proved that the geophysics was very accurate in defining recognisable features which could be assigned to particular periods of occupation. Extensive remains of former Late Iron Age or Romano-British enclosures, undated field boundaries, other possible prehistoric pits and ditches and later Medieval and Post Medieval features were all located suggesting a long period of occupation and use. The evaluation was not fully completed and much remains to be tested including a number of groupings of possible prehistoric ring ditch burial sites in the eastern area and other smaller enclosures in the central area. The results clearly show an extensive use of the development site from the prehistoric period onwards. There will be a high level of impact on these archaeological features based on the current Masterplan layout. This impact will need to be mitigated by large open areas of excavation months in advance of any construction commencing and should preferably be done as one overall contract rather than piecemeal through a number of</p>	<p>Comments noted. No changes proposed</p>	

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	<p>separate developers. A suitable condition has been devised with the LPA which will allow this to take place.</p> <p>We welcome the preservation of the WWII bunkers in the two copses on the northern boundary of the development site. The full extent of the bunker complexes is currently unknown due to the overgrown nature of the site and the presence of some underground elements. The bunkers should be surveyed in detail along with possible exploratory trenching to ascertain their full extent, which should then be avoided by any subsequent landscaping or other ground disturbance. There is an opportunity here for interpretation of the site which is in fact part of a larger RAF Chain Home Radar Station which extended to the north of the development boundary.</p> <p>4.19 This states that there are no sites listed on the Historic Environment Record within the property boundary. This is incorrect as we have four sites recorded including:</p> <p>PRN 70796 - Bodelwyddan Finds Area I</p> <p>PRN 70799 - Bodwelwyddan Finds Area II</p> <p>Both of the above areas lie in the western half of the development site and include metal detector finds ranging in date from Romano-British to Post Medieval date suggesting parallel occupation in the nearby area.</p> <p>PRN 99631 - Tyddyn Isaf Farmhouse - a Grade II listed building</p> <p>In addition NPRN 417261 (a National Monuments Record from RCAHMW) lists field boundary and other crop marks on the western side of the development area, which are possibly Post Medieval in date. Some of these crop marks coincide with the subsequent geophysics results.</p>	<p>Comments noted. No changes proposed</p> <p>Comments noted. The Development Brief paragraph 4.18 refers to the records for the area, however paragraph 4.19 will be amended to ensure this information is correct.</p>	<p>Changes proposed: Paragraph 4.19 - Delete first sentence and replace with: <i>There are 4 sites listed on the Historic Environment Record within the proposed development area, including 2 Finds Areas, field boundary and crop marks and a listed building</i></p> <p><i>In the wider area outside the proposed development area, there are a number of WW1 remains of national significance.</i></p>

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	<p>With regard to the wider cultural heritage sites adjacent to the development boundary there is no mention of the extensive WWI Kinmel Park Army Camp which was originally located to the south of the A55 in the area of the Kinmel Park Industrial Estate, Bodelwyddan Park and Bodelwyddan Castle. This area contains surviving remains of WWI period accommodation huts on the Industrial Estate and extensive earthwork remains of WWI practice trenches and artillery ranges. Some of these remains are scheduled (SAM FI 186) and additional remains here are likely to be of national importance.</p>		
<p>760 AONB Joint Advisory Committee</p>	<p>“The JAC has serious concerns about the impact of such a large and controversial development on the Vale of Clwyd and wider area, including the AONB. The loss of good quality agricultural land, resultant increase in traffic on the A55, the impact on community cohesion and the Welsh language, coupled with the potential for additional recreational pressure on the AONB all give rise to concern, but the JAC notes that the adopted LDP allocates the site for large scale strategic development and accepts that a site brief is required to guide future development of the site.</p> <p>One of the defined special qualities of the Clwydian Range is described in the current Management Plan as the opportunity to experience ‘Wide Open Views (uninterrupted and extensive, panoramic)’, which includes views into the Vale of Clwyd and the development site from the higher ground of the AONB to the east. The impact of development which can interrupt important views from the AONB should therefore be a consideration in drawing up the site development brief (see also AONB Management Plan Policies: PSQ2 and PCP2). Given the very large scale of this development it will inevitably have some impact on views from the AONB, but it is acknowledged that the distance between the AONB and the site will diminish the impact, particularly as the development will also be seen in</p>	<p>The development brief seeks to ensure high quality design which incorporates a comprehensive landscape scheme in order to soften the visual impact of the site. The AONB is 5km away from the site, and acknowledgement of the AONB will be added to paragraph 4.7. as follows: <i>Apart from the Area of Outstanding Natural Beauty located roughly 5km from the site</i>, there are no nationally designated landscapes either within or in close proximity to the site.</p> <p>It is anticipated that when completed the site will lead to a population increase of roughly 3900. No evidence has been forthcoming which indicates what proportion of this increased populace would lead to additional recreational pressure for the AONB, and what economic cost this assumed additional pressure would entail. Furthermore, it could be argued that additional population in the area would equate to additional spend which would support the economic viability of preserving and enhancing the AONB. Consequently, it is considered that any potential use of a planning obligation to mitigate additional recreation pressure would fail the tests of circular 13/97.</p> <p>Comments noted. The following text will be added to the beginning of paragraph 4.7: <i>Apart from the Area of</i></p>	<p>Changes proposed: Paragraph 4.7 – add text <i>Apart from the Area of Outstanding Natural Beauty located roughly 5km from the site</i> there are no nationally designated landscapes either within or in close proximity to the site.</p>

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	<p>the context of nearby existing development (e.g. Bodelwyddan Church, Glan Clwyd Hospital and St Asaph Business Park). However, the JAC would emphasise the need for the development brief to ensure that the overall approach to development, and particularly the landscaping of the site, will mitigate these impacts as far as possible and will be based on a guiding principle which seeks to integrate and absorb the development into its rural surroundings from the outset.</p> <p>In this context, the JAC is disappointed that the draft brief fails to recognise any impacts on the AONB. In particular, the description of landscape matters in paragraph 4.7 should make specific reference to these impacts, notably on views from the higher ground of the protected area. In addition, the Development Requirements set out in paragraph 4.21 should include a bullet point requiring developers to consider and mitigate for impacts on the AONB. In the JAC's view, specific recognition of the AONB and the need for mitigation is fully consistent with the Development Vision described in paragraph 5.2 of the brief, which seeks to create 'a community integrated within the local landscape'.</p> <p>With regard the Development Framework, particular issues that the JAC would emphasise in this section include:</p> <ul style="list-style-type: none"> • The importance of retaining and protecting existing landscape features - woodlands, trees and hedges – which will help soften views and break up the mass of buildings during the early phases of development. • Recognising that the site is quite 'open' in character in views from the AONB and ensuring that the landscaping strategy responds to this by incorporating a more substantial landscaping/tree planting belt of native local species along the north eastern boundary of the site than appears to be proposed at present. This could extend outside the current site if this is feasible. This structural landscape planting should be indicated on the Master plan 	<p><i>Outstanding Natural Beauty located roughly 5km from the site</i>, there are no nationally designated landscapes either within or in close proximity to the site.</p> <p>The Development Brief requires that existing green infrastructure features, including woodlands, trees and hedges should be built into development proposals and links between enhanced.</p> <p>Agreed. Reference to the need to landscape the NE boundary will be added to the end of paragraph 7.3 as follows: Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. Any landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</p> <p>In order to ensure that views of the employment buildings are mitigated, the Development Brief requires a high standard of design , appearance and landscaping. It is proposed to add further guidance to the Brief regarding</p>	<p>Change proposed: Amend Figure 3 to illustrate additional areas of planting/landscaping Add the following text to the end of paragraph 7.3 as follows: <i>Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. The Council would expect initial planting in these areas to be undertaken prior to any development commencing. Any other landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</i></p> <p>Add the following text to paragraph 6.22: <i>A balance of achieving commercial visibility from the A55 and the need to use recessive and low reflectivity finishes ensuring employment units visually blend in is required in terms of design, scale and material used for external finishes to roofs and walls. In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation</i></p>

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	<ul style="list-style-type: none"> The need for structural tree planting, especially along the north east boundary, to be carried out at the earliest possible opportunity and ideally in advance of development. The colour and reflectivity of all wall finishes and roofing materials, particularly for the larger employment buildings, should be recessive in nature to help them blend into the rural scene in distant views. <p>Any development closest to the north eastern site boundary should be at a lower height to help facilitate the transition between open countryside and the future built up area.</p> <p>Existing and new public rights of way across the site should be integrated into landscaped 'greenways' which are attractive and convenient for future users.</p> <p>Consideration should be given to the creation of a long term community fund to help mitigate the wider implications of the scheme. This could help fund suitable projects such as landscape enhancement schemes in the wider countryside around the site, or improve countryside recreation opportunities in the locality (including part of the AONB).</p>	<p>materials and scale.</p> <p>Agreed. It is proposed to amend the text in paragraph 6.26 to provide further clarification.</p> <p>The Development Brief refers to the establishment of a community fund as part of the governance and future management arrangements.</p>	<p><i>distance & building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p> <p>Amend text in paragraph 6.26: Existing public rights of way within the site should be protected and incorporated into the planning application's green infrastructure <i>and both existing and new walking and cycling across the site should be integrated into landscaped 'greenways' which are attractive and convenient for future users and are incorporated into the development's wider green infrastructure framework.</i></p>
3153 Betsi Cadwaladr University Health Board	<p>The HIA has identified that there may be an impact on residents during the construction phase. The health board is also investigating the significance of capital developments on Ysbyty Glan Clwyd Site (which will be complete by 2018). It would be helpful to understand the cumulative impact of both developments on residents. It would be useful to have a discussion with the Welsh Ambulance Service Trust to understand the proposed access and transport routes to ensure there are no adverse effects on hospital transport both during construction and the fully occupied site.</p> <p>The health board is requesting that all new houses are designed as "a home for life" which enable people to receive care in their homes, allowing access with large equipment inc accessible stairways etc.</p>	<p>A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between DCC and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd. Liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times and this will be built into the transport assessment and resulting travel plans. The development brief requires a mix of housing and paragraph 6.3 notes that this includes homes suitable for elderly households, whilst acknowledgement that designing homes in accordance with Lifetime Homes Standards as best practice is outlined the Council's Supplementary Planning Guidance: Residential Space Standards. The development brief will be amended to</p>	<p>Change proposed: Add the following text to the end of paragraph 6.6 as follows: <i>Dwellings proposed will be encouraged to meet lifetime homes requirements as outlined in paragraph 5.8 of Supplementary Planning Guidance : Residential Space Standards</i></p>

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	<p>The increase in population of approximately 6000 - 7000 new residents (including development of 800 new houses at Kinmel Bay) are likely to access secondary care at YBC, this will have to be built into our future demand modelling for services at YBC.</p> <p>The Development Brief does not mention access to primary care services, to meet healthcare needs there will need to be investment in GP services, pharmacy, dentistry and other primary care services including district nursing, health visiting, community midwifery etc. This will require capital and revenue costs. Planning will be required to recruit and/or train new staff.</p> <p>The health board would be seeking to negotiate with developers regarding additional healthcare costs. We require more detail of the development to undertake more detail modelling and assess the potential impact.</p> <p>The North Denbighshire Locality Leadership Team is keen to be involved with the development and would be a useful forum for communication regarding the future health needs of the population. I will undertake the task to bring a group together to map the future needs of the population.</p>	<p>include reference to this guidance.</p> <p>The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc. There will be on-going liaison between DCC and BCUHB regarding primary care provision within Bodelwyddan.</p>	
<p>3213 Mrs Medwen Williams</p>	<p>In summary I am concerned about this site for the following reasons:</p> <p>The Environment Agency stated that there is no evidence of flooding in Bodelwyddan. I believe this is inaccurate, I have witnessed very severe flooding for decades, the construction of the A55 exacerbated this problem.</p> <p>Residents are concerned about safeguarding the large aquifer under the KSS supplying the daily used wells and bores holes which have been ignored.</p> <p>Attached is a letter from the Environment Agency Wales showing that they have been unable to find any information to confirm that Bodelwyddan flooded in June 1971.</p> <p>The response includes a number of attachments:</p> <ul style="list-style-type: none"> • A letter from Medwen Williams to the Environment Agency explaining that Bodelwyddan has previously 	<p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. A Wastewater Feasibility Study has been undertaken which identified the works required to increase capacity for foul water treatment. Any planning application must provide details of foul, surface and ground water drainage and the provision of infrastructure in agreement with Dwr Cymru / Welsh Water.</p>	

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	<p>flooded in 1971, 1999 and 2000. In 2001 Mr Carwyn Jones AM visited the flooded area.</p> <ul style="list-style-type: none"> • Copy of letter from T Williams submitted in response to LDP Additional Sites Consultation (17.4.12) • An email showing a freedom of information request to the North Wales Fire Service, which refers to a number incidents in the St Asaph area. A table attached shows the call out addresses. Highlighted in the call from a farmhouse on the KSS. • Picture showing flooding gardens at 7 Rhuddlan Road and Marble Church Grove in 2011 are attached. • Daily Post article dated January 2008 titled Flooding mayhem hits North Wales. The article explains how the A55 was closed due to a blocked culvert at Bodelwyddan. • Articles describing how flood-hit farmers received help from the Welsh Government in 2001 & describing when Carwyn Jones visited the area. • Letter addressed to the Bodelwyddan Town Council Clerk from the Environment Agency Wales dated August 2000. The letter explains how the drainage of the land is dependent on the tidal condition, therefore after sustained rainfall problems with flooding of these marsh lands will reoccur. Historically the lower meadows formed the fringe of the Abergele and Rhuddlan marshes. The letter also explains that maintenance of the drainage systems is ongoing but work requires additional resources and financial support to affect change. • Article from the Environment Agency Wales including details regarding three separate flood catchments, Ffynnon y Ddol, Pont Robin Cut and the River Gele. • Letter to the Clerk to Bodelwyddan Town Council from the County Planning Officer dated October 1975 explaining that a report will be submitted to the Planning sub-committee on the 9th December. 		

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2493 Menter Iaith Sir Dinbych	<p>Yn fyr, dydi Menter Iaith Sir Ddinbych ddim cytuno bod angen 1715 o anheddau newydd ym Modelwyddan. Dydyn ni ddim yn credu bod darparu 10% o dai fforddiadwy yn ganran boddhaol.</p> <p>Mae'n rhaid i unrhyw sefydliad addysg yn y datblygiad fod yn sefydliad cyfrwng Cymraeg.</p> <p>Dylid sicrhau bod adnoddau addas ar gael ar gyfer addysg ôl-16, bod cyfle i drigolion allu dysgu Cymraeg a bod cyfle i bobl defnyddio'r Gymraeg mewn modd naturiol a chymdeithasol.</p> <p>Dylid sicrhau bod arwyddion ffyrdd ac enw ac arwyddion strydoedd a busnesau yn Gymraeg. Byddai'n dderbyniol cyfieithu arwyddion sy'n disgrifio lleoliad neu gyfeiriad ffordd. Nid yn unig y dylai enwau strydoedd fod yn Gymraeg, ond dylent hefyd gael eu marchnata i brynwyr a thenantiaid yn Gymraeg.</p> <p>Nodir nad oes bwriad i hysbysebu'r datblygiad yn y wasg leol. Dylid sicrhau bod hysbysebion yn y wasg di-Gymraeg yn gwbl ddwyieithog, gyda'r Gymraeg yn gyntaf. Dylai hysbysebion mewn papurau lleol Cymraeg fod yn Gymraeg yn unig. Mae Menter Iaith Sir Ddinbych yn fodlon darparu cyngor ar y mater yma.</p> <p>Dylid hefyd sicrhau bod adnoddau ar gael i sefydlu neu gryfhau grwpiau cymdeithasol. Byddai Menter Iaith Sir Ddinbych yn falch o weithio mewn partneriaeth i ddatblygu'r grwpiau hyn pan fydd yr adnoddau yn cael. Os yw poblogaeth y sir yn cynyddu, yna mae'n rhaid i adnoddau pellach fod ar gael i'r Fenter.</p> <p>Sylwch os gwelwch yn dda nad yw Bwrdd yr Iaith Gymraeg yn bodoli mwyach. Mae gan Lywodraeth Cymru a'r Cyngor Sir gyfrifoldeb strategol a statudol dros yr iaith Gymraeg.</p> <p>Mae'n rhaid i unrhyw ddatblygiad gydymffurfio â chanllawiau Comisiynydd y Gymraeg.</p> <p>Dylid sicrhau bod adnoddau'n cael eu neilltuo gan ddatblygwyr i fonitro'r effaith y datblygiad ar yr iaith Gymraeg (ddwywaith y flwyddyn) am o leiaf y 10 mlynedd cyntaf. Mae'n rhaid i'r Cyngor Sir wedyn gymryd unrhyw</p>	<p>Cafodd egwyddor a maint Safle Allweddol Strategol Bodelwyddan ei benderfynu drwy Gynllun Datblygu Lleol Sir Ddinbych (a dderbyniwyd Mehefin 2013). Roedd y broses CDLI yn cynnwys sawl blwyddyn o ymgynghori helaeth a daeth i ben drwy archwiliad cyhoeddus gan yr Arolygiaeth Gynllunio. Drwy neilltuo'r safle hwn, bydd yn gyfle i greu cymuned gynaliadwy sydd yn darparu ar gyfer anghenion cydnabyddedig y datblygiad.</p> <p>Gosodwyd targed 10% o dai fforddiadwy gan yr Arolygydd Cynllunio yn rhan o'r broses archwilio CDLI, gan gymryd yr angen am, a dichonoldeb cyflwyno tai fforddiadwy i ystyriaeth.</p> <p>Mae Briff y Datblygiad yn cyfeirio at yr angen i wella addysg cyfrwng Cymraeg yn yr ardal (paragraff 6.12). Cynhaliwyd Asesiad Effaith Ieithyddol Cymunedol mewn perthynas â'r datblygiad.</p> <p>Mae Paragraff 7.8 yn argymhell gwella'r mesurau lliniaru a gynigiwyd gan gynnwys hyrwyddo a darparu dosbarthiadau a gweithgareddau/digwyddiadau ar gyfer dysgwyr Cymraeg a siaradwyr Cymraeg.</p> <p>Yn ychwanegol, paragraff 7.8 – mae iaith a Diwylliant Cymreig yn cynnwys gofynion am enwau Cymraeg yn unig ar strydoedd, marchnata dwyieithog, hysbysebion yn y wasg leol a chyhoeddiadau Cymraeg eu cyfrwng, hyrwyddo addysg Gymraeg, monitro parhaus a gweithio mewn partneriaeth. Bydd y Cyngor yn parhau i weithio mewn partneriaeth â sefydliadau megis Menter Iaith er mwyn hyrwyddo a gwella'r defnydd o'r iaith Gymraeg. Croesawir y cynnig o gymorth posibl gan Menter Iaith.</p> <p>Bydd Briff y Datblygiad yn cael ei addasu i ddileu'r cyfeiriad at Fwrdd yr Iaith Gymraeg.</p>	<p>Newid arfaethedig: Paragraff 7.8 ac Atodiad 1 - Dileu'r cyfeiriad at Bwrdd yr Iaith</p>

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	gam sydd ei angen.		
3154 Mr Owen Jones, Boyer Planning	<p>In summary, our client, Barwoods Land and Estates Ltd, control 94.38 ha at the KSS, they have recently submitted a planning application in relation to the site. The application documentation covers all of the key requirements of the Development Brief and will respond in this regard under a separate cover following the adoption of the Brief.</p> <p>The first draft of the development brief (prepared and submitted by the Council to the LDP examination) underpinned and shaped the planning application. There are only a few minor changes to this draft and the present consultation draft.</p> <p>We would like to express our disappointment that we were not invited to the pre-consultation Planning for Real exercise as considerable value could have been to the consultation document.</p> <p>Our clients have established a commitment to delivering a scheme which delivers housing, employment and social infrastructure for the County and the community. The juxtaposition of land uses contributes to a sustainable mix of uses and its strategic location will ensure the KSS's position will be fully realised.</p> <p>The development will be sensitively accommodated within the established landscape structure, creating a green environment with natural boundaries. The character will reflect local attributes enhanced by connectivity the existing town facilities creating a single community.</p> <p>Investment in green infrastructure will give access to green spaces and recreational opportunities.</p> <p>The mixed use nature of the site will capture investment opportunities that exist along the A55 corridor and allow resident to work with cycling or walking distance of their home.</p>	Comments noted	

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	<p>Guidance is set out in paragraphs 5.1 to 5.4 of the Local Development Plan Wales document.</p> <p>The guidance is clear the SPG must be consistent with the Local Development Plan. However Paragraph 5.4 states that "Plan policies should not attempt to delegate the criteria for decisions on planning applications to SPG". This position has been confirmed by case law. It was made clear that SPG may be used to supplement existing policies in the development plan, but to add to them or change them.</p> <p>Section 3: Given the role of Policy BSC5, it should be stated in full at paragraph 3.3.</p> <p>We have no comments to make on the site description as it appears factual.</p> <p>We are supportive of the key requirements of the development, these requirements have been considered through the submitted application and are reflected in the proposals.</p> <p>The present plan should be referred to as an "illustrative development framework"</p> <p>There are a number of minor amendments we would suggest:</p> <ol style="list-style-type: none"> 1. The main access road runs through the Tyddyn Isaf building complex which contains a Listed Building and is proposed to be retained. In this regard the illustrative master plan (attached) shows the most appropriate alignment; 2. Only one access is required to Sarn Road. This should be amended as per the attached illustrative master plan; and 3. The location of the illustrative Local Centres should be clearly marked as "potential". <p>Development Framework</p> <p>Affordable housing will be assessed on a phase by phase basis with a minimum of 10%, subject to viability.</p> <p>We recognise the importance of green infrastructure, the following have been prepared, landscape and visual impact assessment, strategy for investigation of onsite</p>	<p>Comments noted. The illustrative masterplan (figure 3) will be altered to amend the line of the spine road through the site and to show one vehicular access to Sarn Lane. The fact that the layout in the development brief is illustrative is considered to provide sufficient flexibility as regards location of local centres. The development brief clearly sets out the requirement for the provision of local centres to meet the needs of the community and provide a sustainable settlement.</p> <p>Comments noted. No changes proposed.</p>	<p>Change proposed: The illustrative masterplan (figure 3) will be altered to amend the line of the spine road through the site and to show one vehicular access to Sarn Lane.</p>

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	<p>archaeology, assessment, assessment of cultural heritage assets, an ecological survey, assessment of rights of way, arboriculture assessment and a framework of future management and maintenance. The requirements of the draft development brief have been met.</p> <p>We support the principles of open space in the brief.</p> <p>We support the principle of seeking a sustainable and walk able neighbourhood and has formed a key principle of the master plan. A transport assessment and public transport strategy have been prepared.</p> <p>A socio-economic report with details of provision of training and enterprise has been submitted as part of the application.</p> <p>The requirements of the brief regarding utilities have been met, the following have been prepared: Utilities impact assessment, water resources assessment, energy strategy, sustainability Strategy, sustainability resource and waste management plan.</p> <p>We are supportive of the design principles set out in the Development Brief. The submitted planning application expands on these in the accompanying Design and Access Statement. Barwood Land are seeking to ensure that the development fits with the character of the landscape and integrates with the existing town.</p> <p>The most appropriate timing for consultation with DCfW will be when working up detailed reserved matters application for the site.</p> <p>We are supportive of the approach towards Welsh Language and Culture. Barwoods have prepared their own assessment even though TAN 23 says that this is not required.</p> <p>Whilst we a supportive of the approach, we would question whether bullet point 1 should read "Bilingual Brand Name and Street Names"</p> <p>Section 9 Governance</p> <p>We are concerned at the requirements set out at para 9.1 requiring the establishment of a community fund to</p>		

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	<p>administer s106 contributions. Such provisions are not included within the Plan itself (Policy BSC 3, 5 or 11) or the relevant legislation / guidance which relates to planning obligations (the 2004 Planning & Compulsory Purchase Act and the CIL Regulations 2010). Rather this would need to be dealt with through a mechanism in the legal agreement itself. It is our experience that such funds would necessarily be dealt with and administered by the Local Planning Authority.</p> <p>Section 10 Implementation and Phasing Given the characteristics of an outline application it is likely that such detail will be at a necessarily broad level this is acknowledged within 10.1. Given this it should be noted that more detailed phasing would be satisfactorily dealt with either by Planning Condition or Planning Obligation. It is unlikely that all delivery organisations will be known until the detailed stage of development.</p> <p>Appendix 2 The status of the SPG contained at Appendix 2 should be noted.</p>	<p>The Development Brief makes it clear in paragraph 6.12 that the Council will require provision of a new primary school as part of the development. Improvements to secondary schools may also be required as a result of this development. Appendix 2 forms part of the Development Brief and clarifies the financial contributions which may be required towards improvements primary and secondary education.</p>	
<p>3156 Mr Glyn Evans, Sustrans</p>	<p>In summary: Sustrans would like to see recognition of the Active Travel (Wales) Act and further details on the need to provide adequate space for walking and cycling for shorter everyday journeys. The design of key movement corridors within the site as per the details set out in Manual for Streets is welcoming to see, but a reference should be included for the (currently draft) Active Travel (Wales) Act Design Guidance document which will take precedent if there are any cases of conflict between the two documents. Sustrans believes that a draft Active Travel network plan should be prepared at this stage to fit in with the outline Masterplan that has already been developed. This network plan should include prioritised linkages to the existing Active Travel network in the Bodelyyddan and surrounding area and include enhancements to the wider network where required. These prioritised routes would allow the</p>	<p>Comments noted. Reference to the Active Travel (Wales) Act Design Guidance document will be included in paragraph 6.30.</p> <p>The Development Brief requires a Transport Assessment to be submitted with the planning application for the site. This will inform the development of a Travel Plan for the development, which should include consideration of walking and cycling, as well as linkages to public transport.</p>	<p>Change proposed: Amend paragraph 6.30 as follows: The internal arrangement of roads including the approach to be adopted to the link road should follow the principles of Manual for Streets and Active Travel (Wales) Act Design Guidance ...</p> <p>Amend text in paragraph 6.26: Existing public rights of way within the site should be protected and incorporated into the planning application's green infrastructure and both existing and new walking and cycling across the site should be integrated into landscaped 'greenways'</p>

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	<p>first phases of the development access to the existing services in Bodelwyddan before the additional 'Local Centres' and school are progressed. The development of the draft Active Travel network plan, linking the key areas and facilities within the proposed site, would highlight the importance of walking and cycling, as well as linkages to public transport, within the strategic site as well as provide an outline for future developers to connect to.</p> <p>The walking and cycling routes linking the residential, employment and existing community facilities should be designed as wide green corridors that enhance the area as well as provide a direct, safe and enjoyable travel options for future residents and visitors.</p> <p>Within the conditions for the residential properties and employment areas Sustrans would like to see reference to cycle parking standards.</p> <p>In terms of the employment sites within the strategic site, Sustrans would like to see active travel facilities included as one of the key conditions. These facilities would include the walking and cycling routes to the employment areas, but also secure cycle parking and changing facilities for staff and safe, well positioned cycle parking for visitors. It should also be highlighted that the 'Local Centres' and the new school are also employment sites and the same criteria should cover these areas.</p> <p>Finally, as part of the Travel Plans associated with the proposed strategic site we would like to see reference to fully funded behaviour change programmes (such as Sustrans own Bike IT or Personal Travel Planning projects) included with the developments so we are building a sustainable community for the future.</p> <p>Sustrans considers that transport planning for new housing developments, should enable more people to choose sustainable transport choices.</p> <p>It is important for planners to make sure that it is more convenient to use sustainable transport options with the right environment.</p>	<p>Agreed. The text in paragraph 6.26 will be amended to reflect this aspiration.</p>	<p><i>which are attractive and convenient for future users and are incorporated into the development's wider green infrastructure framework.</i></p>

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	<p>Perhaps one of the strongest tools for creating more convenient sustainable transport networks is to reduce 'permeability' for private motorised traffic. This means that people using cars would have limited access to many of the key destinations people want to get to, while people travelling by sustainable and active transport means would be able to get right to where they want to. Sustrans advocates full permeability for active transport modes, semi-permeability for public transport, and reduced permeability for private motor traffic.</p> <p>Setting standards for cycle storage is one measure Sustrans advocates – we consider that for new developments, 2 cycle storage places should be provided for the first bedroom in each dwelling, following by 1 extra space per additional bedroom thereafter.</p> <p>Travel planning and individualised travel marketing are two key tools which can inform planners and developers what people need and want.</p>	<p>Parking standards required for all new development in the County, including cycle parking / storage standards are set out in the Council's Supplementary Planning Guidance: Parking Standards.</p>	
276 Natural Resources Wales	<p>In Summary: We recognise that a limited area within the Northern portion of the site is located within Zone C1. Potential flood risks associated with the 3 "main rivers" watercourses are not identified on the DAM or flood risks maps and require further consideration.</p> <p>We believe that the reference to Sustainable drainage systems should be included with the Development Brief. The importance of SuDS is outlined in TAN15 and are an important component to Denbighshire's Local Flood Risk Management Strategy.</p> <p>We welcome the inclusion of paragraph 6.39. We would recommend that the text is changed to ensure that the surface water drainage infrastructure is designed to account for climate change. We would be happy to offer advice on SuDS for the site to ensure they meet flood risk standards. We also welcome the requirements of Chapter 10. It is of great importance that the surface water is dealt</p>	<p>Comment noted. Reference to SuDS techniques is included in paragraph 6.39.</p> <p>Agreed. Reference to be included to the consideration of climate change.</p> <p>Comment noted. Paragraph 6.39 includes a requirement for NRW to be involved in the preparation of a Flood</p>	<p>Change proposed: Add text to paragraph 6.39 as follows: Where feasible SuDS should be.....Any surface water drainage infrastructure should be designed to account for climate change.</p>

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	<p>with holistically rather than "piecemeal".</p> <p>We also welcome the inclusion of a paragraph within the Development Brief, that highlights the need for Flood Defence Consent (under the Water Resources Act & Land Drainage Byelaws) to be obtained from Natural Resources Wales for any works, or structures, that are located in, under, over or within 7 metres of the bank top of a "main river" watercourse. Any future development layouts should ensure that access provision to the watercourses are maintained. Early dialogue with Natural Resources Wales is recommended in relation to this matter.</p> <p>Kinmel Bay WWTW and associated sewer network</p> <p>Whilst we appreciate that the following may not be appropriate for inclusion within the development brief, we would draw your attention to the following issues which will need to be considered prior to development:</p> <p>The treatment work may require necessary improvements to ensure that the increase in wastewater will not have any adverse impact on receiving water quality.</p> <p>The additional value of treated effluent must not impact on bathing water quality.</p> <p>DCWW need to confirm that any intermittent discharges in the new sewerage system network to Kinmel Bay will spill storm sewerage only within NRW policy guidelines and not adversely impact on inland and coastal water quality, this could have a potential impact on Rhyl's bathing water quality.</p> <p>DCWW will need to ensure that Kinmel Bay's existing sewerage network can accommodate the additional flow and will not result in additional intermittent spills to the detriment of the environmental quality.</p> <p>Construction:</p> <p>Any runoff to surface water must not be polluting and must not affect inland water quality.</p> <p>All foul water must be directed to the sewerage network.</p> <p>General pollution prevention measures must be in place to prevent adverse impact on surface and ground water</p>	<p>Consequence Assessment and Drainage Strategy.</p> <p>Agreed. Reference will be included in paragraph 6.39 to the need for Flood Defence Consent.</p> <p>Comment noted. Paragraph 6.38 states that work required to increase capacity must be carried out in agreement with DCWW and not be detrimental to existing residents.</p> <p>Comments noted. Paragraph 6.38 includes a requirement for NRW to be involved in the preparation of a Flood Consequence Assessment and Drainage Strategy.</p> <p>Comment noted. Paragraph 6.38 states that work required to increase capacity must be carried out in agreement with DCWW and not be detrimental to existing residents.</p> <p>Comments noted. These issues will be dealt with at the planning application stage.</p>	<p>Change proposed:</p> <p>Add text to paragraph 6.39 as follows:</p> <p><i>Flood Defence Consent (under the Water Resources Act & Land Drainage Byelaws) must be obtained from Natural Resources Wales for any works, or structures, that are located in, under, over or within 7 metres of the bank top of a "main river" watercourse. Any future development layouts should ensure that access provision to the watercourses are maintained.</i></p>

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	<p>quality from new roads, infrastructure and creating new sewerage networks.</p> <p>It should also be noted that a method statement of works should be submitted prior to construction being started which should consider the following requirements. All construction/demolition work must be carried out in accordance with PPG 6: Construction and Demolition sites. The activity of importing waste into the site for use as, for example hardcore, must be registered by the Natural Resources Wales as an exempt activity under Environmental Permitting Regulations 2010. No material is to be deposited within 10m of any watercourse without discussion with Natural Resources Wales. Should any contaminated water or materials enter or pollute the watercourse or groundwater, Natural Resources Wales must be notified.</p> <p>The movement on or off the site of any revealed contaminated material should be done in consultation with Natural Resources Wales. Any waste excavation material or building waste generated must be disposed of appropriately. Carriers transporting waste from the site must be registered waste carriers and movement of any Hazardous Waste from the site must be accompanied by Hazardous waste consignment notes.</p> <p>Ecological Issues:</p> <p>The site is not located within or adjacent to any statutory sites of ecological or geological interest, however, the environs of St Asp Business Park is considered to support a nationally important population of Great Crested Newts. In our view, the proposal is not likely to affect the integrity of any nationally important or designated landscapes. Section 4.13 considers biodiversity issues. Paragraph 4.14 goes on to state that “The habitats on site comprise primarily a mix of arable and improved grassland. Due to the intensive nature of agriculture practices on site the fields are regarded to be of negligible ecological interest.”.</p>	<p>Comments noted. This will be dealt with at the planning application stage.</p> <p>Ecological site surveys with regard to protected species, for example bats, badgers, Great Crested Newts (GCNs), were conducted in 2013, and sent to Natural Resources Wales (NRW) for comment. NRW agreed that the presence of GCNs on site is unlikely but there are breeding ponds in close proximity (250m) at Glascoed Nature Reserve. However, there is no terrestrial or aquatic connectivity between Glascoed Nature Reserve, just south of the A55, and the development site. In conclusion, developers are advised to contact NRW regarding the need for a license to disturb GCN populations and the Development Brief will be amended to reflect this requirement.</p>	<p>Change proposed: Insert text in paragraph 4.17: Any applications for development on the site would be expected to be accompanied by a detailed ecological impact assessment and to maximise benefits for biodiversity through creation of new opportunities, e.g. habitat and nest boxes (bats/birds), and management of site in biodiversity-friendly way. Potential developers are advised to contact Natural Resources Wales (NRW) to investigate the requirement for a license to disturb European protected species, or, where applicable, outline mitigation measures to avoid any adverse effects on them.</p>

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	<p>We concur with this generic overview. However, the ecological interest of the sites includes European protected species, which in this case includes bats and the great crested newt.</p> <p>This part of north Denbighshire, particularly in the environs of St Asaph, supports a high pond density landscape. The European protected great crested newt is one of the species typically present within this landscape. We have records of ponds supporting this species to the east of the proposed development site.</p> <p>We suggest consideration be given by the authority to undertake site specific modelling to inform assessments of impact of proposed development on the Great Crested Newts together with measures that could be undertaken to effectively conserve the species at this site. Descriptions of habitats above within the proposed development site suggest that aquatic habitats are in an unfavourable condition.</p> <p>NRW have received additional information from Waterman Energy, Environment & Design Ltd concerning the great crested newt including:</p> <p>The existing pond on Site would be retained which is not subject to any management. Future management of this pond would be undertaken as part of the Development and this would enhance this pond for GCN; The off-Site ponds would not be directly impacted by the Development; A buffer zone is proposed along the western boundary of the woodland containing the off-Site ponds; Areas of permanent habitat linking terrestrial and aquatic habitats would be provided and would extend to the wider countryside. This would include wildlife ponds and sustainable drainage features such as wetlands. A specific area for amphibian mitigation and enhancement would be created within the application Site, further enhancing connectivity for GCN. This would be positioned in proximity to the on-Site pond in the south-east of the Site; Habitats of value to amphibians such as hedgerows and woodland</p>	<p>The Development Brief requires the establishment of a local governance structure to be established as part of the development proposals, this will include establishing responsibilities for future maintenance and management of communal facilities, including open space.</p>	

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	<p>would be retained where possible and enhanced through landscape planting and subsequent management plans to secure amphibian migration across the Site; and Landscape proposals shall include the provision of amphibian hibernaculum. In our view, the above proposals are acceptable. However we advise the provision and dedication of a 'reserve' for the species. The tenure of this site must consider targeted long term amphibian conservation action.</p> <p>The design brief addendum makes reference to invasive non-native species. This is welcomed. We advise that bio security issues and bio security risk assessment planning informs site design and project implementation.</p> <p>We advise that ecological land management is undertaken under the provisions of a site management plan. This plan will need to consider site management, wardening and surveillance.</p> <p>We advise that ground rent service charges are levied on each new dwelling and commercial property. This money shall be used for the purposes of resourcing the implementing long term ecological surveillance, wardening and countryside and ecological management.</p>		
3218 CADW	<p>In summary, there may be impacts on the setting of Rhuddlan Castle, nearby listed buildings and Historic Parks and Gardens, however there does not appear to be any significant impact on any ancient monuments, unless the residential proposals are of a scale that might adversely affect views from Rhuddlan Castle.</p> <p>Significant views looking out of and into the historic gardens of Bodelwyddan Castle are identified in the Register of Parks and Gardens in Wales. Cultural Heritage is discussed in section 4.19 of the brief but the registered status of the site is not acknowledged. Section 6.16 states that views to and from the site will be considered in any future LVIA. The impact on views from the registered park and its setting should be assessed as part of any future LVIA and any future site designed with consideration to its</p>	<p>Comments noted. The Development Brief will be amended to include the following sentence at the end of paragraph 4.19 bullet point 1:</p> <p>It is not expected that the proposals would directly affect the setting of either Bodelwyddan Castle or <i>the Registered Historic Park of Bodelwyddan.</i></p>	<p>Change proposed. Paragraph 4.19 add text:</p> <p>It is not expected that the proposals would directly affect the setting of either Bodelwyddan Castle or <i>the Registered Historic Park of Bodelwyddan.</i></p>

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	<p>impact on the setting of the historic parkland.</p> <p>With reference to the listed buildings, the document encourages thought to be given to maintaining views towards neighbouring St Margaret's Church, Bodelwyddan Castle, Rhuddlan Castle and the Clwydian Hills. The impact of any development should also be considered on the views from these sites as the change from open farmland to urban development has the potential to damage the wider setting of these sites.</p> <p>The setting of the listed building and any others considered curtilage structures at Tyddyn Isaf, within the proposed strategic site, will clearly be at risk and any surrounding development should avoid crowding the farmstead and competing with it.</p> <p>The setting of grade II* listed St Margaret's Church is already partially compromised by the A55 but the proposed development has the potential to make matters worse. The one remaining rural boundary to the church will be replaced with urban development but the retention of any woodland and the avoidance of any structures above a domestic scale should help to ensure the church remains the dominant neighbour. The use of appropriate, locally distinctive building materials, such as stone and slate roofs, as well as a palette of subtle colours borrowed from the surrounding landscape should also help to ensure the development is not too visually intrusive.</p>	<p>Agreed. The development brief references the need to respect the views of Rhuddlan Castle and Bodelwyddan Castle in paragraph 4.19. The importance of the conservation area and St. Margaret's Church is also emphasised in paragraph 4.19, and in paragraph 5.3.</p> <p>Comments noted. The listed building at Tyddyn Isaf is referred to in paragraph 4.19. National Planning Policy requires development proposals to be assessed in terms of impact on the setting of a listed building when applicable. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that this detailed matter can be fully assessed at the planning application stage.</p> <p>Agreed. The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church.</p> <p>Agreed. Reference to the need for contextually aware high quality design is outlined in paragraph 7.3. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, materials, siting, scale and visual impact would ensure that this detailed matter can be fully assessed at the planning application stage.</p>	<p>Change proposed: Add the following text to paragraph 6.22:</p> <p><i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>

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<p>3144 Cyngor Tref Bodelwyddan/ Bodelwyddan Town Council</p>	<p>In summary, the Town Council has discussed the proposals with senior Officers of Barwoods, who will not actually develop the land directly, but will rely on third parties. This adds an element of risk and raises the issue of enforcement should the Applicant not honour the provision of suitable, quality community benefits as well as providing the comprehensive development envisaged by the Brief. BTC are disappointed with the vague, furtive responses we received from Barwoods when we questioned them about housing, employment land, suitable infrastructure and an integrated community.</p> <p>We remain sceptical that a Section 106 agreement is simply a device to ensure that profit to Barwoods is maximised. BTC are concerned about the close proximity of business units to the Marble Church. We therefore believe the DCC has to act on their statutory duty to protect the Church. BTC are concerned that in the future the employment site will be subject to applications to change the use to residential. Residential development should not be allowed without employment being created. Barwoods deny that they have ever promised £4m to benefit the community with dental, GP and other community services. We have highlighted the watercourses and flood risks. Barwoods had no detailed responses. If Natural Resources Wales are consistent then, having objected to the application for change of use from agricultural land to a graveyard at the Marble Church on the grounds of absence of technical supporting information (40/0411) then they should refuse this application as premature.</p> <p>We are concerned that Barwoods don't care who lives in the development as long as they sell houses.</p> <p>We would have liked to have seen the developer agree to modest outlay of providing a sign to denote the arrival to Bodelwyddan.</p> <p>There has been no proper consideration of the high quality business location and no attempt to analyse local demand and packages to attract investors. The suggestion we made</p>	<p>Comments noted.</p> <p>The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church. Reference to the need for contextually aware high quality design is outlined in paragraph 7.3. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, materials, siting, scale and visual impact would ensure that this detailed matter can be fully assessed at the planning application stage.</p> <p>The development brief requires the development of employment uses to be phased alongside the housing development, in order to provide local employment opportunities for residents and facilitate the achievement of a mixed use development.</p> <p>The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc.</p> <p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p> <p>A sign for Bodelwyddan will be required at the Junction 26 access as this will become the new route to Bodelwyddan. The Highway Authority will expect the developer to fund such a sign.</p> <p>Studies undertaken on behalf of the Council concluded that the A55 corridor is the area of greatest demand for</p>	<p>Change proposed: Add the following text to paragraph 6.22:</p> <p><i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>

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	<p>as to skills was clearly something not thought of by Barwoods. The attention is all on residential so no sustainable mixed use consideration.</p> <p>There is no Developer as such to explain how their portion of the land will deliver and come together with the portions built by others.</p> <p>DCC must ensure that companies with no local connection, no experience in first hand building and who only owe allegiance to their shareholders cannot deliver the KSS.</p>	<p>employment uses, the main growth area in the County and the only area where speculative development was considered likely. The development brief requires that training and enterprise initiatives are established and any planning applications would have to demonstrate how such initiatives are to be delivered and by whom.</p>	
<p>3213 Mrs Medwen Williams</p>	<p>1. Rwy'n gwrthwynebu i'r uchod. Ni ddylid ystyried unrhyw gais cynllunio os nad yw'r 'ffordd fawr' wedi'i hadeiladu ac nad yw'n drac a fydd yn achosi llwch diangen a chcludant o flaen Ysbyty Glan Clwyd. Mae polisi cynllunio Sir Ddinbych yn nodi na ddylai bywydau unrhyw un o'r plwyfolion gael ei effeithio gan unrhyw Gynllun Adeiladu.</p> <p>2. Pryd a lle fydd yr ysgol yn cael ei hadeiladu? Pa effaith fydd hyn yn ei gael ar Ysgol y Faenol sydd wedi cael arolwg rhagorol? Lle fydd disgyblion 11 oed yn mynd?</p> <p>3. Ni does angen unedau diwydiannol a busnes ychwanegol ar sail fod Senedd Cymru wedi prynu Uned enfawr Hotpoint l'r diben yma. Ac mae angen I Sir Ddinbych chwilio am deantiaid l'r holl UNEDAU gwag sydd yn y Sir yn barod.</p> <p>4. Cylch byffer o tua chan llath rhwng Marble Church Grove ar Safle a dim traffig datblygu o gylchdro 25 tuag at Ysbyty Glan Clwyd.</p> <p>O.N. dim Ffordd - Dim Cynllun Cynllunio Ydi Cynghorwyr Sir Ddinbych yn ymwybodol o hyn I gyd.</p>	<p>1. Mae Briff y Datblygiad yn golygu y bydd angen ffordd gyswllt drwy'r safle, gyda mynediad oddi ar Cyffordd 26 yr A55 a Lôn Sarn er mwyn treiddio'r datblygiad newydd a darparu mynediad da rhwng A55 a Lôn Sarn. Bydd hefyd yn darparu llwybr arall rhwng Ysbyty Glan Clwyd a'r A55, ac mae'n debygol o fod yn ddeniadol i draffig sy'n teithio nôl a blaen o'r dwyrain. Bydd cynllun a gosodiad y ffordd yma'n cael ei ystyried yn ystod y cam cais cynllunio a dylai gydymffurfio â chanllawiau cenedlaethol ac mae'n rhaid derbyn caniatâd yr Awdurdod Prifffyrdd.</p> <p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig. Paragraph3:</p> <p>2. Mae Briff y Datblygiad yn nodi bod angen darparu ysgol gynradd newydd yn rhan o'r datblygiad, ynghyd â gwelliannau i'r ysgol bresennol, Ysgol y Faenol. Bydd angen gallu bodloni'r galw am addysg cyfrwng Cymraeg yn yr ysgolion yma. Nid yw lleoliad terfynol yr ysgol newydd ac amseru'r gwaith adeiladu wedi cael ei benderfynu eto, ond mae'r briff yn nodi ardal y tu cefn i Marble Church Grove (ffigur 3). Ystyrir y lleoliad yma'n addas gan y byddai'n</p>	

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		<p>bwynt canolog ar gyfer Bodelwyddan a byddai'n cynorthwyo i integreiddio'r cymunedau presennol a'r rhai newydd. Cynigiwyd bod gan yr ysgol newydd ddau bwrpas gan ddarparu adnodd cymunedol yn ogystal, felly mae'n bwysig ei fod yn cael ei leoli'n ganolog o fewn y gymuned gyfan er mwyn gwneud y mwyaf o hygyrchedd.</p> <p>Darperir addysg uwchradd i'r ardal ar hyn o bryd yn Ysgol Uwchradd y Rhyl ac yn Ysgol Glan Clwyd yn Llanelwy. Efallai y bydd angen gwelliannau er mwyn cynyddu gallu'r ysgolion yma oherwydd y datblygiad, ac mae briff y datblygiad yn nodi'r canllawiau er mwyn cyfrifo'r cyfraniadau.</p> <p>3. Mae'r CDLI yn neilltuo'r safle ar gyfer amrywiaeth o ddefnyddiau, gan gynnwys gwaith, a'r nod yw cyflawni datblygiad cynaliadwy sy'n rhoi gwaith i bobl leol. Daeth astudiaethau a gynhaliwyd ar ran y Cyngor i'r casgliad mai coridor yr A55 sydd â'r mwyaf o alw am waith, y prif faes o dwf yn y Sir a'r unig ardal ble yr ystyrir datblygiad hapfasnachol yn debygol.</p> <p>4. Sylwadau a nodwyd. Bydd lleoliad terfynol yr ysgol a gosodiad manwl o'r safle yn cael ei benderfynu yn ystod y cam cais cynllunio, serch hynny, bydd Briff y Datblygiad yn cael ei addasu i ddynodi byffer rhwng Marble Church Grove ac adeiladau'r ysgol. Polisi RD1 CDLI: Byddai datblygiad cynaliadwy a dyluniad safonol da yn gofyn am asesiad o ddyluniad, lleoliad, graddfa ac effaith ar adnoddau a fyddai'n sicrhau bod modd gweld lleoliad manwl ac yna ei asesu yn ystod y cam cais cynllunio.</p> <p>Mae Briff y Datblygiad golygu bod angen cyflwyno 'Cynllun Adeiladu' ar y cyd ag unrhyw gais cynllunio a chytuno arno â'r Cyngor. Mae'n rhaid iddo ymdrin â materion sy'n ymwneud â'r cyfnod adeiladu, gan gynnwys cyflenwi deunyddiau a mynediad ar gyfer y traffig adeiladu.</p>	

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<p>3216 Mr Thomas Williams</p>	<p>1. Yr wyf yn gwrthwynebu l'r uchod - Ni ddylai unrhyw ddatblygiad fynd ymlaen ym Modelwyddan oni bai bod mater ffordd (spine road) wedi ei benderfynu trwy ganol y safle, ac nid fel trac fel a nodi'r yn y cynlluniau diweddaraf. Heb dagiant traffic rhaid cwestiynu amodau cynllunio ddelio hefo unrhye argyfwng sydd yn bendannt o ddigwydd mewn datblygiad mor Enfawr. Nid yw trac yn ddigonol l gyrraedd unrhyw argyfwng drwg ar y safle, nac l gludo clwyfedig l'r Ysbyty heb achosi mwy o niwed iddynt.</p> <p>2. Ble mae'r Ysgol ddwy ieitheg am gael ei hadeiladu fel ac yr awgrymogpan yr esgorwyd CDLI gwreiddiol.</p> <p>3. Ni does angen unedau diwydiannol a busnes ychwanegol ar sail fod Senedd Cymru wedi prynu Uned enfawr Hotpoint l'r diben yma.</p> <p>4. Cylch byffer o tua chan llath rhwng Marble Church Grove ar Safle.</p> <p>O.N. Mae'r brig l'r bon yn hollol annheg ar adal - calon pentref en cael ei ddinistrio.</p>	<p>1. Mae Briff y Datblygiad yn golygu y bydd angen ffordd gyswllt drwy'r safle, gyda mynediad oddi ar Cyffordd 26 yr A55 a Lôn Sarn er mwyn treiddio'r datblygiad newydd a darparu mynediad da rhwng A55 a Lôn Sarn. Bydd hefyd yn darparu llwybr arall rhwng Ysbyty Glan Clwyd a'r A55, ac mae'n debygol o fod yn ddeniadol i draffig sy'n teithio nôl a blaen o'r dwyrain. Bydd cynllun a gosodiad y ffordd yma'n cael ei ystyried yn ystod y cam cais cynllunio a dylai gydymffurfio â chanllawiau cenedlaethol ac mae'n rhaid derbyn caniatâd yr Awdurdod Priffyrdd</p> <p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.</p> <p>. Bydd angen cyswllt parhaus gydag Ymddiriedolaeth Gwasanaeth Ambiwlans Cymru i sicrhau mynediad i'r ysbyty ar gyfer cerbydau brys bob amser.</p> <p>2. Mae Briff y Datblygiad yn nodi bod angen darparu ysgol gynradd newydd yn rhan o'r datblygiad, ynghyd â gwelliannau i'r ysgol bresennol, Ysgol y Faenol. Bydd angen gallu bodloni'r galw am addysg cyfrwng Cymraeg yn yr ysgolion yma. Nid yw lleoliad terfynol yr ysgol newydd ac amseru'r gwaith adeiladu wedi cael ei benderfynu eto, ond mae'r briff yn nodi ardal y tu cefn i Marble Church Grove (ffigur 3). Ystyrir y lleoliad yma'n addas gan y byddai'n bwynt canolog ar gyfer Bodelwyddan a byddai'n cynorthwyo i integreiddio'r cymunedau presennol a'r rhai newydd. Cynigiwyd bod gan yr ysgol newydd ddau bwrpas gan ddarparu adnodd cymunedol yn ogystal, felly mae'n bwysig ei fod yn cael ei leoli'n ganolog o fewn y gymuned gyfan er mwyn gwneud y mwyaf o hygyrchedd.</p> <p>3. Mae'r CDLI yn neilltuo'r safle ar gyfer amrywiaeth o ddefnyddiau, gan gynnwys gwaith, a'r nod yw cyflawni datblygiad cynaliadwy sy'n rhoi gwaith i bobl leol.</p>	<p>Bydd y prif gynllun enghreifftiol (ffigur 3) yn cael ei ddiwygio i nodi llain ragod rhwng Marble Church Grove ac adeiladau'r ysgol.</p>

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		<p>Daeth astudiaethau a gynhaliwyd ar ran y Cyngor i'r casgliad mai coridor yr A55 sydd â'r mwyaf o alw am waith, y prif faes o dwf yn y Sir a'r unig ardal ble yr ystyrir datblygiad hapfasnachol yn debygol.</p> <p>4. Sylwadau a nodwyd. Bydd lleoliad terfynol yr ysgol a gosodiad manwl o'r safle yn cael ei benderfynu yn ystod y cam cais cynllunio, serch hynny, bydd Briff y Datblygiad yn cael ei addasu i ddynodi byffer rhwng Marble Church Grove ac adeiladau'r ysgol. Polisi RD1 CDL: Byddai datblygiad cynaliadwy a dyluniad safonol da yn gofyn am asesiad o ddyluniad, lleoliad, graddfa ac effaith ar adnoddau a fyddai'n sicrhau bod modd gweld lleoliad manwl ac yna ei asesu yn ystod y cam cais cynllunio.</p> <p>5. . Nodwyd y sylwadau. Mae'r Briff Datblygu angen cysylltiadau effeithiol i annog integreiddio â'r gymuned bresennol.</p>	<p>Bydd y prif gynllun enghreifftiol (ffigur 3) yn cael ei ddiwygio i nodi llain ragod rhwng Marble Church Grove ac adeiladau'r ysgol.</p>
3203 B A Hughes	Pryder ynghylch mynediad i'r safle yn ymyl Ysbyty Glan Clwyd, mae yn brysur ofnadwy ar adegan	Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.	
3121 Campaign for the Protection of Rural Wales	Having viewed the relevant document CPRW Clwyd Branch have accepted that its contents are comprehensive. However, it is felt that emphasis requires to be placed upon adequate provision to link the Bodelwyddan Key Strategic Site with surrounding settlements to facilitate access to and from them by means other than the use of motor car. We trust that this point will be taken in to consideration before formulating the final version of the SPG.	The Development Brief requires development proposals to maximise the opportunities for walking and cycling within the site and for existing public rights of way to be protected. The Brief will be amended to emphasise the need for effective links to off-site routes to facilitate access to and from surrounding settlements.	Change proposed: Paragraph 6.27 add the following text: <i>Wherever possible, the development should provide effective links to existing off-site cycle and pedestrian routes in the area to facilitate access to and from surrounding settlements by means other than the car.</i>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3201 Ms Eirian Evans	I am concerned about the following: Site access and traffic, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove. I am concerned about screenage and drainage, as we experienced flooding twice in 2000.	The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to improve access to Ysbyty Glan Clwyd and relieve pressure on Junction 27 of the A55. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance. A full transport assessment has been undertaken to assess	
3177 Mr Leonard Edwards	I am concerned about the following: Site access and traffic, the new school and industrial and business units. I expect special attention as needed is given to protecting the village conservation area and the church and protecting the bungalows in marble Church Grove. I feel that too little attention has been paid to seeking the most convenient route to the hospital. Parking is already a problem and I can not see it improving with the development taking place.	the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. Liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times. The Development Brief requires a new primary school to be provided as part of the development, together with improvements to the existing school, Ysgol y Faenol. The demand for Welsh medium education will need to be	
3209 Mr John Owen	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.	accommodated within these schools. Final location of new school and the timing of construction has yet to be determined but brief indicates an area to the rear of Marble Church Grove (figure 3). This location is considered suitable as it would provide a central focal point for Bodelwyddan and assist in integration of the existing and new communities. It is proposed that the new school site is dual use and provides a community resource, thus it is important that it is centrally located within the whole	
3210 Ms Edwina Owen	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.	community to maximise accessibility. The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings.	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3146 Ms Kelley Williams	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.	The importance of the conservation area and St. Margaret's Church is emphasised in paragraph 4.19, and in paragraph 5.3. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed siting and layout of development can be fully assessed at the planning application stage.	
3147 Mr Andrew Williams	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.		
3148 Mr Brian Williams	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.		
3212 Mr Marc Jones	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.		

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2098 Mr Llyr Huws Gruffdd AM	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.	The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to improve access to Ysbyty Glan Clwyd and relieve pressure on Junction 27 of the A55. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the	
3190 Mr D Edwards	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.	existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. Liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times.	
3195 Mr A Hulland	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.	The Development Brief requires a new primary school to be provided as part of the development, together with improvements to the existing school, Ysgol y Faenol. The demand for Welsh medium education will need to be accommodated within these schools. The final location of new school and the timing of construction has yet to be	
3175 Mr Scott Bamber	I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove. Each of my concerns will cause chaos throughout the village. All will be destructible in every way.	brief indicates an area to the rear of Marble Church Grove (figure 3). This location is considered suitable as it would provide a central focal point for Bodelwyddan and assist in integration of the existing and new communities. It is proposed that the new school site is dual use and provides a community resource, thus it is important that it is centrally located within the whole community to maximise accessibility.	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3171 Mrs Doris Walker	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.</p> <p>I wish to object to this planning application.</p>	<p>The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. The importance of the Conservation Area and St. Margaret's Church is emphasised in paragraph 4.19, and in paragraph 5.3.</p> <p>LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed</p>	
3188 Mr Ken & Ms Pat Taylor	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>We feel that issue regarding the site access roads are of prime importance, particularly in view of the hospital and the new primary school.</p>	<p>siting and layout of development can be fully assessed at the planning application stage.</p>	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3133 Mr David Kenneth Redpath	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.</p> <p>1) There is no justification for such a large development. 2) Corrupting the eco-system regarding the countryside, upsetting the very fragile drainage system.</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to improve access to Ysbyty Glan Clwyd and relieve pressure on Junction 27 of the A55. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. Liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times. The Development Brief requires a new primary school to be provided as part of the development, together with improvements to the existing school, Ysgol y Faenol. The demand for Welsh medium education will need to be accommodated within these schools. The final location of new school and the timing of construction has yet to be determined but brief indicates an area to the rear of Marble Church Grove (figure 3). This location is considered suitable as it would provide a central focal point for Bodelwyddan and assist in integration of the existing and new communities. It is proposed that the new school site is dual use and provides a community resource, thus it is important that it is centrally located within the whole community to maximise accessibility.</p> <p>The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. The importance of the conservation area and St. Margaret's Church is emphasised in paragraph 4.19, and in paragraph 5.3.</p>	
3185 Mr & Mrs Royles	<p>In summary I am concerned that: There appears to be no clear explanation of how the bungalows on Rhuddlan Road will be protected. There is no clear explanation as to how construction traffic will impact on an already heavy traffic load on Rhuddlan Road which at busy times hampers the ambulances. What infrastructure is being put in place for construction traffic? Long term noise pollution is also a concern.</p>	<p>The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. The importance of the conservation area and St. Margaret's Church is emphasised in paragraph 4.19, and in paragraph 5.3.</p>	

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3191 Noelle Jones	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>In summary, the site access roads will cause chaos. What about the other school. New industrial and business units are not needed as the Hotpoint site is empty. The bungalows in Marble Church Grove need to be protected from traffic. The main road through the village is dangerous. If there is a new doctors' surgery, the village people be given priority to join. Will the building of more houses affect our bin collection as it is bad enough now.</p>	<p>LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed siting and layout of development can be fully assessed at the planning application stage.</p> <p>The principle and extent of the Bodelwyddan Key Strategic Site has been established through the Denbighshire Local Development Plan (adopted June 2013). The LDP process included extensive consultation over several years and culminated in public examination by the Planning Inspectorate. The allocation of this site provides an opportunity to create a well-planned, sustainable community which makes provision for the acknowledged development needs.</p>	
3183 K A McCartney	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.</p> <p>In summary I am concerned as to why the Council are so keen to push this project forward. The plan is for a lot of houses next to an already under pressure hospital. A bigger hospital will be required. Who is going to buy these houses? There are already empty business units in St Asaph Business Park.</p>		

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
<p>3184 Mrs J G McCartney</p>	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove. In summary, I have concerns about the roads around the hospital. Problems arise when there are issues with the A55 with the current level of traffic. How will the hospital cope with eh influx of people? Schools and industrial units should be built nearer to St Asaph.</p>	<p>Please see response to representation 3133 on page 32. In addition: A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between DCC and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd.</p>	

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<p>3137 Chris Thompson</p>	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>In summary, I do not agree with the plan, there is no acknowledgement of local opinion. The site will ruin the village, the vast majority of Councillors and Officers don't live here, so why would they care? The industrial units should have to adhere to clean air regulations.</p> <p>The site should be linked to Bodelwyddan by a pedestrian and cycle network only. Vehicular access must not be via the church access road. There must not be a through road passing the church.</p> <p>How will a new school affect the present school? Very concerned about the increased population on the already struggling hospital.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition:</p> <p>The Development Brief requires development proposals to maximise the opportunities for walking and cycling within the site and for existing public rights of way to be protected. The Brief will be amended to emphasise the need for effective links to off-site routes to facilitate access to and from surrounding settlements.</p> <p>The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. The development brief will be amended to clarify this.</p> <p>Standard air quality regulations will apply to the site.</p>	<p>Change proposed: Paragraph 6.27 add the following text: <i>Wherever possible, the development should provide effective links to existing off-site cycle and pedestrian routes in the area to facilitate access to and from surrounding settlements by means other than the car.</i></p> <p>Change proposed: Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
<p>3163 Mr Sean Slater</p>	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>In summary, the side-road parking along Ronaldsway needs looking at, the traffic calming ramps have only made the route Bodelwyddan to the bends and back again more of an issue, because you can't see down the road when traffic is parked.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition:</p> <p>With regard to the issue of visibility on Ronaldsway, this matter is outside the remit of the new development brief. However, County Highway's officers consider that the speed cushions on Ronaldsway have not altered the forward visibility along Ronaldsway.</p>	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3169 Mrs Lyn Jones	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>In summary: A) access is a priority - transport infrastructure must be in place before development starts. B) high water table - has all risk of flood been eliminated. C) conservation - The character and aspect of the marble church must never be compromised - low level building must only be built near the church to avoid spoiling the east view.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition: The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p> <p>The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church.</p>	<p>Change proposed: Add the following text to paragraph 6.22: <i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>
3189 D G Jones	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.</p> <p>My major concern is the traffic and congestion on Sarn Road.</p> <p>There is no parking in the hospital, spreading onto the new estate and Marble Church Grove.</p> <p>Pollution and noise pollution from traffic and ambulance sirens.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition: Traffic flows are likely to increase on Sarn Lane, however, the capacity of existing roads and junctions have been assessed as part of the Transport Assessment to ensure they are able to accommodate increases in traffic.</p> <p>The development brief requires a construction plan to be submitted with any detailed planning application which would cover aspects including noise (para 6.43). Noise levels of the site will be monitored during construction and subsequent operational stages of the development to ensure compliance with relevant legislation.</p>	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3197 P J Henderson	<p>I am concerned about the following:</p> <p>Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in Marble Church Grove.</p> <p>Site access traffic should not affect existing residents of Church Road.</p> <p>The school could be used as a good barrier between new and existing housing.</p> <p>The industrial site is too near to the Church conservation area. I would strongly object to Church Road being used as a through road.</p> <p>Flooding problems should be resolved in a proper manner, paying attention to the existing water table.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition:</p> <p>The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. The development brief will be amended to clarify this.</p> <p>The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church.</p> <p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p>	<p>Change proposed:</p> <p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p> <p>Change proposed: Add the following text to paragraph 6.22: <i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
<p>3200 Ian Roberts</p>	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove. The new school should be at the back of the bungalows with a playing field. The new road from Tyddyn Isa roundabout to the hospital should be a direct link class A road with no obstructions. The industrial units should be sited well away from the church and Marble Church area. The most expensive properties should be by the church area and to have stone features to blend in with the surrounding area. My main concern with Marble Church Grove is flooding. I am concerned that there will not be enough facilities e.g. shops, doctors surgery, public house etc. The development should be in good taste. The site is a waste of good farmland and beautiful views.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition: The primary purpose of the link road is to provide access to Sarn Lane and the A55 from the new development. Its primary purpose is not to bypass the existing village, although it will inevitably provide an alternative route between the hospital and the A55.</p> <p>The development brief emphasises the importance of the Conservation Area and St. Margaret’s Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret’s Church.</p> <p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council’s Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10), together with shops etc. Developers can be required to provide physical infrastructure but decision to locate services in the area will lie with individual practice managers and GPs etc.</p>	<p>Change proposed: Add the following text to paragraph 6.22: <i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3196 Christine Edwards	<p>I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove. In summary, when the SSA meet again, the village conservation area and church must be given special attention. All of the issues must be dealt with so residents can be happy again.</p>	<p>Please see response to representation 3133, page 32.</p> <p>In addition: The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church.</p>	<p>Change proposed: Add the following text to paragraph 6.22: <i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building</i></p>
3143 Miss Lois Williams	<p>I do not agree with the Masterplan framework. I am concerned that the location of the "business area' adjacent to the A55 and to the east of the Marble Church will directly link the site visually and conceptually with St Asaph Business Park thereby merging St Asaph with Bodelwyddan losing the current green boundaries. It does not conform with what was agreed and formed part of the LDP. As long as there remains a high level of vacant premises on St Asaph Business Park it does not make sense to develop a further employment area within such close proximity.</p> <p>The plan should not deviate from what was agreed in the LDP in particular the fully paved spine road should be constructed as per the LDP. If this is not carried out the development should not take place. Furthermore the proposed screening is massively inadequate.</p>	<p>The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely. Denbighshire Employment Land Review 2014 indicates that about 4.7ha of office accommodation and business units are either speculatively advertised or currently available on the market at St Asaph Business Park. Due to restrictions on the Business Park site to office and small business uses only, employment land at Bodelwyddan KSS may supplement the existing offer and attract new businesses to the area.</p> <p>Reference to the need for boundary landscape planting will be added to the end of paragraph 7.3 as follows: Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. Any landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</p>	<p>Change proposed: Amend Figure 3 to illustrate additional areas of planting/landscaping Add the following text to the end of paragraph 7.3 as follows: <i>Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. The Council would expect initial planting in these areas to be undertaken prior to any development commencing. Any other landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</i></p>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
		The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to improve access to Ysbyty Glan Clwyd and relieve pressure on Junction 27 of the A55. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance.	
499 Vale of Clwyd MP (Chris Ruane)	I have been contacted by many businesses on St Asaph Business Park who concerns over the use of Junction 26 as an access route for construction traffic in and out of the proposed development. This junction is the first location people will see when visiting the business park. The current plans for the access road feature an un-surfaced track which will create a problem with dust and mud across the road to the business park and will not create the best first impression of the area. If this junction is to be used as an access road, the route needs to be surfaced properly and the concerns of the business community addressed.	The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It is proposed that Junction 26 will be used for construction access. A construction traffic management plan will be produced which will show which routes construction traffic should use to travel to and from the new development. It is in the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. It is agreed that providing at least a base tarmac layer will minimise the amount of dust and mud carried on to the surrounding road network The highway authority will normally require the use of 'wheel washes' for such a large site.	
3172 G V Bamber	I strongly object to this site. I am concerned about the following: Site access and traffic, the new school, industrial and business units, protecting the village conservation area and the church and protecting the bungalows in marble Church Grove.	Please see response to representation 3133, page 32	
3168 Olive Clark	I wish the following to be considered: Site access roads and how they will affect traffic through the village and to Glan Clwyd Hospital and the surrounding area. Where the new school will be built?	A full transport assessment has been undertaken to assess the impact of the traffic generated by the development on the existing network, including Sarn Lane; the A525 junction with Sarn Lane and the hospital accesses. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic.	

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3173 Mr Peter Fisher	I would like clarification as to what is meant by enhancement to roads at Sarn Road and Abergele Road. What is the significance of the yellow border to the main building plots in pink?	The current proposal for Sarn Lane as part of the development is the introduction of traffic signals at the new site access. This would incorporate a pedestrian crossing across Sarn Lane. The yellow border was used to delineate the potential development areas – it has no special significance	
3174 Hilary Cadogan	In summary I have the following concerns: There should be no construction traffic on Sarn Lane or by the Marble Church. Buildings are to be at least 100 yds from Marble Church Grove. Concerned about local flooding. There is no GP surgery in Bodelwyddan.	The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. Comments noted. The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed siting and layout can be fully assessed at the planning application stage. The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). The developer can be required to provide physical infrastructure but decision to locate services in the area will lie with individual practice managers and GPs etc.	Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i>

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3181 Mr Elwyn Davies	<p>In summary I have the following concerns: Has there been a survey for Great Crested Newts? Access under A55 for them to have populated the area.</p> <p>The industrial estate will be highly visible from the A55, the site should be landscaped to help it to blend it, which will not be possible on this location.</p>	<p>Ecological site surveys with regard to protected species, for example bats, badgers, Great Crested Newts (GCNs), were conducted in 2013, and sent to Natural Resources Wales (NRW) for comment. NRW agreed that the presence of GCNs on site is unlikely but there are breeding ponds in close proximity (250m) at Glascoed Nature Reserve. However, there is no terrestrial or aquatic connectivity between Glascoed Nature Reserve, just south of the A55, and the development site.</p> <p>Comments noted. Reference to the need to landscape the A55 boundary will be added to paragraph 7.3 of the development brief.</p>	<p>Add the following text to the end of paragraph 7.3 as follows: <i>Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. The Council would expect initial planting in these areas to be undertaken prior to any development commencing. Any other landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</i></p>
3179 S & J Carfoot	<p>In summary I have the following concerns: I am concerned that the lowest level of infrastructure is being used in the plan. Latest technology should be used. What traffic management schemes will be introduced to minimise that chaos that will be created when the site is complete? Access to Marble Church Grove is already difficult. Ambulance access a priority? Will the development improve problems with excess water run-off and sewerage, especially in the close which is a low point. Will the development improve the issues with low water pressure or make it worse? Is it worth monitoring traffic, noise and environmental impacts?</p>	<p>The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. On-going liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times.</p> <p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p> <p>DCWW have confirmed that sufficient water supply can be made available to service the new development without causing a detrimental effect to its existing customers. The development brief (Section 11) requires on-going monitoring.</p>	

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3176 S A Bamber	<p>In summary I have the following concerns: The roads through the village are already congested. There are parking problems at and around the hospital, construction traffic would make access to the hospital dangerous. Industrial sites are not required. Welsh Assembly has spent £1 million plus acquiring the Hotpoint site. Any further traffic will badly affect the conservation areas, especially around the Marble Church.</p>	<p>The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. It is proposed that Junction 26 of the A55 will be used as the construction access. The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely. The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. The development brief will be amended to clarify this.</p>	<p>Change proposed: Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
3170 Mrs R Hunt	<p>In summary I would like to see: 1) A purpose road built before development starts. 2) A buffer zone between the Marble Church Grove and any school or development. 3) There is no need for any more tin sheds in Bodelwyddan, many are empty already. 4) Buffer zone and new road through development. A track would leave residents in danger and dust etc.</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It is proposed that Junction 26 will be used for construction access. The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings. LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed siting and layout can be fully assessed at the planning application stage. The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for</p>	<p>The illustrative masterplan (figure 3) will be amended to indicate a buffer between Marble Church Grove and the school buildings.</p>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
		<p>local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely.</p>	
<p>3165 Mr Simon Jones</p>	<p>In summary my concerns are: Are there any medical centre plans? When will the new school be built and will it affect the existing school? When will shops be built? How will the extra population impact on local services? How many homes do they realistically project they can sell per year? What measures are in place to protect the local culture and heritage?</p>	<p>The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10), together with shops etc. The developer can be required to provide physical infrastructure but decision to locate services in the area will lie with individual practice managers and GPs etc. The new school would be in addition to Ysgol y Faenol and both schools will be needed to meet the needs of the population of Bodelwyddan going forward. The development brief makes reference to this (para 6.11) and the need for interim improvements at Ysgol y Faenol to accommodate new pupils prior to construction of the new school. The timing of construction of the school and other local facilities, together with the phasing of housing and employment development will be determined through a phasing plan, which will be agreed through the planning application process. The development brief references the need to respect the views of Rhuddlan Castle and Bodelwyddan Castle in paragraph 4.19. The importance of the conservation area and St. Margaret's Church is also emphasised in paragraph 4.19, and in paragraph 5.3. The allocation of this site provides an opportunity to create a well-planned, sustainable community which makes provision for the acknowledged development needs. The Development Brief provides further guidance to help to ensure this is achieved.</p>	

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3166 Mrs Victoria Owen	<p>In summary my concerns are: What impact will there be on the existing school? What will the industrial and business units be? Are there any plans to protect the jobs in the local school?</p>	<p>The new school would be in addition to Ysgol y Faenol and both schools will be needed to meet the needs of the population of Bodelwyddan going forward. The development brief makes reference to this (para 6.11) and the need for interim improvements at Ysgol y Faenol to accommodate new pupils prior to construction of the new school. The Council expects the delivery of a range of employment units including: B1 (offices), B2 (industrial units), and B8 (warehouse and distribution facilities) facilities, including: Micro office units for new start-up businesses, self-contained offices, hi tech and workshop units. (see paragraph 6.21).</p>	
3115 Dr Tim Webb	<p>In summary my main worries are: That the A55 is already at capacity and cannot take more commuters to Chester, are there any plans to upgrade the A55? Secondary school children and junior children, not for linguistic and private education reasons will need to be transported to Rhyl and St Asaph, is there provision for this. This will also add to difficulties created by Ysbyty Glan Clwyd at Sarn Lane. Cycling is not attractive as it is separated from traffic. Sewerage is a major problem with flooding and contamination at YGC occurring during times of stress or power failures at the pumps required to remove it to Towyn. There are also concerns to the future of anything at the Morfa, sewerage farms included, if sea levels continue to rise. I also have no confidence that the hospital board will ever be able to seize accommodation for hospital staff.</p>	<p>The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. The Transport Assessment included assessment of the capacity of the A55, and there has been on-going dialogue with Welsh Government who are the Highway Authority for the A55. Full assessments of Junctions 25, 26 and 27 have been undertaken and it was concluded that the A55 does have sufficient capacity. The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. Any improvements required to the local power network should be agreed with the energy provider and be details provided as part of any planning application.</p>	

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3187 Audrey Hughes	<p>In summary my opinions are: There should be no site traffic through the village. The School should be built away from the church. To protect the village - don't build. Allow room for privacy to protect the bungalows in Marble Church Grove. There are plenty of empty industrial units, so no more are required. There are houses in the village without mains drainage, sorting this should be a priority.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: A Wastewater Feasibility Study has been undertaken which identified the works required to increase capacity for foul water treatment. Any planning application must provide details of foul, surface and ground water drainage and the provision of infrastructure in agreement with Dwr Cymru / Welsh Water. Development of the site must not detrimentally affect the disposal of sewage for existing residents.</p>	
3132 Mr John Harvey	<p>In summary the representor agrees with the suggested approach to develop the site as set out in the Masterplan framework. The proposed development could be linked to Bodelwyddan via a cycle network and existing facilities.</p>	<p>Support welcomed. The Development Brief requires development proposals to maximise the opportunities for walking and cycling within the site and for existing public rights of way to be protected. The Brief will be amended to emphasise the need for effective links to off-site routes to facilitate access to and from surrounding settlements.</p>	<p>Change proposed: Paragraph 6.27 add the following text: <i>Wherever possible, the development should provide effective links to existing off-site cycle and pedestrian routes in the area to facilitate access to and from surrounding settlements by means other than the car.</i></p>
3207 Rosemary Hunter	<p>In summary the road from Ty Borth Crossroads to Ty Fry is already over used and dangerous. Part of it goes through what is in effect a housing estate. With the additional traffic to the A55 or Asda it will be total chaos and a danger to life. Extra units are not required, there are vacant ones nearby. Denbighshire should work with Conwy to use these instead. It seems the term Conservation area is meaningless.</p>	<p>The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County.</p>	

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3155 North Wales Police	<p>In summary, Crime prevention can be a material consideration in the determination of Planning Applications. Where proposed development would undermine crime prevention or the promotion of community safety.</p> <p>Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods.</p>	<p>Comments noted. Reference to the need to ensure design takes account of crime safety is outlined in paragraph 7.4. Further reinforcement of this consideration will be achieved by adding the following sentence to the end of paragraph 7.4: ‘...and adopting where appropriate Secure by Design measures which includes principles outlined in the Secure by Design publication New Homes 2014., and Safer Places 2004.’</p>	<p>adding the following sentence to the end of paragraph 7.4: ‘...and adopting where appropriate Secure by Design measures which includes principles outlined in the Secure by Design publication New Homes 2014., and Safer Places 2004.’</p>
3211 Mr Huw Jones	<p>In summary, failure to provide a spine road fails to comply with all planning policies which apply to the KSS, therefore planning should be refused. LDP Plan for sustainable development (Page 10) states that the strategies and policies must meet social, economic and environmental objectives. The concept of sustainable development has to be at the heart of all LDPs in line with requirements from welsh government and legislation and legislation from the European Union.</p> <p>The SA Framework objective 5. The KSS Page 5, point 3. Page 6. Recommendations have been made to strengthen the positive outcome of delivering the KSS in line with the SA objectives. See recommendation 3.</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance and be agreed with the Highway Authority. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic.</p>	
380 G V Thompson	<p>In summary, I am concerned about what will happen to sewerage. If existing facilities are to be used, when will they be enlarged and how much? What will happen to rain water run-off and where is it going to go? Have Conwy Council been consulted and plans costed?</p>	<p>A Wastewater Feasibility Study has been undertaken which identified the works required to increase capacity for foul water treatment. Any planning application must provide details of foul, surface and ground water drainage and the provision of infrastructure in agreement with Dwr Cymru / Welsh Water.</p> <p>Conwy County Borough Council has been consulted on the Development Brief and have not submitted any comments.</p>	
3162 Joan Reece	<p>In summary, I am concerned that villagers opinions have not been considered and we are forced to accept the site. The hospital can not cope now. The roads are already hazardous and parking is causing problems, more cars will make this worse. The homes are not even meant for</p>	<p>A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between DCC and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd.</p>	

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	villagers, they are for commuters.		
380 G V Thompson	<p>In summary, I believe that current plans differ to those passed by a Planning Officer, especially in regard to access and internal road layout of the development, in particular:</p> <ol style="list-style-type: none"> 1. No long term access via the A55 St Asaph Business Park junction and limited for site build. 2. No spine of main road through the site which access is gained to the facilities in the site (houses, factories, schools etc) <p>Reasons given for this are because it would cost £3M, this is nothing compared to the overall saleable value of the finished site.</p> <p>The lack of access via the A55 will cause problems for Sarn Lane, through the amount of traffic and HGVs using it. Construction will last at least 10 years. The planned track for construction traffic from the A55 Business Park junction will be very limited and impassable in wet weather.</p> <p>Public transport will have problems accessing the site if there is no spine road in place.</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance and be agreed with the Highway Authority. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic.</p> <p>It is proposed that Junction 26 of the A55 will be used as the construction access. It is the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. The highway authority would normally require the use of 'wheel washes' for such a large site to minimise the amount of mud and dust carried onto the surrounding road network.</p> <p>Agreed. This is one of the reasons the spine road is proposed to go through the centre of the proposed development site.</p>	

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3161 Mr Ted Reece	In summary, I believe that this site is of no benefit to the residents of Bodelwyddan. The village is now called a town. The farmland is some of the best in Wales and has been downgraded to allow for development. The A55 is one of the busiest and dangerous roads in North Wales and will get worse. The road through the village to Borth cross-roads is in poor condition, has dangerous bends and problems with parking.	The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. The Transport Assessment included assessment of the capacity of the A55, and there has been on-going dialogue with Welsh Government who are the Highway Authority for the A55. Full assessments of Junctions 25, 26 and 27 have been undertaken and it was concluded that the A55 does have sufficient capacity.	
3208 Mrs Judith McClure	<p>In summary, I do not agree to the approach to the site as set out in the masterplan framework, the industrial units should be sited on the St Asaph Business Park, there are links to the A55 already in place. If they must be on site as set out in the masterplan, they should be away from the church.</p> <p>The proposed site could be linked to Bodelwyddan in the following ways:</p> <p>There should be access on Sarn Lane.</p> <p>There should be access maybe along the road by the church. However this should be cycle - horse - pedestrian only - definitely no vehicular access.</p> <p>No site vehicles of any type should go through the village, during the life of the building plan.</p> <p>If this is abused, work will stop, including vans to the shop area which is already congested.</p> <p>There should be a buffer zone between the church cemetery area and the new development.</p> <p>Land should be set aside to increase the size of the cemetery.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance and be agreed with the Highway Authority.</p> <p>The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. The development brief will be amended to clarify this. It is proposed to amend the illustrative masterplan (figure 3) to ensure reference to the churchyard extension, together with additional text added to paragraph 4.19.</p>	<p>Changes proposed:</p> <p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p> <p>Amend figure 3 to ensure reference to the churchyard extension, and add the following sentence to paragraph 4.19 bullet point 4: <i>Land to the immediate east of St . Margaret's Church is proposed to be used for a church yard extension. It is important sufficient space and separation distances are in place for development proposed in this vicinity in</i></p>

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			<i>order to ensure enough room is left for the churchyard extension and also to preserve the setting of St.Margaret's Church</i>
3114 Mr Ken Moore	<p>In summary, I support the motion regarding traffic. No traffic through the village, No thoroughfare or access past the church except to Ty Mawr Farm. A permanent road with proper drainage must be established before any building takes place.</p> <p>The proposed site for the business units is not appropriate, they would be in direct line with the church, interfering with the view from the East and losing all aesthetic values. These units should be placed at the back of the site out of view of North Wales tourists.</p> <p>The location of the school appears appropriate providing there is a buffer zone with Marble Church Bungalows. There should be no access to the school road, either motor or pedestrian - car parking and traffic to hospital. I agree with the buffer zone as voted for.</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or once the development is complete. The development brief will be amended to clarify this. The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely.</p>	<p>Changes proposed: Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
3182 M Kohily	<p>In summary, I think that one school would make economical sense. The old school should be utilised as a community centre.</p> <p>There are already parking issues on Ty Fry Lane as well as heavy traffic from the business park and the hospital, this road does not need more traffic.</p>	<p>The new school would be in addition to Ysgol y Faenol and both schools will be needed to meet the needs of the population of Bodelwyddan going forward. The development brief makes reference to this (para 6.11) and the need for interim improvements at Ysgol y Faenol to accommodate new pupils prior to construction of the new school. The ability of the existing network to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane.</p>	

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<p>3142 Kate Parfitt</p>	<p>In summary, I would like to raise these comments: Sarn Road floods on a regular basis, how will this now get worse when the land is developed? Traffic is already heavy, particularly on Sarn Road, this also impacts on emergency vehicles accessing the hospital. Also the junction from the A55 will no doubt experience higher volumes of traffic. There is clearly not enough parking currently at the hospital. I am concerned how the development will impact on residents over the lifetime of the plan, through noise, mess, disruption and inconvenience. The development will impact on the countryside and views, e.g. the view of Rhuddlan castle over Bodelwyddan Castle. Views around the church will be spoilt with careful planning. Can existing and new development in Bodelwyddan be enhanced by more car free pedestrian and cycle paths?</p>	<p>Please see response to 3133, page 32 In addition: The ability of the existing network, including the A55, to accommodate the new development has been fully assessed as part of the Transport Assessment and is shown to be adequate providing some localised improvements are made, such as the introduction of new traffic signals on Sarn Lane. The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. Natural Resources Wales require that any discharge of surface water from the site should be at current greenfield runoff rates. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application. The Development Brief requires the submission of a 'Construction Plan' to be submitted with any planning application, and this would cover issues such as hours of work, noise, dust and disturbance during construction. The Development Brief requires development proposals to maximise the opportunities for walking and cycling within the site and for existing public rights of way to be protected. The Brief will be amended to emphasise the need for effective links to off-site routes to facilitate access to and from surrounding settlements.</p>	<p>Change proposed: Paragraph 6.27 add the following text: <i>Wherever possible, the development should provide effective links to existing off-site cycle and pedestrian routes in the area to facilitate access to and from surrounding settlements by means other than the car.</i></p>
<p>3193 Mr Hugh Lloyd</p>	<p>In summary, it is important to ensure that the site traffic does not impede on hospital traffic or cause queues in the village. There is no need for business or industrial units as there are Business parks in close proximity. Protect the church with a green belt.</p>	<p>Please see response to 3133, page 32 A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. On-going liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times.</p>	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
<p>1155 Diane Clarke Network Rail</p>	<p>In summary, Network Rail has the following comments to make: The site is not adjacent to the operational railway, but the consultation paper does mention that Rhyl Railway Station, “Can be reached” within 15 minutes, is this referring to walking or via vehicle commute?</p> <p>Consideration should be given to the potential for increased numbers of future residents of the site (totalling 1715 dwellings plus 26 ha of employment land) commuting to Rhyl Railway Station via car, and how car parking facilities at the station might accommodate the extra vehicles as space is limited around the station. Rhyl does have a bus station interchange.</p> <p>We would draw the council’s attention to the proximity of Abergele and Pensarn Railway Station which appears to be on a more direct route via the A55 and to Prestatyn Railway Station as destinations with car parking facilities.</p> <p>Consideration should be given to developer contributions towards improvements at the stations, i.e. improved pedestrian access or additional security as a result of the potential for increased footfall at Abergele and also Rhyl station or to fund increased parking facilities.</p>	<p>To clarify, the reference to accessing Rhyl railway station within 15 minutes refers to vehicle commute. In practice, it is difficult to assess how much additional parking demand would be placed on these stations especially from a development sited several miles away. It would, therefore, be difficult to impose a condition on the developer to fund improvements at these stations. However, this is why it is important to make sure that the right improvements are made within the more immediate vicinity of the new development and to ensure the developer contributes towards these.</p>	
<p>3204 Mr David Hunter</p>	<p>In summary, no further industrial units are required. Protect the village conservation area and the church by abolishing the plan. Ronaldsway already links Kinmel Bay and the surrounding area to the A55, parking and HGVs using this route is now a major problem. Any increase in traffic will cause serious road congestion. Any construction traffic will affect traffic and noise to residents.</p>	<p>Please see response to 3133, page 32</p> <p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. On-going liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times. It is proposed that Junction 26 of the A55 will be used as the construction access.</p>	

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
3205 Mr G Millward	<p>In Summary, Ronaldsway barely copes with the amount of traffic using it at the moment. Traffic calming measures and a pedestrian crossing show that there are currently problems.</p> <p>Present speed limits are too high and ignored by many drivers. The 30 MPH speed limit should continue to Borth crossroads. Large vehicles also ignore the weight restrictions. This road is not suitable as an access road to the site. When the development is finished, traffic on this route will probably treble. It seems that problems will be similar by the hospital, where hospital traffic will be harassed by the extra traffic.</p>	<p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic.</p> <p>Speed limits are outside the remit of the new development brief. Speeding should be reported to the Police. Speed limits have to be set relative to the character of a road especially the amount of frontage development along a road. The road from the existing speed limit signs to Borth Crossroads is rural in nature and not appropriate for a 30 mph restriction. The traffic calming on Ronaldsway was introduced to try and reduce speeds along this road. Full width road humps could not be used because it is an existing bus route (bus operators oppose full width road humps).</p>	
3178 Mr Donald Williams	<p>In summary, Sarn Road is an emergency route to the hospital, therefore construction traffic should not be allowed to use it. Construction traffic should also not pass the Marble Church.</p> <p>The school should be built where it is shown on the plan and should be single storey.</p> <p>Industrial units should not be built next to Marble Church as it is a major tourist attraction.</p> <p>Strict consultation and finance from the construction companies and the council to put a plan in place to protect the village conservation area and church.</p> <p>There should be at least a 30 metre area between the existing bungalows at Marble Church Grove and the start of any new construction.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: The new development will not be accessed by traffic from St Maragret's Church access road, either during the construction phase or once the development is complete. Access to the site for construction traffic will be via Junction 26 of the A55. The development brief will be amended to clarify this.</p>	<p>Changes proposed: Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>

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3139 Ms Lynne Day	<p>In summary, searches carried out on my recently purchased property revealed that the property is at risk of flooding. I am concerned that if the "water table" is disrupted and the new homes are built without proper forward planning, there may be a risk of flooding from Bodelwyddan to the sea.</p> <p>What would happen if the hospital flooded?</p>	<p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p>	
3199 M C Price	<p>In summary, the access road could be hinderous to ambulances and the public right of way to Glan Clwyd which is very important.</p> <p>There is no mention of a doctors' surgery to serve the increase in population.</p> <p>Residents need to be protected from noise pollution and over development of our green spaces.</p> <p>There are enough industrial units in the area.</p> <p>Local residents and the beauty of the area should be considered at all costs.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition:</p> <p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. On-going liaison with Welsh Ambulance Service Trust will be required to ensure access to the hospital for emergency vehicles at all times.</p> <p>The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). Developer can be required to provide physical infrastructure but decision to locate services in the area will lie with individual practice managers and GPs etc.</p>	
3134 Mr Mark Durkin	<p>In summary, the access road would require careful consideration and thought as traffic is very busy to and from the hospital.</p> <p>A through road sited near to the Marble Church would be inappropriate as the church is a very popular tourist attraction.</p> <p>The site would double the size of Bodelwyddan.</p> <p>Concerns raised about employment for new residents.</p>	<p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. The new development will not be accessed by traffic from the Marble Church access road, either during the construction phase or when development is complete. The proposed development is for a mixture of uses, including employment uses, which will provide opportunities for existing and new residents.</p>	<p>Changes proposed:</p> <p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan</i></p>

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			<i>will be required to show which routes construction traffic is to use to travel to and from the development.</i>
3140 Mr Simon Parker	<p>In summary, the following points should be included in the conditions of any planning permission being granted by the Council.</p> <p>I am concerned about the increased flow of traffic on Sarn Lane and through the village of Bodelwyddan. I feel it is imperative that the spine link road through the site from Sarn Lane to Junction 26 is one of the first aspects of the site to be completed, this should be a tarmac road, not a temporary road. This should be a free flowing link road. This would also negate the need for construction traffic to travel through the village.</p> <p>My second request is that the boundaries of the agreed development site are planted and landscaped at the earliest possible opportunity, this would ensure that they are sufficiently established to minimise the negative visual impact of the development from recreational and residential areas; in particular the footpaths around the Marble church and Sarn Lane and the popular and much used cycle route from Sarn Lane to the St Asaph business park along Nant Y Faenol road. The added advantage of this would be to the wildlife and biodiversity of the area,</p>	<p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance and be agreed with the Highway Authority. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. Access to the site for construction traffic will be via Junction 26 of the A55. The development brief will be amended to clarify this.</p> <p>Reference to the need to landscape the NE and A55 boundaries will be added to the end of paragraph 7.3 as follows: Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. Any landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</p> <p>The majority of the site lies outside the identified flood zones, with the exception of 1.1ha to the northern edge of</p>	<p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p> <p>Change proposed: Amend Figure 3 to illustrate additional areas of planting/landscaping Add the following text to the end of paragraph 7.3 as follows: <i>Wider landscape impacts to the north east and A55 boundary of the site should be mitigated by the appropriate use of materials, design and landscaping. The Council would expect initial planting in</i></p>

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	<p>especially if the green barriers were used to link the existing woods, ponds and hedgerows around and in the development site. I also have grave concerns about the drainage and sewerage of such a large development on an area which is currently prone to a very high water table. A lot of ditches in the area are permanently full of water which has run off the fields.</p>	<p>the site. The Council's Strategic Flood Consequence Assessment concludes that there is no significant flood risk to the site. Natural Resources Wales require that any discharge of surface water from the site should be at current greenfield runoff rates. A Flood Consequence Assessment and Drainage Strategy will be required as part of any planning application.</p>	<p><i>these areas to be undertaken prior to any development commencing. Any other landscape planting should be undertaken as soon as practicably possible in the earliest planting season of the development process.</i></p>
<p>3160 Mr Andrew Nicol</p>	<p>In summary, the site access roads will aggravate an already congested area around Glan Clwyd Hospital. It is unacceptable that: There has been no adequate opportunity for hospital staff to voice their concerns. Patients and visitors are similarly disenfranchised. Big problems will quickly make themselves apparent.</p> <p>Although there will be no avoiding dust, mud and delays to residents of Marble Church Grove Bungalows, noise nuisance should be mitigated. Large quantities of earth should not be allowed to be moved towards the rear and sides of existing properties - as happened with Lowther Court.</p>	<p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. Consultation on the development brief was widely publicised using local papers and media. It is considered that sufficient publicity and time was allowed for those wishing to engage to do so. The Health Impact Assessment workshop drew in many health professionals who have had significant input into the final brief. The Development Brief requires the submission of a 'Construction Plan' to be submitted with any planning application, and this would cover issues such as hours of work, noise, dust and disturbance during construction, together with temporary storage of earth and materials.</p>	
<p>3192 Mr William Jones</p>	<p>In summary, the site access roads will cause chaos. What about our school? More industrial and business units are not needed as the Hotpoint site is empty. Marble Church Bungalows must be protected from traffic. The main road through the village is dangerous. If a doctors surgery is built will the village people be given priority to join. Will more houses affect the already poor bin collections.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). These would be available to both existing and new residents. The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc.</p>	

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3206 Mr Keith Riley	<p>In summary, there are already problems at the hospital with parking, which will get worse with the extra housing. The extra traffic on Sarn Lane will cause problems. No additional units are required, there are existing units and the Hotpoint site is currently empty. Ronaldsway is already a rat run as a short cut to the A55, it will become very noisy and congested with the extra traffic. We do not need anymore houses in the village, the only benefit will be council tax. You have not consulted Glan Clwyd Hospital.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: With regard to the concern raised about Ronaldsway, this matter is outside the remit of the Development Brief. Traffic calming was installed to try to reduce speeds and reduce rat-running. Full width road humps could not be used because it is an existing bus route. Consultation on the development brief was widely publicised using local papers and media. It is considered that sufficient publicity and time was allowed for those wishing to engage to do so. The Health Impact Assessment workshop drew in many health professionals who have had significant input into the final brief.</p>	
3164 Julie Slater	<p>In summary, there are parking issues on Ronaldsway which need addressing, parking here means that cars have to drive on the pavement. In addition, if there is an accident on the Abergele Straits traffic is diverted through Ronaldsway, this cause problems for people living on this road, the stress this road is causing me is making me consider leaving Bodelwyddan. Development will make these issues worse. I also feel that Ysbyty Glan Clwyd will be unable to cope as it is already overstretched.</p>	<p>A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. With regard to the concern raised about Ronaldsway, this matter is outside the remit of the Development Brief. Diversion of traffic due to an accident is an infrequent event and it is inevitable that alternative routes have to be used in emergency situations. A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between DCC and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd.</p>	

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3186 Mr Kenneth Gregory	<p>In summary, there should be no construction traffic in the village. The new school should be a private site, away from private dwellings and the church.</p> <p>The industrial and business units should be built along or by the A55.</p> <p>Protect the village by keeping out of it.</p> <p>Protected Marble Church Grove bungalows with a distance to keep them private.</p> <p>Business units are not required.</p> <p>You cannot grow food on fields after they have been cemented over.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition:</p> <p>Access to the site for construction traffic will be via Junction 26 of the A55. The development brief will be amended to clarify this. The new development will not be accessed by traffic from St Margaret's Church access road, either during the construction phase or when development is complete.</p>	<p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
3157 Mrs S Ellison	<p>In summary, this site is like another village, and Bodelwyddan will be split like when Parc Castell was built. The hospital is presently unable to cope, car parking is an issue. The road is dangerous and will get worse with the plan. We understand we need more housing, but this site is too big and no one listens.</p>	<p>The principle and extent of the Bodelwyddan Key Strategic Site has been established through the Denbighshire Local Development Plan (adopted June 2013). The LDP process included extensive consultation over several years and culminated in public examination by the Planning Inspectorate. The allocation of this site provides an opportunity to create a well-planned, sustainable community which makes provision for the acknowledged development needs. The Development Brief provides further guidance to help to ensure this is achieved. A full transport assessment has been undertaken to assess the impact of traffic generated by the development on the existing network. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic.</p>	

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3149 Mr J Jones	<p>In summary, we have the following concerns:</p> <p>The access to the site for site traffic must only be from the A55, the access road must be tarmac to reduce noise and dust. There must be no site traffic through the village or disrupting traffic and ambulances to the hospital.</p> <p>The plan looks to site the industrial units well, however the further away they are from the Marble Church the better. A screen of trees between the units and the church would be a good idea.</p> <p>The access road to the church must for access to the church only. It would be a good idea for it to be an area of outstanding beauty.</p> <p>There should be a 90 feet buffer zone to the Marble Church Grove bungalows. This development will reduce the value of the properties.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: Access to the site for construction traffic will be via Junction 26 of the A55. The development brief will be amended to clarify this. The new development will not be accessed by traffic from the Marble Church access road, either during the construction phase or when development is complete.</p>	<p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
3198 D Bennett	<p>In summary, we oppose to any type of commercial traffic anywhere near the main road to the hospital or private properties.</p> <p>The bungalows in Marble Church Grove need to be protected by keeping the boundary to the school at least 100m away.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition: Access to the site for construction traffic will be via Junction 26 of the A55.</p>	<p>Paragraph 6.29 add the following text: <i>There will be no vehicular access (either during the construction phase or once the development complete) to the development site via St Margaret's Church access road. Access to the site for construction traffic should be via Junction 26 of the A55 and not from Sarn Lane or Nant y Faenol Road. A construction traffic management plan will be required to show which routes construction traffic is to use to travel to and from the development.</i></p>
3138 Mrs A Sheldon	<p>My main concerns are regarding Marble Church Grove bungalows. There must be sufficient clearance at the back of our gardens before any building - at no excessive height. I accept the site of the new school.</p> <p>Please do not jeopardise the site of the beautiful church.</p>	<p>The final location of the school and detailed site layout will be determined at the planning application stage however, the Development Brief will be amended to indicate a buffer between Marble Church Grove and the school buildings.</p> <p>The importance of the conservation area and St. Margaret's Church is emphasised in paragraph 4.19, and in paragraph 5.3.</p>	<p>The illustrative masterplan (figure 3) will be amended to indicate a buffer between Marble Church Grove and the school buildings.</p>

Rep Number & Respondent	Summary of Comments	Proposed Council Response	Suggested Changes
		LDP Policy RD1: Sustainable development and good standard design which requires assessment of design, siting, scale and amenity impact would ensure that detailed siting and layout of development can be fully assessed at the planning application stage.	
3151 Chris Morgan Sage & Co Business Advisors Ltd	<p>On behalf of the St Asaph Business Park Forum we would like to make the following comments: We feel it would be preferential to continue to develop the existing St Asaph Business Park, there are 50 acres available and a further 38 of potential expansion land. There is also in excess of 106,000 sq ft of existing space currently available. There is no clear evidence of demand.</p> <p>We would welcome strong cycle and pedestrian links between the proposal and St Asaph Business Park, which would also benefit the local centre.</p> <p>We do not agree with the approach to amend the original provision of a link road between J26 and Sarn Road and onwards to Rhodfa Ronald.</p> <p>We also have concerns over the use of junction 26 of the A55 as the main construction access to the site. As the main "gateway" to the St Asaph Business Park it would be detrimental to have construction vehicles using the junction both from a safety perspective and because of dust and mud, although we appreciate that it is not wanted in the village. As a minimum the developer would be made to build a tarmac road and make sure that vehicles leave the site clean.</p>	<p>The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people.</p> <p>Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely. The allocation of land for employment development at Bodelwyddan is in addition to land allocated at St Asaph Business Park. Due to restrictions on the Business Park site to office and business uses only, employment land at Bodelwyddan KSS may supplement the existing offer and attract new businesses to the area.</p> <p>Agreed. It is proposed to provide a footpath/cycle path between the new development and the Business Park.</p> <p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It is proposed that Junction 26 will be used for construction access. A construction traffic management plan will be produced which will show which routes construction traffic should use to travel to and from the new development. It is in the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. It is agreed that providing at least a base tarmac layer will minimise the</p>	

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	<p>They should also provide a daily cleaning of all junction roads.</p> <p>Could we request that control measures are in place to minimise disruption before development takes place.</p>	<p>amount of dust and mud carried on to the surrounding road network The highway authority will normally require the use of 'wheel washes' for such a large site.</p>	
<p>3150 Mr Mark Evans St Asaph Business Park Forum</p>	<p>On behalf of the St Asaph Business Park Forum we would like to make the following comments: We feel it would be preferential to continue to develop the existing St Asaph Business Park, there are 50 acres available and a further 38 of potential expansion land. There is also in excess of 106,000 sq ft of existing space currently available. There is no clear evidence of demand.</p> <p>We would welcome strong cycle and pedestrian links between the proposal and St Asaph Business Park, which would also benefit the local centre.</p> <p>We do not agree with the approach to amend the original provision of a link road between J26 and Sarn Road and onwards to Rhodfa Ronald.</p> <p>We also have concerns over the use of junction 26 of the A55 as the main construction access to the site. As the main "gateway" to the St Asaph Business Park it would be detrimental to have construction vehicles using the junction both from a safety perspective and because of dust and mud, although we appreciate that it is not wanted in the village. As a minimum the developer would be made to build a tarmac road and make sure that vehicles leave the site clean.</p> <p>They should also provide a daily cleaning of all junction roads.</p>	<p>The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people.</p> <p>Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely. The allocation of land for employment development at Bodelwyddan is in addition to land allocated at St Asaph Business Park. Due to restrictions on the Business Park site to office and business uses only, employment land at Bodelwyddan KSS may supplement the existing offer and attract new businesses to the area.</p> <p>Agreed. It is proposed to provide a footpath/cycle path between the new development and the Business Park.</p> <p>The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane.</p> <p>It is proposed that Junction 26 will be used for construction access. A construction traffic management plan will be produced which will show which routes construction traffic should use to travel to and from the new development. It is in the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. It is agreed that providing at least a base tarmac layer will minimise the amount of dust and mud carried on to the surrounding road network The highway authority will normally require the</p>	

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	Could we request that control measures are in place to minimise disruption before development takes place.	use of 'wheel washes' for such a large site.	
3135 Mr Michael Roberts	Garthus. Dithethu tir amaethyddoyl er mwyn codi tai gymaint o dai. Mae hyn yn difetha tir na chaith byth ei ail dyfu nid yw Duw yn gwneyd rhagor o dir, efallai nad oes ffermwyr ar gyngor Sir Ddinbych beth yw'r gwahanieth rhwng y tir yma a Cefmeiriadog!	Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.	
3136 Mattie Roberts	Garthus. Dithethu tir amaethyddoyl er mwyn codi tai gymaint o dai. Mae hyn yn difetha tir na chaith byth ei ail dyfu nid yw Duw yn gwneyd rhagor o dir, efallai nad oes ffermwyr ar gyngor Sir Ddinbych beth yw'r gwahanieth rhwng y tir yma a Cefmeiriadog!	Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.	
3202 M L Hughes	Os na fydd y ffordd newydd yn cael ei gwneud o flaen llaw, bydd llwch yn amharu ar yr ardal leol, yn enwedig pan fydd yn wlyb.	Mae er budd datblygwyr a chontractwyr bod unrhyw ffyrdd cludo adeiladu yn addas at y diben ac yn gallu cario'r traffig y cawsant eu bwriadu ar ei gyfer. Fel arfer byddai'r awdurdod priffyrdd yn ei gwneud yn ofynnol i ddefnyddio offer 'golchi olwynion' ar gyfer safle mor fawr i leihau faint o fwd a llwch a gaiff ei gario ar y rhwydwaith ffyrdd cyfagos.	

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3214 Mr Dewi Price	Yr wyf yn gwrthwynebu l'r uchod oherwydd - Meddyliwch am fath drafferth l gleifion ac ymwelwyr gyrraedd Ysbyty Glan Clwyd trwy'r fath llanast. Llawer wedi darffeillio o bellteroedd a dim angen y ychwanegol pwysa diangen yn eu gwendid a'l pryder.	Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhrychir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.	
3145 Cyngor Tref Rhuddlan/Rhuddlan Town Council	Rhuddlan Town Council have discussed the draft SPG and wish to make the following observation: The developers adhere to original commitments regarding the spine road and medical centre.	The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It will also provide an alternative route between Ysbyty Glan Clwyd and the A55 which is likely to be attractive to traffic travelling to and from the east. The detailed design and layout of this road would be considered at the planning application stage and must conform to national guidance and be agreed with the Highway Authority. The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc.	

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3191 Noelle Jones	<p>Site access</p> <p>Roads are unnecessary.</p> <p>How will a new school affect the existing school?</p> <p>What about the Hotpoint site.</p> <p>We need to protect the village conservation area and Marble Church Grove for the future.</p> <p>Marble Church Grove bungalows need to be protected from unnecessary traffic.</p> <p>How will the hospital cope with the influx of residents.</p> <p>There is no mention of a doctors surgery.</p> <p>The village square is nothing but a fast food outlet and an accident waiting to happen.</p>	<p>Please see response to representation 3133, page 32</p> <p>In addition:</p> <p>The new school would be in addition to Ysgol y Faenol and both schools will be needed to meet the needs of the population of Bodelwyddan going forward. The development brief makes reference to this (para 6.11) and the need for interim improvements at Ysgol y Faenol to accommodate new pupils prior to construction of the new school.</p> <p>A Health Impact Assessment of the development brief was carried out and representatives from Betsi Cadwaladr University Health Board attended. There will be on-going liaison between DCC and BCUHB regarding secondary care provision at Ysbyty Glan Clwyd.</p> <p>The development brief includes reference to the need for the local centre to include health facilities such as doctors and dental practices (para 6.10). The developer can be required to provide physical infrastructure but the decision to locate services in the area will lie with individual practice managers and GPs etc.</p>	
3158 Rev David Roberts	<p>The field immediately to the East of the present eastern boundary of St Margaret's Parish Church contains land delineated by a fence which belongs to the church and which is designated essentially for a churchyard extension. Please ensure that there will be a substantial buffer zone (e.g. 30 metres) between the boundary of this land and any feature of the proposed LDP.</p>	<p>It is proposed to amend the illustrative masterplan (figure 3) to ensure reference to the churchyard extension, together with additional text added to paragraph 4.19.</p>	<p>Amend figure 3 to ensure reference to the churchyard extension and landscape buffer, and add the following sentence to paragraph 4.19 bullet point 4:</p> <p><i>Land to the immediate east of St . Margaret's Church is proposed to be used for a church yard extension. It is important sufficient space and separation distances are in place for development proposed in this vicinity in order to ensure enough room is left for the churchyard extension and also to preserve the setting of St.Margaret's Church</i></p>

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3152 Mr Stuart Irvine OpTIC	The plan to use junction 26 of the A55 for access will have a detrimental impact on the St Asaph Business Park with considerable amount of construction traffic depositing mud at the interchange for the Business Park. This is a high tech business park which is important for the economic regeneration of the region. The negative impact on businesses currently locate on the business park and on prospective businesses which we are seeking to attract here is unacceptable and alternative access must be found to the site.	The Development Brief requires a link road through the site, with access via Junction 26 of the A55 and Sarn Lane, in order to permeate the new development and provide good access to and from both the A55 and Sarn Lane. It is proposed that Junction 26 will be used for construction access. A construction traffic management plan will be produced which will show which routes construction traffic should use to travel to and from the new development. It is in the interest of developers and contractors that any construction haul roads are fit for purpose and able to carry the traffic for which they are intended. It is agreed that providing at least a base tarmac layer will minimise the amount of dust and mud carried on to the surrounding road network The highway authority will normally require the use of 'wheel washes' for such a large site.	
3114 Mr Ken Moore	The recent communication letter shows an incorrect plan of the site for the development. The area marked out on the aerial maps includes a piece of land which belongs to St Margaret's Church which is designated for extension to the burial ground. This view also does not relate to the plans deposited in St Asaph Library.	It is proposed to amend the illustrative masterplan (figure 3) to ensure reference to the churchyard extension, together with additional text added to paragraph 4.19.	Amend figure 3 to ensure reference to the churchyard extension and landscape buffer, and add the following sentence to paragraph 4.19 bullet point 4: <i>Land to the immediate east of St . Margaret's Church is proposed to be used for a church yard extension. It is important sufficient space and separation distances are in place for development proposed in this vicinity in order to ensure enough room is left for the churchyard extension and also to preserve the setting of St.Margaret's Church</i>
3137 Chris Thompson	The same clean air regulations must apply to the employment site as does with St Asaph Business Park. The developers have claimed that this is a DCC issue, therefore the Planning Committee must ensure that this is in place. As more houses are built it is even more important to ensure that the SCIBU is kept at Glan Clwyd Hospital.	There are no specific air quality regulations relating to St Asaph Business Park. Individual companies would have to comply with statutory emission regulations depending on what is produced, these regulations would equally apply to the employment site at Bodelwyddan. It was announced in May 2014 that specialist neonatal intensive care in north Wales is to be based at Ysbyty Glan Clwyd	

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975 Mrs Susan Buckley	<p>The site access roads are a great cause for concern. There is a build-up of traffic on the Rhuddlan road off the roundabout, heading towards the church and hospital. Roads used for access must be properly maintained. They must be tarmac, not gravel etc, they should not infringe on the everyday life of residents. The school should not be situated in a position where there is already a problem with parking.</p>	<p>A full transport assessment has been undertaken to assess the impact of the traffic generated by the development on the existing network, including Sarn Lane; the A525 junction with Sarn Lane and the hospital accesses. This shows that with the addition of a new set of traffic lights on Sarn Lane, the network will be able to accommodate the increase in traffic. The final location of new school and the timing of construction has yet to be determined but brief indicates an area to the rear of Marble Church Grove (figure 3). This location is considered suitable as it would provide a central focal point for Bodelwyddan and assist in integration of the existing and new communities.</p>	
3167 Ms Mari Thomas	<p>Gwrth wynebaf yr uchod ar sail y cynnydd mewn traffig a'c effaith ar yr amgylchedd yn y pentref. Nid wyf yr argyhoeddidig mai tai ar gyfer pobl leol fydd main. Cefais fy magu yn y pentref ac mae fy rhieni dal i fy fyw yno. Byddai'n drist weld y pentref yn un 'urban sprawl' fel y dywedir yn saloneg.</p>	<p>Cafodd egwyddor a maint Safle Allweddol Strategol Bodelwyddan ei benderfynu drwy Gynllun Datblygu Lleol Sir Ddinbych (a dderbyniwyd Mehefin 2013). Roedd y broses CDLI yn cynnwys sawl blwyddyn o ymgynghori helaeth a daeth i ben drwy archwiliad cyhoeddus gan yr Arolygiaeth Gynllunio. Drwy neilltuo'r safle hwn, bydd yn gyfle i greu cymuned gynaliadwy sydd yn darparu ar gyfer anghenion cydnabyddedig y datblygiad.</p> <p>Mae'r Briff Datblygu yn rhoi arweiniad pellach i helpu i sicrhau bod hyn yn cael ei gyflawni.</p>	

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3180 Mrs Gladys Lloyd	<p>Pam mae cael ychwaneg o unedau diwydiannol ac unedau busnes? Mae mwy na digon yn Parc Busnes Llanelwy ac mae rhai yn wag.</p> <p>Pa effaith bydd y safle newydd yn gael y traffig drwy'r pentref a heibio ein cartref yn Ronaldsway? Mae'r traffig yn drwm iawn rwan.</p>	<p>Mae'r CDLI yn dyrannu safle ar gyfer cymysgedd o ddefnyddiau, gan gynnwys cyflogaeth, gyda'r nod o gyflawni datblygiad cynaliadwy a darparu cyfleoedd cyflogaeth i bobl leol.</p> <p>Mae astudiaethau a wnaed ar ran y Cyngor yn dod i'r casgliad mai coridor yr A55 yw'r ardal lle mae'r galw mwyaf am ddefnydd cyflogaeth, y brif ardal twf yn y Sir a'r unig ardal lle ystyrir bod datblygiad hapfasnachol yn debygol.</p> <p>Mae Adolygiad Tir Cyflogaeth Sir Ddinbych 2014 yn dangos bod tua 4.7ha o swyddfeydd ac unedau busnes naill ai yn cael eu hysbysebu ar hap neu ar gael ar hyn o bryd ar y farchnad ym Mharc Busnes Llanelwy. Oherwydd cyfyngiadau ar safle'r Parc Busnes i swyddfeydd a busnesau bach yn unig, gall tir cyflogaeth Safle Strategol Allweddol Bodolwyddan ychwanegu at y cynnig presennol a denu busnesau newydd i'r ardal.</p> <p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.</p>	
3215 Mr Alan Thomas	<p>Yn gwrthwynebu'r uchod oherwydd ffordd ganolog drwy'r safle cyn dechrau'r datblygiad mae ganddai gysylltiadau teuluol gyda'r pentref</p>	<p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.</p>	

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3137 Chris Thompson	<p>Vehicular access - no through road past the church.</p> <p>Why do we need a new school? How will this affect the present school? There should be no industrial units, St Asaph Business Park is not full. However, any new units must adhere to the same clean air regulations as the Business Park.</p> <p>The church and surrounding area must be protected.</p>	<p>The building of 1,700 houses over a period of time is likely to lead to an increase in primary school age pupils of 412 by 2031. The current school Ysgol y Faenol is operating at capacity and a new school will be required to meet the needs of the additional numbers of school children who will live in Bodelwyddan by 2031.</p> <p>The new school would be in addition to Ysgol y Faenol and both schools will be needed to meet the needs of the population of Bodelwyddan going forward. The development brief makes reference to this (para 6.11) and the need for interim improvements at Ysgol y Faenol to accommodate new pupils prior to construction of the new school.</p> <p>The LDP allocates the site for a mixture of uses, including employment, with the aim of achieving a sustainable development and providing employment opportunities for local people. Studies undertaken on behalf of the Council conclude that the A55 corridor is the area of greatest demand for employment uses, the main growth area in the County and the only area where speculative development was considered likely.</p> <p>There are no specific air quality regulations relating to St Asaph Business Park. Individual companies would have to comply with statutory emission regulations depending on what is produced, these regulations would equally apply to the employment site at Bodelwyddan.</p> <p>The development brief emphasises the importance of the conservation area and St. Margaret's Church in paragraph 4.19, and in paragraph 5.3. It is proposed to amend paragraph 6.2 to highlight design requirements aiming to preserve the setting of St Margaret's Church.</p>	<p>Change proposed: Add the following text to paragraph 6.2:</p> <p><i>In particular, business units towards the western A55 frontage in closer proximity to the Marble Church should ensure an appropriate separation distance, respectful building scale, a sensitive design approach, high quality landscaping, and sympathetic external construction materials are used in order to preserve the setting of the listed building.</i></p>
3159 Unknown	We do not need all this development in Bodelwyddan.	The principle and extent of the Bodelwyddan Key Strategic Site has been established through the Denbighshire Local Development Plan (adopted June 2013). The LDP process included extensive consultation over several years and	

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		<p>culminated in public examination by the Planning Inspectorate. The allocation of this site provides an opportunity to create a well-planned, sustainable community which makes provision for the acknowledged development needs.</p>	
<p>3194 Buddug Cole</p>	<p>YN GRYNO, RWY'N GWRTHWYNEBU I'R DATBLYGIAD HWN OHERWYDD Y BAICH Y BYDD YN EI ROI AR Y PENTREF A'I DRIGOLION. MAE'R DINISTR O AMGYLCH YR EGLWYS FARMOR YN FY NIGALONNI. RWY'N BRYDERUS AM BROBLEMAU TRAFFIG O AMGYLCH YR UNED GANSER YN YSBYTY GLAN CLWYD. A OES UNRHYW GYNLLUNIAU I YMADRIN A'R DRAFNIDIAETH YCHWANEGOL AR YR A55 O GANLYNIAD I'R DATBLYGIAD, GAN FOD PROBLEMAU EISOES GYDA THRAFFIG AR YR A55. BYDD Y DRAFNIDIAETH YCHWANEGOL YN ACHOSI TAGFEYDD, DAMWEINIAU AC OEDI I AMBIWLANSYS WRTH IDDYNT GEISIO CYRRAEDD YR YSBYTY. SUT BYDD ADEILADU AR DIR GLAS YN EFFEITHIO AR AMAETHYDDIAETH LLEOL? PWYSAF ARNOCH I WRTHOD Y CAIS HUNLLEFUS HWN.</p>	<p>Cafodd egwyddor a maint Safle Allweddol Strategol Bodelwyddan ei benderfynu drwy Gynllun Datblygu Lleol Sir Ddinbych (a dderbyniwyd Mehefin 2013). Roedd y broses CDLI yn cynnwys sawl blwyddyn o ymgynghori helaeth a daeth i ben drwy archwiliad cyhoeddus gan yr Arolygiaeth Gynllunio. Drwy neilltuo'r safle hwn, bydd yn gyfle i greu cymuned gynaliadwy sydd yn darparu ar gyfer anghenion cydnabyddedig y datblygiad.</p> <p>Paragraph7: Mae'r Briff Datblygu yn rhoi arweiniad pellach i helpu i sicrhau bod hyn yn cael ei gyflawni. Mae pwysigrwydd yr ardal gadwraeth ac Eglwys St Margaret yn cael ei bwysleisio ym mharagraff 4.19, ac ym mharagraff 5.3.</p> <p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig. Mae gallu'r A55 hefyd wedi ei asesu fel rhan o'r Asesiad Cludiant, ac mae hyn wedi cynnwys deialog sylweddol gyda Llywodraeth Cymru sy'n Awdurdod Priffyrdd ar gyfer yr A55. Mae asesiadau wedi dangos bod gan yr A55 ddigon o gapasiti.</p>	

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3217 Glynwen Price	<p>Yr wyf yn gwrthwynebu i'r safle oherwydd yr holl drafferthion ar faich mae'r Cynllun Datblygu Lleol ar Safle Allweddol yn mynd i roi ar y pentref ai' drigolion.</p> <p>Mae meddwl am y fath ddinistr o gwmpas yr Eglwys Farmor yn fy nhristau</p> <p>Mae meddwl am draffig direolaeth o gwmpas yr ysbyty yn fy nychryn</p>	<p>Cafodd egwyddor a maint Safle Allweddol Strategol Bodelwyddan ei benderfynu drwy Gynllun Datblygu Lleol Sir Ddinbych (a dderbyniwyd Mehefin 2013). Roedd y broses CDLI yn cynnwys sawl blwyddyn o ymgynghori helaeth a daeth i ben drwy archwiliad cyhoeddus gan yr Arolygiaeth Gynllunio. Drwy neilltuo'r safle hwn, bydd yn gyfle i greu cymuned gynaliadwy sydd yn darparu ar gyfer anghenion cydnabyddedig y datblygiad.</p> <p>Paragraph7: Mae'r Briff Datblygu yn rhoi arweiniad pellach i helpu i sicrhau bod hyn yn cael ei gyflawni. Mae pwysigrwydd yr ardal gadwraeth ac Eglwys St Margaret yn cael ei bwysleisio ym mharagraff 4.19, ac ym mharagraff 5.3.</p> <p>Mae asesiad trafndiaeth llawn wedi ei wneud i asesu effaith y traffig a gynhyrchir gan y datblygiad ar y rhwydwaith presennol, gan gynnwys Sarn Lane; cyffordd A525 gyda Sarn Lane a'r mynedfeydd i'r ysbyty. Mae hyn yn dangos, gan ychwanegu set newydd o oleuadau traffig ar Sarn Lane, y bydd y rhwydwaith yn gallu ymdopi â'r cynnydd yn y traffig.</p>	