

Draft Site Development Brief: Brookhouse sites, Denbigh

Main Document



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1. Introduction

1.1 This site development brief is one of a series of Supplementary Planning Guidance (SPG) notes amplifying Denbighshire Local Development Plan 2006 – 2021 (LDP). SPGs are based on policies or individual site allocations and aim to guide the process, design and quality of new development. These notes are intended to offer detailed guidance to assist the public, Members of the Council, developers and Officers in discussions prior to the submission of and, subsequently, in the determination of planning applications.

2. Document Status and Stages in Preparation

2.1 This site development brief was formally approved for public consultation by Denbighshire County Council's Planning Committee on XXXX.

2.2 The Council's SPG documents are not part of the adopted local development plan. The Welsh Government has confirmed that following public consultation and subsequent Local Planning Authority (LPA) approval, SPGs can be treated as a material planning consideration. Following approval, LPAs, Planning Inspectors and the Welsh Government can consider the document when determining planning applications and appeals.

2.3 This document has been prepared in accordance with Planning Policy Wales (Edition 7), Welsh Government guidance documents and advice received from statutory bodies and Welsh Water.

3. Site Location and Description

3.1 Denbigh is a market town located centrally in the administrative boundary of Denbighshire. It is located about 7km to the south of the A55 trunk road, a principle transport corridor in North Wales. It is linked by a dual carriageway section of the A525 which provides access to Ruthin, roughly 10km to the south. (see Figure 1). According to the 2011 census, there are approximately 8000 people living in Denbigh. The town is a lower growth town in the Denbighshire LDP settlement hierarchy for the purpose of allocating housing over the lifetime of the Plan. Following the LDP examination in public process and subsequent Council adoption of the LDP, the sites have been allocated for housing development.

3.2 For ease of reference, figure 1 labels 'Land between old and new Ruthin Road' as site 1, and 'Land off Eglwys Wen' as site 2. This is how the sites will be referred to throughout the document. Sites 1 & 2 are located to the south east boundary of Denbigh, and are bounded by Whitchurch Road to the north and the A525 to the south. Old Ruthin Road intersects both sites centrally. Site 1 is relatively flat. Site 2 gently slopes down from west to east. Both sites currently consist of agricultural grazing land bounded by hedgerow.

3.3 Further north of the sites is a grade I listed building St Marcella Church. This listed building includes associated grade II listed Lychgate & churchyard walls and the Chest Tomb of Twm O'r Nant. South east of the sites are Brookhouse Mill and Brookhouse Farm, which is a grade II listed building. Directly to the south of the site are the Brookhouse Cottages. Both allocated housing sites total an area of approximately 5 hectares.

3.4 Old Ruthin Road provides access to the Brookhouse Mill, Brookhouse Farm, a Chapel and a number of houses on Karen Court and Llys Catrin. There are frequent bus services near the site on Whitchurch Road and Old Ruthin Road. These nearby bus services offer access to Wrexham, Llangollen, Corwen, Ruthin, and Llangwyfan

3.5 Both sites occupy a visibly prominent location when entering the town from the south east. The site is particularly visible from the A525, Whitchurch Road, and Old Ruthin Road.

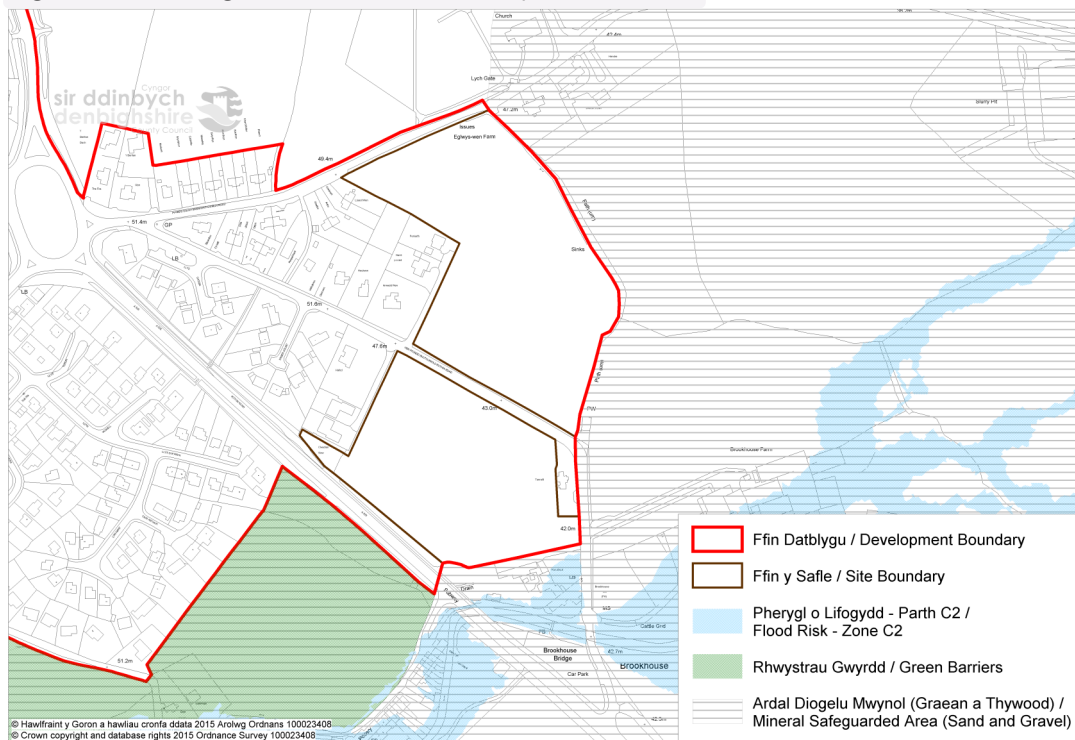


Photo 1: View from St Marcella Church across both sites towards the A525

4. Planning Policies

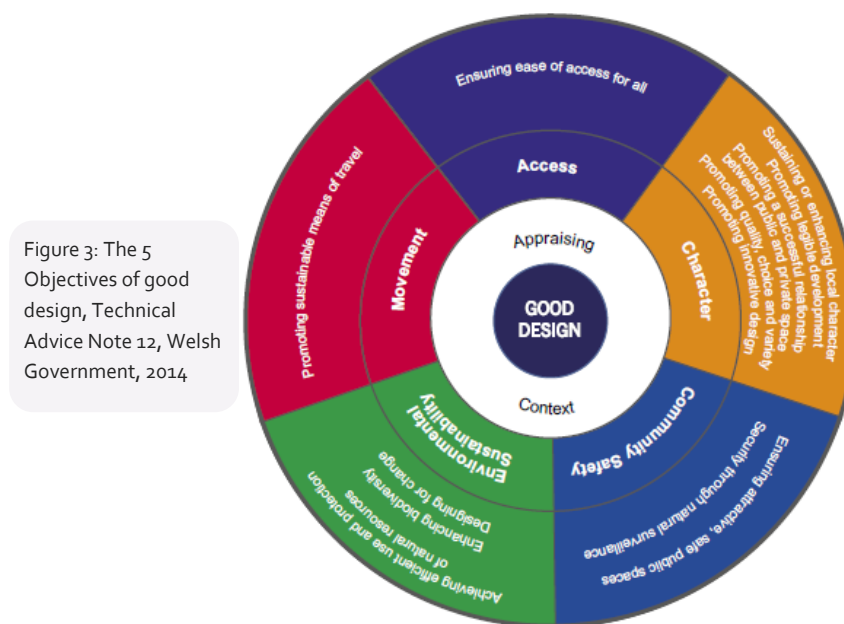
4.1 Figure 2 (on the following page) shows local designations which would be applicable when determining planning applications for the site. The LDP Proposals Map for Denbigh and the LDP KeyMap provide an overview of land designations relevant to the wider area.

Figure 2: Local designations relevant to development on site .



- 4.2 Planning Policy Wales, paragraph 2.1.2, states that planning applications have to be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Denbighshire’s LDP was adopted in June 2013, and contains local policies applicable to development proposals at the sites.
- 4.3 Planning Policy Wales states that material considerations must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest. It also states that material considerations must be fairly and reasonably related to the development concerned. For example, material considerations could include physical infrastructure capacity (e.g. in the public drainage or water systems), noise or disturbance resulting from use, highways capacity, biodiversity, flood risk, previous appeal decisions, and research work carried out to support planning proposals. Section 5 of this document will further detail material considerations specific to the sites. These material considerations are based primarily on policy RD1.
- 4.4 LDP Policy RD 1 – Development Boundary. Sites 1 & 2 are located within the development boundary of Denbigh and are allocated for housing as outlined in policy BSC 1. The number of units proposed on the site should be justified in accordance with policy RD 1 if it falls below the 35 dwellings per hectare density indicated in the policy. This document details local circumstances relevant to the sites and would warrant a lesser density.

4.5 Development proposals should raise design standards and enhance the environment through landscape improvements. Policy RD 1 outlines general design criteria that development proposals in development boundaries should adhere to. Applicants should consider the following design matters (that are by no means exhaustive): built height, scale, density of development, massing, site layout, impacts on the wider rights of way network, waste disposal/recycling arrangements, elevation of buildings, Sustainable Drainage Systems (SuDS), green landscape features and built material sympathetic to the surrounding area. *Technical Advice Note 12: Design* outlines that good design goes beyond being visual attractive. Good design involves access, character, community safety, environmental sustainability, and movement. Development proposals will be required to apply these objectives of good design. Further design principles are outlined in section 6 of this document.



4.6 LDP Policy BSC3 Securing Infrastructure Contributions from Development. This policy states that development will be expected to contribute to the provision of infrastructure to meet the additional social, economic, physical and/or environmental infrastructure requirements arising from the development. The policy lists 5 priorities, and notes that the priorities will vary depending on the nature and location of development. Improving the quality of school buildings and performance in education is a key corporate priority outlined in Denbighshire's Corporate Plan. Alongside affordable housing, sustainable transport facilities, and open space, contributions to education provision will be sought. Education requirements are further discussed in section 5.27 of this document.

4.7 LDP Policy BSC 4 Affordable Housing. This policy states that all developments of 3 or more residential units are expected to provide a minimum of 10% affordable housing. This should be delivered on site for developments of 10 or more residential units, or by financial contribution on developments of less than 10 residential units. In the interests of creating and maintaining sustainable mixed communities, proposals for 100% affordable housing sites will only be considered on sites of 10 units or less.

- 4.8 The Housing Strategy Officers indicate that a demand for 2 bedroom affordable houses exists in the area. They note that the tenure type could include rented through a Registered Social Landlord, intermediate rented, and shared equity. Affordable housing would have to be designed in line with space requirements in Residential Space Standards SPG (2013), and Design Quality Requirements (Welsh Government, 2005). Further guidance on this topic is also contained in the Council’s Affordable Housing SPG (2014).
- 4.9 LDP Policy BSC 11 Recreation and open space. This policy seeks to ensure that the county minimum standard of 2.4 hectares per 1,000 people is applied to development proposals. Development proposals for both sites should preferably provide open space on site. Per dwelling, this equates to 48 sqm outdoor sport, and 24 sqm children’s equipped playspace & informal space. Situations where commuted sums provision will be acceptable are outlined in the policy. Where there is no identified shortfall of open space in the local area, the Council will, where appropriate, expect developers to make a financial contribution. This contribution would be a commuted sum to mitigate the impact of increased usage on existing open space and equipment in the area. On larger sites, such as sites 1 & 2, the Council expect the majority of open space to be provided on site.

Figure 4: Fields in Trust ‘benchmark’ standards, applied in policy BSC 11.

Type of Open Space	Standard
Outdoor Sport including Playing Pitches	1.6 Hectares/1,000 Population
Children’s Equipped Playspace	0.25 Hectares/1,000 Population
Children’s Informal Space	0.55 Hectares/1,000 Population
Overall	2.4 Hectares/1,000 Population

- 4.10 Policy RD 5 The Welsh Language and the social and cultural fabric of communities. This policy requires all planning applications to take into account the needs and interests of the Welsh Language. The policy contains development thresholds which set out the need for planning applications to be accompanied by additional information. Both sites exceed the 20 residential units threshold. As a result, a “Community and Linguistic Impact Assessment” is required to accompany the planning application. Further guidance on this topic is contained in the Council’s Planning and the Welsh Language SPG (2014).

- 4.11 Policy VOE 1 – Key areas of importance. Alongside policy RD 1 criteria iii), this policy required proposals to respect and where possible enhance built heritage sites and historic landscapes for their characteristics and local distinctiveness. Both sites are located in the Vale of Clwyd Historic Landscape. Site 2 is located close to a listed building. Planning Policy Wales section 6.5.9 highlights the objective of preserving or enhancing a listed building and its setting. Welsh Government Circular 61/96 Planning and the Historic Environment: Historic Buildings and Conservation Areas paragraph 11 provides additional guidance on development affecting the setting of a listed building.
- 4.12 Policy VOE5 Conservation of natural resources. The purpose of this policy is to protect and enhance the natural environment. Development proposals that might have an impact on protected habitats and species will be required to be supported by an ecological survey / biodiversity statement. Compensation, mitigation or avoidance measures may be required to offset any adverse effects on protected environmental features caused by the development. In such cases, the measures should be in advance of any potential impact.
- 4.13 Policy VOE6 – Water management. The proposal will be required to incorporate water conservation and measures to eliminate or reduce surface water run-off from the site, where practicable. Major development proposals (greater than 1,000 sqm floorspace or 10 dwellings) should be accompanied by a Water Conservation Statement. Support for the SuDS approach to managing surface water is set out in paragraph 8.2 of Technical Advice Note 15 ‘Development and Flood Risk’. Paragraph 8.2 notes that “SuDS can perform an important role in managing run-off from a site and should be implemented, wherever they will be effective, on all new development proposals, irrespective of the zone in which they are located.” In addition, Approved Document Part H of the Building Regulations 2000 establishes that when feasible, the first option for surface water disposal should be the use of SuDS.
- 4.14 Policy ASA 2 – Provision of sustainable transport facilities. Development proposals can result in a need to bring forward improvements to public transport, walking or cycling infrastructure. In such cases, this policy requires proposals to incorporate or contribute to the cost of their provision. This could include; capacity improvements or connection to the cycle network; provision of walking and cycling links with public transport facilities; improvement of public transport services.
- 4.15 Policy ASA3 Parking Standards. This policy seeks to ensure that appropriate parking spaces for cars and bicycles are provided as part of development proposals. The surrounding area in terms of access & availability of public transport, population density, parking space availability, and whether alternative forms of transport are proposed, will be taken into account. Parking requirements are further discussed in section 5.6.

5. Site appraisal and requirements.

5.1 This section describes known constraints at the sites that any planning application would have to give consideration to and overcome. The below considerations are outlined in alphabetical order.

5.2 Access and parking.

Any development proposal will require a Transport Assessment (TA) as policy RD1 criteria vii), and as both housing allocations together could exceed 100 houses (PPW section 8.7.2). In addition, the Council consider the locality to be sensitive to additional highway pressure which also triggers the TA requirement in PPW. The TA should outline how the development proposal would mitigate transport impact through design and planning conditions or obligations. Figure 5 (below) outlines the typical content of a TA.

5.3 A TA would be required should planning applications be submitted separately for the 2 sites. In such a case, the TA should take account of the adjacent site and not prevent its delivery. This would involve assessing the combined impact of both sites when complete (at a range of housing densities) on the local highway network. PPW section 8.7.2, and Annex D of *Technical Advice Note 18: Transport* provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.

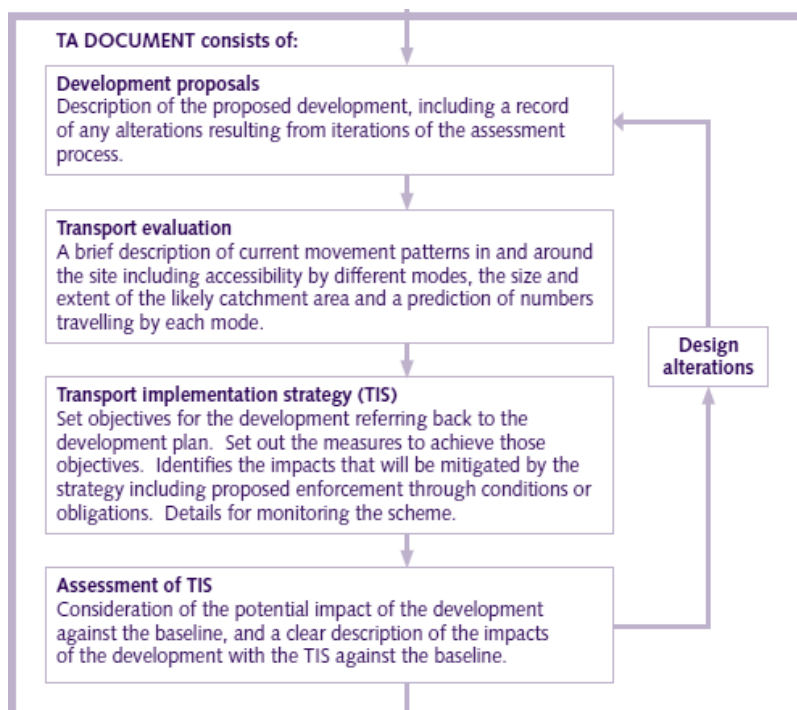


Figure 5: TA document typical content, taken from Technical Advice Note 18, Welsh Government, 2007

5.4 The satellite image of the site (following page) shows known transport pressure points (red annotations). It also shows the approximate location of the most suitable vehicular access (orange circle) to the sites. These annotations are outlined further on the following page.

Figure 6: Aerial View (2009) of highway constraints.



- 5.5 In addition to any considerations highlighted during discussions with the Highway Authority, the TA should take account of the following noted community concerns:

1. Myddleton Park Roundabout.

The capacity of the roundabout at peak traffic times to accommodate extra traffic generated by the sites. This assessment should assess the type of traffic using the roundabout. This includes large lorries and the speed of cars travelling through the roundabout because of the relatively direct route of the A525.

2. Old Ruthin Road and Whitchurch Road junction. (circle on figure 6 to be increased in size)

The adequacy of visibility for vehicles exiting and entering Old Ruthin Road and the impact increased traffic would have on this junction. Currently, vehicles approaching this junction from Old Ruthin Road are not visible to road users on Whitchurch Road.

3. Old Ruthin Road (brow of slope).

Ensure access and highway arrangements take account of the topography of Old Ruthin Road which slopes downwards west to east. In combination with on road parked vehicles, this creates a blind spot for road users on the brow of the hill. Highway safety at this corner is exacerbated during heavy rainfall when flooding occurs.

4. Approximate location of access for both sites.

Following discussions with the Highway Authority, it is anticipated that vehicular access would be achieved at Old Ruthin Road for both sites. This road has a speed limit of 30mph.

5. Whitchurch Road/ St Marcellus Church.

The TA should assess whether the development proposal would add any additional strain to this area. This should include taking into account traffic and parking need from the Church on days of worship, weddings and funerals etc. The TA should assess the suitability of achieving access off Whitchurch Road if this point of access is proposed.

6. Old Ruthin Road (corner).

Because Old Ruthin Road is narrow, larger vehicles and buses tend to accommodate both lanes of the road in order to navigate the corner opposite Brookhouse Chapel (annotation number 6). Highway & pedestrian safety at this corner is exacerbated further during heavy rainfall when flooding occurs. Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should assess these points and provide design solutions as necessary.

7. Old Ruthin Road and New Ruthin Road junction.

The capacity of this junction and the potential to relocate the 30 mph speed limit sign to the south of this area should be considered in the TA. The relocation of the 30mph sign should consider provision of street lighting to mark the change in speed. The weight capacity of Brookhouse Bridge should also be considered.

5.6 *Parking requirements.*

Denbighshire's Parking Requirements in New Developments SPG divides the County into 2 parking zones (based on urban and rural areas) to set standards. The site is located in parking zone 1 (an urban area and allocated settlement in the LDP). Therefore the parking requirements outlined in section 6.13 of the SPG apply. Other relevant sections from the SPG include: section 7 which outlines access requirements for disabled people, section 8 cycle parking standards, section 9 on motorcycle parking standards and section 10 on landscaping.

5.7 *Accessibility.*

Pedestrian access from the sites to the centre of Denbigh is currently unsatisfactory. The roundabout, the A525 and Old Ruthin Road do not offer an inviting, pleasant or positive perception on walking safely to Denbigh centre. This presents a barrier for new residents to be connected to Denbigh for important community, employment opportunities, education and retail services. It is likely this barrier will increase car dependency.

5.8 Figure 4 below shows existing pavements and public right of ways in the area (in green) and the location of nearby bus stops (in red). These bus services that provide access to Wrexham, Llangollen, Corwen, Ruthin, and Llangwyfan.

Figure 7: Surrounding pavements & public right of way.

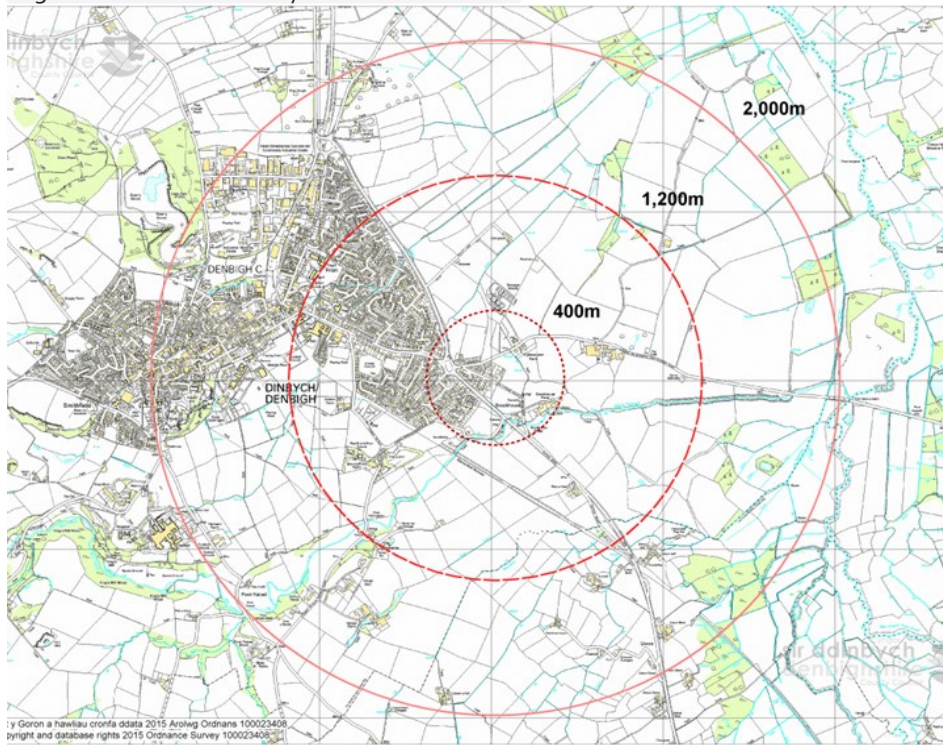


5.9 The proposed site layout should fit in with and enhance existing walking routes (see figure 4). The site layout should encourage walking and make it easier and preferable to get around the area by foot. Provision of additional pavement to the sides of Old Ruthin Road that abuts both sites should be included in any proposal. To make walking and cycling to Denbigh centre easier, enhancements to the roundabout area should be considered. Figure 5 on the previous page shows the distance of the two sites from Denbigh centre.

5.10 A number of local amenities (see figure 8 on the following page) are within 1.6km of the site (high school, convenience store, primary school, Denbigh Infirmary, supermarket, play area, swimming pool). Denbigh High Street, and an additional supermarket are located within 2km of the sites. These amenities could be within walkable distances outlined in Manual for Streets 0.8km – 2km (MfS 2007, section 4.41) should improvements noted in section 5.9 be

5.11 The development both within the site and immediate area should be designed to become a walkable neighbourhood. This will help reduce the need to use the car for short journeys, benefit local business and create health and wellbeing benefits for the wider community. The World Health Organisation recently created a Health Economic Assessment Tool (HEAT – see <http://heatwalkingcycling.org/> for more info). This tool outlines the economic benefit from walking and cycling.

Figure 8 : Site accessibility to local amenities.



- 5.12 The growing trend of realising the environmental role in shaping human health is recognised in Health Impact Assessments. This assessment considers all the wider determinants of health and wellbeing. The Wales Health Impact Assessment Support Unit offer Guidance on Health Impact Assessments ('HIA: A Practical Guide'. –available on the following link www.whiasu.wales.nhs.uk). Providing a HIA is not a statutory requirement. However, any proposal is encouraged to recognise the benefits of designing a development that contributes to human health.
- 5.13 Principles from Manual for Streets 2007 (MfS) should be implemented into the design of the development proposal. This involves giving design priority to pedestrians as per the below table taken from MfS:

Table 3.2: User hierarchy

<p>Consider first</p> <p>Consider last</p>	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

- 5.14 The above approach is endorsed in PPW section 8.1.3, alongside the need to promote walking, cycling and improve access to public transport, local shops and facilities (PPW section 8.1.4 TAN 18 section 3.6).

5.15 *Access for all.*

In line with policy RD1, the development proposal should ensure safe and convenient access for disabled people, pedestrians and cyclists. National planning policy outlines that access should consider all people who may be affected by the development. This includes all age groups across society and people with sensory impairments and learning difficulties. Technical Advice Note 12: Design (2014) page 18 and section 5.3 provides further guidance on inclusive access. Section 7 of the Council's Parking in New Developments SPG (2014) outlines accessibility requirements for disabled people.

5.16 Archaeology.

The Council's Archaeologist has no evidence of archaeology at the site within the Historic Environment Record. However, the Council's Archaeologist notes that in an area close to Kilford Farm there was evidence of Mesolithic, bronze age, and early medieval activity. Therefore, it cannot be fully ruled out that there has not been any archaeological activity in the area. Any application should be accompanied by a desk based assessment and if necessary, geophysical surveying.

5.17 Biodiversity.

The Council's Biodiversity Officer has no record of protected species or habitats on site 1 and 2, but notes that this does not preclude their presence with it being likely that bats and nesting birds are present in hedgerows and trees. In addition, site 1 has a record of hedgehog which is a section 42 species under the Natural Environment and Rural Communities Act 2006. It is likely hedgehogs will be present at site 2 also. A detailed survey would be required to accompany any planning application (s) for the sites. The Biodiversity Officer advises that wildlife corridor(s) are incorporated into the development and suggests the location outlined in figure 6 (following page). Alternatively located wildlife corridors that provide the same function will also be considered.

5.18 The ecological surveys should comprise an Extended Phase 1 survey and a bat survey. The surveys should involve assessing activity on site trees and be undertaken early to inform the site layout and design requirements. Results of the surveys along with avoidance, mitigation and compensation measures (as appropriate) should be submitted with any planning application. Any development proposal should seek to ensure sensitive ecological features are retained, e.g. hedgerows, mature trees.

5.19 Where impacts on bats are considered likely, then those trees should be subject to emergence surveys at an appropriate time of year. Should bats be found to be using the trees as roosting sites then NRW would expect the proposal to deliver appropriate mitigation and/or compensation schemes, along with Reasonable Avoidance Measures, to ensure the favourable conservation status of the species is maintained. If bats are found, an NRW licence to permit works that will affect bats and bat roosts will be required.

Figure 9 : Suggested location for wildlife corridor.



5.20 It is expected that the wildlife corridor would provide a route through the site for wildlife, including hedgehogs and bats. The wildlife corridor would require planting of native species hedgerow (of local provenance). Newly planted hedgerow should be protected, as should existing hedgerow along with improvement measures. A 3-5m buffer is suggested between the base of proposed hedgerow and residential curtilages and the wildlife corridor should not be lit. Long term management of the wildlife corridor should be considered early on in the development process.

5.21 Boundaries.

The south eastern boundary of the site along Ruthin Road (A525) offers important public views onto the site. Therefore, the residential design, layout and landscaping should reflect this. Because of topography, garden spaces next to this boundary require a good level of privacy. In the interests of visual amenity, native hedgerow planting (and its subsequent management) should be included as an alternative to wooden panel fencing to screen the site and gardens along this boundary.

5.22 Old Ruthin Road divides site 1 and 2. Consideration should be given to orientating principal elevations with defensible space parallel to Old Ruthin Road. This will visually link the site to the surrounding area and avoid both sites becoming separate and inward facing.

5.23 Site 2 fronts onto Whitchurch Road. The churchyard walls across the road from site 2 are grade II listed. The walls are identified as having group value with grade 1 listed Marcella Church in the listed building schedule description. Development should respect and enhance the setting of the listed building and the church yard walls. The use of trees and vegetation along the site boundary to visually reduce the impact of the proposal should be considered. Subsequent management of trees and vegetation should be included as part of any proposal. A public right of way next to the site can be accessed from Whitchurch Road. The suggested wildlife corridor to the north west boundary will assist in reducing views of the site from the open countryside.

5.24 Built Heritage and surrounding character.

Nearby listed buildings.

As noted, north of site 2 is a grade I listed building St Marcella Church and grade II associated churchyard walls. The Council's Conservation Officer raised no objections to the principle of residential development at the site subject to views of the Church being retained. A visual corridor is therefore required to safeguard the view of the Church from Old Ruthin Road and New Ruthin Road. This requirement should be reflected in the design and layout of the site and could also be the wildlife corridor. To the east of the site is Brookhouse Farm a grade II listed building which could be a design influence for the proposal.

5.25 *Nearby buildings with notable design influences.*

The houses to the north west of the site are more modern and are unlikely to be a design influence for the scheme. Slate roofs, external construction materials and design sympathetic to the Brookhouse Mill, Cottages, Brookhouse Farm (listed building) and Marcella Church provides the design context. The housing density and building heights of the development should be in keeping with the surrounding area which are typically 2 storey detached and semi detached properties. Site 2 is inclined requiring a topography sensitive design. These design requirements are considered particular important owing to the high visibility of the sites. Paragraph 8.18 of the Council's SPG on Extensions to Dwellings and page 15-16 of the Householder Development Design Guide SPG contains separation distances for household extension planning applications. These standards are considered a useful tool for guiding the design details of any planning proposal.

5.26 Community safety.

Any proposal should create attractive and safe public spaces and movement routes. This includes pedestrian and cyclist routes and maximising natural surveillance over public spaces. Where appropriate, Secure by Design measures should be adopted. Active frontages to all streets should be designed into the scheme. This approach will avoid blank elevations and blank walls (including on junctions and rear alleyways) deadening the street scene and creating a perception of an unsafe space. The diagrams on the following page illustrate these principles.

5.27 Open space should be afforded natural surveillance by orientating and ensuring it is overlooked by proposed dwellings. Development should ensure that it is orientated and overlooks open spaces and public right of ways to ensure natural surveillance. Corner plot developments should be orientated and overlooks the highway and public realm from both elevations. This approach avoids blank wall elevations facing onto the public realm which offers no natural surveillance and can attract vandalism.

5.28 Contamination.

Based on desk based records, the Council are unaware of any land contamination relating to historic land uses at the sites.

5.29 Education.

Development of the sites would create extra demand on nearby education facilities. Nearby primary schools include Ysgol Twm or Nant, Ysgol Frongoch, Ysgol y Parc whilst nearby secondary schools include Denbigh High (welsh 2nd language), Ysgol Bryn Hyfryd (Ruthin) and Ysgol Glan Clwyd (St Asaph). Other nearby schools include St. Brigids, Ysgol Plas Brondyffryn and Ysgol Tan y Fron.

5.30 The Council's Education Section has confirmed that primary school capacity is high in both Welsh and English medium in Denbigh. Therefore, a developer contribution to increase capacity in Denbigh primary schools and move away from mobile classrooms would be required. Further guidance on the calculations of these contributions is set out in appendix 1.

5.31 Flooding.

Afon Ystrad runs to the south of the site and is surrounded in its immediate area by a designated flood zone C2. The site is not located in a flood risk area as defined by Technical Advice Note 15 Development and Flood Risk (TAN 15) and associated maps (see figure 2).

5.32 However, flooding at the nearby Brookhouse Cottages and properties that surround Afon Ystrad (all located in a flood zone C2 as defined by TAN 15) has recently occurred. In addition, flooding is known to occur at Old Ruthin Road including the corner adjacent Brookhouse Chapel. To reduce risk, the proposal would be required to minimise water runoff in order to maintain or reduce pre-development rates as per policy VOE 6 Water Management. The use of SuDS should be considered alongside other design solutions. Details of adoption and management for the proposed SuDS should also be submitted to ensure that the scheme/systems remain effective for the lifetime of the development.

5.33 Landscape, trees and hedges and open space.

The existing hedgerow abutting the A525 and on both sides of Old Ruthin Road should be retained and enhanced with additional planting and trees. This would reduce the visual impact of the site from this vantage point. Additional planting in this area would also create a natural acoustic barrier to assist in reducing the noise of vehicles on the A525. An established hedgerow abuts Whitchurch Road and makes up the eastern boundary of the site. These noted features play an important role in visually screening the sites and as habitats for local wildlife.

- 5.34 Policy BSC11 Recreation and open space. Situations when commuted sums provision will only be acceptable are outlined in the policy. It is expected that any development proposal should provide open space on site. Open space provided should be accessible to all and well linked to existing public right of ways. The required wildlife corridor could perform multiple functions such as: ensuring key views are retained to Marcellus Church, an area of natural drainage (SUDS), and screening the sites from eastern views. The developer should ensure maintenance arrangements are in place for recreation and open space provided, alongside the wildlife corridor, SUD and trees & hedgerows/landscaping.



A good example of a 'natural playground'. This form of recreation space provides more play value than traditional provision, and encourages children to engage with nature. This type of recreation & open space provision is encouraged to form part of any proposal.

5.35 Utilities.

Electric pylons.

Electric pylons cross the site and it is advised that the National Grid are contacted prior to the submission of any planning application.

5.36 Welsh Water have confirmed the following in relation to the sites:

- Water Supply : no issues.
- Sewerage/foul drainage : no issues.
- Wastewater treatment : no issues.

Subject to Denbigh's Waste Water Treatment Works performing at current levels, Welsh Water note that LDP housing allocations at Denbigh could be accommodated. It is also noted that off-site sewers would be required to connect to the sewerage network. Figure 7 outlines the water and sewerage network in the area. NRW note that the site is located over a principal aquifer, and therefore mains connection to the foul sewer network is preferable. Welsh Water has confirmed no issues in relation to connecting to the foul sewer network.

Figure 10 : Local water and sewerage network.



5.37 Welsh language.

The number of Welsh speakers in the Lower Denbigh electoral ward is approximately 40% and the number of people with Welsh skills is 58% (Census 2011). 'A Community and Linguistic Impact Assessment' will be required to accompany a planning application. As a minimum, development proposals should seek to use locally relevant Welsh names for streets and the development as a whole.

6 **Design objectives.**

In context of the site description and requirements outlined previously, this section states the design objectives that any proposal would also have to meet. The 6 design objectives are:

1. A development that prioritises walking, cycling and public transport over private vehicular. This will be achieved by creating attractive and safe routes that links proposed open spaces, wildlife corridor, existing public right of ways and bus stops. Also, contributions to non-vehicular access improvements to the adjoining area and Denbigh centre will assist this objective.

2. Access, housing density and site layout will be designed in context of the surrounding area. This should take account of highway network capacity, the opposite housing allocation, local character, built heritage, and the objective to prioritise design around non-vehicular movement.

3. The design will take account of the sites edge of town visual prominence and existing built heritage. This will be achieved by a context aware use of design and external construction materials. The site layout & building orientation will respect the setting of St. Marcellus Church & views from surrounding roads. High quality landscaping will ensure a seamless transition from countryside to built form.

4. A design that enhances human health and existing biodiversity. This will be achieved by providing a wildlife corridor, green public spaces, walking routes and new natural habitats throughout the site. The proposal should also minimise surface water run-off to reduce flooding risk from Afon Ystrad.

5. A development that ensures satisfactory infrastructure is in place to handle water, sewerage, waste collection, and education provision.

6. A Welsh branded scheme with affordable housing to help the community and Welsh language to grow in the area.

7 Further considerations.

Consultation.

At the time of writing, the Welsh Planning System does not have a statutory requirement to undertake pre-application with key consultees and the local community. However, any applicant is strongly encouraged to engage the surrounding local community, ward members and the town council. Key consultees outlined in section 8 should also be engaged prior to submitting any planning application. Any local comments provided in this pre-application process should be taken into account when designing the scheme.

7.1 *Environment Impact Assessment (EIA).*

Applicants are advised to establish whether their planning proposal falls under the regulations of the Town and Country Planning (Environment Impact Assessment) (England and Wales) Regulations 1999, and, therefore, could be classed as 'EIA development'. The purpose of an EIA is to establish whether development is likely to cause significant effects on the environment and what type of mitigation measures may be required to reduce them.

7.2 All proposals that are of a description mentioned in Schedule 1 of the regulations have to be subject to an EIA, whereas proposals that are of a description mentioned in Schedule 2 of the regulations do not necessarily have to be subject to an EIA depending on the outcome of the EIA screening exercise. Further information on the process can be found in Welsh Office Circular 11/99 ('Environmental Impact Assessment (EIA)') or obtained from the Planning / 'Development Management' section.

7.3 *Validation requirements.*

The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and WG Circular 002/2012: 'Guidance for Local Planning Authorities on the use of the standard application form ('1app') and validation of applications' set the context for planning application validation requirements in Wales.

7.4 In light of the legislative context and policy requirements outlined in the LDP, the documents outlined in the box to the right will be required to accompany any planning application. It is also suggested a construction plan is submitted as part of any application.

Validation requirements (accompanying documents).

- Design and Access Statement,
- Transport Assessment,
- Biodiversity Survey and Report,
- Tree Survey,
- Welsh Language Community Linguistic Impact Assessment,
- Water Conservation Statement,
- Consultation report (*optional*)

8. Contacts

8.1 Denbighshire County Council
Planning and Public Protection
Development Management
Caledfryn
Smithfield Road
Denbigh
LL16 3RJ
Tel.: 01824 706727
Email: planning@denbighshire.gov.uk

8.2 Denbighshire County Council
Planning and Public Protection
Strategic Planning and Housing
Caledfryn
Smithfield Road
Denbigh
LL16 3RJ
Tel.: 01824 706727
Email: ldp@denbighshire.gov.uk

8.3 Denbighshire County Council
Highways & Environmental Services
Highways and Transportation
Department
Caledfryn
Smithfield Road
Denbigh
LL16 3RJ
Tel: 01824 706882
Email: highways@denbighshire.gov.uk

(to be complete when final draft for consultation document is agreed)

Appendix 1

1. Guidance on Contributions to Education

Educational Planning in Denbighshire

1.1 Denbighshire County Council, like every other Local Authority in Wales, is currently reviewing its schools as part of our commitment to modernise education and to ensure our schools provide the best possible learning environments. In accordance with Welsh Government requirements, Denbighshire are required to provide the right number of places, of the right type in the right location.

1.2 Due to the geographical nature of Denbighshire there are some areas, predominantly in the South of the County, which have significant surplus places and in other areas, predominantly in the North, which are facing significant capacity issues, this includes Ysgol Twm or Nant, Ysgol Frongoch, and Ysgol y Parc in Denbigh. Denbighshire County Council's Admissions Policy grants parental preference where there are sufficient places available. In some instances 'empty places' in a school do not equate to there being capacity in the school due to these places being restricted to certain year groups.

1.3 Contributions may be used for the following;

- The provision of new classrooms to accommodate an increase in pupil places within existing schools;
- Replacement and/or improvement of existing school facilities to adequately facilitate an increase in pupil places;
- Provision of land for a new school where required and related to the scale of the development;
- Provision of additional facilities (i.e. playing fields) necessitated by an increase in pupil numbers.

1.4 Criteria

The requirement for developer contributions will be based on the following criteria:

- i) Developments which comprise of 5 or more houses or, where not absolute, a site area of 0.2 hectares or more.
- ii) Denbighshire County Council will seek contributions in cases where the identified schools have less than 5% surplus places having taken into account the proposed development. Contributions should only be sought in respect of the number of pupils which would take surplus places below 5%, rather than the total number expected from the development. The contributions would be held by Denbighshire to fund works at the affected schools.

- iii) Only those schools affected by the development will receive the benefit of the financial contribution. Where a number of developments are being proposed within close proximity which as a whole will necessitate a need for additional facilities, Denbighshire may combine contributions as necessary to negate the cumulative effect.
- iv) Contributions received by Denbighshire will be held in interest bearing accounts with a unique finance code which is to be used only for the purpose specified in the obligation. If this contribution is not spent within an agreed timescale the contribution will be reimbursed with interest.
- v) For planning contributions the pupil capacity will be calculated net of any capacity that has been achieved through using mobile accommodation.

3. Exceptions.

3.1 The exceptions to the provision of school places will be the following type of residential development from which planning authorities will not seek contributions:-

- Housing specifically designed for occupation by elderly persons (ie restricted by planning condition or agreement to occupation by those over aged 55 years or more).
- 1 bed dwellings or 1 bed apartments or flats.

4. Calculation of Contributions

4.1 Contributions towards additional or improved school facilities will be based on the following factors:

1. The number of qualifying dwelling units in the development The policy will apply to developments with 5 or more dwelling units or over 0.2 hectares.

2. The number of school age children likely to be generated by each residential unit. This is based on the data gathered by local authorities to estimate likely pupils arising from developments. This would generate a figure of 0.24 as the primary school formula multiplier and 0.174 as the secondary school formula multiplier. This will be reviewed by the local authority.

3. Cost Guidelines. Denbighshire has suggested a sum of £16,000 per pupil place for a primary school and a sum of £15,000 per pupil for a secondary school. These costs are based on a 420 primary school development and a 1500 secondary school development average cost/m² data sourced from the Building Cost Information Service and are current as 4Q 2013.

Worked Examples

Primary School Pupils

For example if school capacity was 240, 5% would be 12 pupils so that the trigger for contributions would be 228.

And if actual Number of Pupils 230:

Development of 140 houses $140 \times 0.24 = 33.6$ pupils (round up to 34)

$$230 + 34 = 264$$

$$264 - 230 = 34$$

We only ask for contributions for 34 pupils. $34 \times \text{£}16,000 = \text{£}544,000$

Secondary School.

For example if School capacity was 1480, 5% would be 74 pupils so that the trigger for contributions would be 1406.

And if actual Number of Pupils 1395

Development of 140 houses $140 \times 0.174 = 24.36$ pupils (round down to 24)

$$1395 + 24 = 1419$$

$$1419 - 1406 = 13$$

We only ask for contributions for 13 pupils. $13 \times \text{£}15,000 = \text{£}195,000$