

Denbighshire County Council

**Draft Site
Development Brief:
Cae Ffyddion,
Dyserth**

Consultation Report

DRAFT SITE DEVELOPMENT BRIEF: Cae Ffyddion, Dyserth

CONSULTATION REPORT February 2016

1. CONSULTATION UNDERTAKEN

1.1 Consultation on the draft Site Development Brief: Cae Ffyddion, Dyserth ran for 13 weeks up to 30th October 2015. This was a public consultation and was open for anyone to respond. The consultation included the following:

- Letters / emails were sent to contacts on the LDP database; public bodies; statutory consultees; local, regional and national organisations with an interest in the LDP; plus agents /developers, registered social landlords, statutory consultees (eg NRW, WG), relevant landowners and others with an interest in the site.
- All County Councillors notified
- All Denbighshire City, Town & Community Councils notified, together with neighbouring Counties, Town & Community Councils
- Town & Community Councils received copies of the consultation documents and response forms
- Council libraries and One-Stop-Shops also received hard copies of the consultation documents and response forms
- 5 drop-in events held in Dyserth

Event	Attendees
5 th August Community Hall	22
8 th August Paterson Hall	14
14 th September Maes Esgob	16
10 th October Community Hall	9
13 th October Community Hall	26
Total	85

- Drop-in sessions were attended by officers from planning policy, housing strategy & property. Attendees had the opportunity to put comments on maps of the site.
- 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 and during the consultation period

1.2 A total of 35 written responses were received, largely from local residents and 2 petitions with 14 and 670 signatories respectively. In addition 122 comments were placed on the maps at the drop- in sessions. Representations included comments from Dwr Cymru/Welsh Water, AONB committee, Campaign for the Protection of Rural

Wales, Dyserth Community Council and Don't Destroy Dyserth. All comments received have been logged, acknowledged and scanned. They are available to view from the Strategic Planning & Housing 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.

Analysis of comments received during the consultation on the Draft Cae Ffyddion, Dyserth Site Development Brief

174 individual comments have been received during the consultation period by email and post from 35 individuals and organisations. A number of late representations were received and these have been included in the summary table.

2 petitions with 14 and 670 signatures respectively made a total of 8 comments.

122 comments were placed on the maps in the drop in sessions.

Of these 174 people commenting on the development brief:

22 or 12% of the comments objected to the principle of development on the site.

32 or 17% of the comments were concerned about the potential impact on highways and access in general, many related to existing traffic issues.

25 or 14% of the comments raised flood risk as a concern.

19 or 10% of the comments raised concerns about the capacity of local schools and health provision.

Impacts on wildlife, landscape, in particular views from the AONB and archaeology also featured in many of the comments made.

The table below sets out the comments that were made on the maps at the drop in sessions. At least 85 people attended the 5 drop in sessions and a total of 122 comments were placed on the maps provided.

Issue	Number Of People Raised Issue In Comment
Flood Risk	
Concern over flood risk and water runoff in nearby fields	7
What is the status of river and wetland	2
Existing homes around Afon Ffyddion are getting damper. The ground doesn't dry as quickly as it used to, this should not be made worse.	1
Water must be retained on site and maintenance must be put in place to reduce the flood risk to existing properties	1
Total	11
Highways	
Congestion issues on high street/traffic lights	4
Capacity of road is limited	1
No pavement on road in places, possible need for 20mph limit	1
There should be a safe route to school	1
Road bridge from Glan Fyddion	1
Concerns about traffic speeds on A547	1
Need additional bus stop on A547	1

Blind bend at Maes y Llys	1
Road safety for existing residents	1
Road markings none existing	1
There will be difficulty accessing the main road towards Galt Melyd once the development is built	1
Traffic will increase on Waterfall Road.	2
Access should not be through Maes Esgob	2
There are issues with cars parking on the road when there are events on at the New Inn.	2
Need a filter lane for turning right from A547	1
The highway near to the Royal Oak is dangerous as there are bends in the road which users take too fast	2
Total	23
Housing	
Single storey houses should be on higher ground	3
Mix of style and sizes of houses	6
Should be mainly bungalows	1
Should not be too dense unlike Aberkinsey	3
Housing to be in keeping with historic village	1
No red brick, good design and materials	1
No brick houses to frontages	1
Mix of properties with individual design to keep village character	1
Slate roofs not like Aberkinsey park	1
More bungalows for older people and ageing population on Skyline	3
Support development of new homes in Dyserth	4
The type of housing built needs to be considered as the area is not wealthy. Large family houses would put pressure on local schools, but would be better suited to the topography	1
True local letting for affordable houses	1
Is there a huge housing need in Dyserth?	1
Support for specialist housing for people with disabilities.	1
Total	29
Maes Esgob	
No access through Maes Esgob for anything but sheltered housing	6
No through route to Maes Esgob	7
Don't move parking at Maes Esgob	1
Access for emergency vehicles to Maes Esgob	2
No buses should travel through Maes Esgob to the site.	1
No construction traffic should use Maes Esgob	1
Total	18
Facilities	
Where is the closest gas main?	1
Can a gas main be made available to Dyserth?	1
no local GP services/pharmacy available	3
Concerned the impact the site will have on schools, roads and other facilities	1

The local shop is far from the development	1
Total	7
Open Space	
Sculpted green space, trees, land forming and seating.	1
More play equipment is needed for children	1
Keep Hawthorn hedges on boundaries	5
Revamp play area at Maes Y Llys and move play equipment away from sheltered housing	1
Improve existing park and create a level football field for the teams in the village	3
Open Space should include wild flower meadows, which would be good for house martins as they have a loss of food source.	1
The development should be landscaped as to protect the setting / view from the waterfall	2
There is an old foot path across the site which links Weavers Lane with pavements walking routes.	1
The cycle route must be maintained.	1
Total	16
Biodiversity	
The scrub area is in active use by wildlife	2
Other	
Access close to Voel Coaches	1
Manhole in field needs moving	1
Impact of extra children on sheltered housing	1
Bridge is Dangerous	1
Good for older people	1
Old footpath across site links to Weavers Lane with pavement walking route	1
Total	6

2. SUMMARY OF KEY ISSUES RAISED

PRINCIPLE OF THE HOUSING ALLOCATION

Key issues

Concerns were expressed about the principle of housing on the site.

- 2.1 A proportion of the responses raised concerns about the allocation of the site for housing in the Local Development Plan.
- 2.2 The principle of the allocation of the site for housing was not part of the consultation on the site development brief and this was made clear in all the consultation material and press releases as well as by officers at the drop in sessions. The site was consulted upon as part of the LDP preparation process and is an allocated housing site in an adopted development plan. The site development brief provides a level of detail as to constraints on the site; any contributions that will be required from the developer such as for education; affordable housing and open space and design considerations.

FLOOD RISK

Key issues

Main concerns raised related to potential increase in flood risk to existing properties on the Glan Ffyddion estate. Concern was also expressed about the veracity of a hydraulic modelling report for the Afon Ffyddion conducted on behalf of Natural Resources Wales (NRW).

- 2.7 A number of responses expressed concerns about the potential impact of the development on existing properties; particularly the Glan Ffyddion estate to the east of the site. The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig 3 in the site development brief. One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.

- 2.8 Natural Resources Wales (NRW) commissioned an hydraulic modelling study for the Afon Ffyddion as part of their ongoing programme of work to better understand fluvial flood risk across north Wales. Some respondents have criticised the methodology used and raised concerns about the conclusions reached in this report. NRW have confirmed that they are happy with the methodologies used and the conclusions reached in the report. As this is a technical report; prepared for another organisation who are the acknowledged experts in this field, it is not felt that the Council is in a position to further question the veracity of this report.

HIGHWAY ISSUES

Key issues

Main concerns relate to the potential increase in traffic on the A547, Waterfall Road and Dyserth High Street. Concern also about Maes Esgob and a lack of footpaths in Dyserth generally.

- 2.8 The Brief requires any potential developer to carry out a Transport Assessment as part of any development proposal for the site. The brief has been amended to widen the scope of the assessment to include the A547 as far as Rhuddlan to the west and Meliden to the east to ensure that the potential traffic impacts of the Cae Ffyddion and other proposed housing sites in these areas are looked at holistically. The scope will also be widened to include an assessment of the capacity of Waterfall Road and Dyserth High Street to accommodate any additional traffic generated as a result of the Cae Ffyddion development.
- 2.9 Waterfall Road through Dyserth is narrow in places and lacks a footpath in some areas. This is an existing position and there is no scope to provide a footpath without significant demolition of existing properties within the Conservation Area. This is outside of the scope of the site development brief for this site and to require new footpaths along Waterfall Road would fail the test of being reasonable and related to the development.
- 2.10 Concern was expressed that there should be no through route from the A547 to Maes Esgob at the south eastern boundary of the site. It was never intended that there would be a through route within the site from the A547 but the development brief has been amended to make this more clear. A portion of the allocated site at the south eastern end is being retained by the Council though the Housing Revenue Account for future housing development by the Council and partners. The extent of this land is shown in the development brief for clarity. It is possible that this area alone may be accessed from Maes Esgob but a right of access to this land from the main part of the site will be retained by the Council as part of the sale of the site when it goes to market in 2016.

LANDSCAPE AND BIODIVERSITY

Key issues

Respondents would like existing hedgerows to be retained and additional structural landscaping implemented prior to any construction on the site. Views of the site from the AONB, Graig Fawr and Moel Hiraddug are important and additional landscaping will ensure the development blends in with the existing settlement. There are protected species on the site and their habitats need to be protected from development.

- 2.10 The development brief has been amended to include additional requirements in terms of landscaping for the site. The presence of protected species is recognised in the brief and ecological reports have been commissioned to assess how best to provide protection from development. As these reports detail locations of protected species they are not available for general release to ensure that their presence is not advertised which may put them at risk. The reports will be issued on a controlled basis to named parties when the site goes to market.

INFRASTRUCTURE CAPACITY**Key issues**

Concern was expressed about the capacity of the local primary school Ysgol Hiraddug and the lack of full time primary care facilities in Dyserth.

- 2.11 The Development Brief acknowledges that there is limited capacity at the local primary school, Ysgol Hiraddug, and sets out the formula for calculating a required financial contribution towards education provision as set out in LDP Policy BSC3.
- 2.12 The Council is unable to directly influence health care provision in the area but is in regular liaison with Betsi Cadwalader University Health Board and local GP practices who are fully aware of all allocated housing sites in the area and the potential impact in terms of increases in patient numbers and distribution of patients. No amendments to the development brief are required.

OTHER AMENDMENTS

- 2.13 A number of other amendments have been made to the development brief to provide greater clarity and improve consistency with other site development briefs. These are shown as highlighted text or diagrams and include:
- Amended site outline to include open space area.
 - More information on objectives of good design, open space standards and guidance on transport assessments.
 - Additional advice relating to consultation, environmental impact assessment and validation requirements for any planning applications.

Denbighshire County Council

**Draft Site Development Cae Ffyddion: Dyserth
Report :**

Summaries of representations received & Council's responses

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
4574 (1)	Sonia Jude	In summary, the land should be returned to grazing land.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		Traffic from this development plus the traffic from the proposed Meliden development will cause a 'bottle neck' in the village. As for the traffic planned to use Maes Esgob, the exit by the New Inn would be dangerous, plus there is little regard for pensioners who need to park their cars outside their houses.	<p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p> <p>Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>More houses could add to the danger of flooding, which Dyserth has a history of.</p>	<p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	None
		<p>Residents may have to travel to Rhyl for the nearest Doctor's surgery.</p>	<p>Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but cannot directly influence the location or size of practices.</p>	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		I would not want my young children to have to travel outside of the village to school by bus.	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.	None
		Pensioners would face living on the edge of a building site for the next few years.	A construction plan will be required in conjunction with any planning application which sets out hours of operation, routes for construction vehicles etc. Brief to be amended to include reference to this.	New para 5.12 The Council will require a 'Construction Plan' to be submitted following the grant of any planning permission, covering issues such as hours of work on site, delivery of materials, noise, dust and disturbance during construction and phasing of development.
3315 (2)	Brian West	In summary, I cannot see the need for more houses in Dyserth as there is housing already for sale for £100k to £400k as well as rental properties being available.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		The creation of 99 houses can only exacerbate the congestion issues on the High Street, some of the money from the sale of the land should be used to improve the traffic issues which could be improved by using traffic lights.	The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.	Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>A development of this size would be expected to generate approximately 55 additional vehicle trips during the morning peak hour (0800-0900) which equates to approximately 1 additional vehicle per minute.</p> <p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The TA will include an assessment of the two traffic signal junctions at either end of the B5119 Waterfall Road plus site accesses.</p>	<p>capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
751 (3)	Home Builders Federation – Mark Harris	The HBF consider that it would have been more appropriate to have prepared a separate SDPG on S106 contribution including education, POS, etc. rather than deal with this in each document. However the specific advice on the availability of school spaces in each area is helpful, although often it only comments on primary/junior spaces and not senior.	The site development brief refers to a specific site allocation contained in the Plan and provides details on several LDP Policies, including infrastructure contributions. This is in line with the guidance contained in LDP Manual 2, section 7.3 on 'Supplementary Planning Guidance'.	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Cae Ffyddion: Although this brief contains more technical information than the others, as a number of studies have already been carried out (is there a reason for this?). The document lacks advice on design principles for the actual housing development. There is also no advice on POS requirements which seems unusual due to the sites location next to existing open space, for instance is an offsite contribution to existing likely to be the preferred option?</p>	<p>The type of open space to be included in the final brief was one of the questions that the Council raised as part of the consultation process. The views of local residents on potential open space requirements will be included in the final brief.</p>	None
		<p>One final note would be that rather than just consulting on the Draft Briefs, some attempt to work with developers on the formulation of such Site Development Briefs at an earlier stage may be helpful in ensuring the sites maximise their development potential and deliver the much needed houses in a timely manner. A discussion at the Authorities Developers Forum initially on the general contents might be a good way to achieve this.</p>	<p>Members of the public and companies from the house building industry have been invited to comment on the draft document and propose amendments where they wish to make them for a period of 13 weeks.</p>	None
4578 (4)	Fiona Gale County Archaeologist	I have no comments to make at his stage	Noted	None
3236 (5)	Mark Walters CPAT	Information retained within the Historic Environment Record indicates that the site contains a small finds scatter from metal detecting at the northern edge (PRN 106460). The metal finds were all post medieval and of mid-17th to late 19th century.	<p>Noted</p> <p>Noted.</p>	<p>None</p> <p>None</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>The northern boundary is the predicted line of a Roman road (PRN 93605) although there is no direct evidence on the ground of this road.</p> <p>At the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology.</p>	Noted	None
		<p>Consequently we would advise that prior to any development a pre-determination evaluation is completed here in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation would include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>	<p>Noted. Para 5.7 will be amended to include this requirement.</p> <p>Noted. Para 5.7 will be amended to include this requirement.</p>	<p>Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
				<p>clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology. Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
3141 (6)	Dewi Griffiths Dwr Cymru	Dwr Cymru have the following comment to make on the Draft Development Brief: Para 5.11 – Recommend the following wordings included (as per Meliden Dev Brief) 'Protection measures / easements would be required for the existing sewers and water mains'.	Noted. Para 5.11 to be amended accordingly.	Additional wording: Protection measures/easements will be required for the existing sewers and water mains.

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
4583 (7)	Mrs Anne Jones	Footpaths and sheep grazing should be included in the open space.	Existing public rights of way will be protected although there may need to be some minor diversions to allow for highways access into the site. Para 5.5 makes reference to this. Sheep grazing is unlikely to be compatible with open space within a housing development.	None
		There should be no access onto Maes Esgob as the road is not suitable for through traffic. Emergency vehicles require 24 hr access to sheltered housing.	There would be no through road to Maes Esgob from the A547 . Para 5.5 of the development brief states this.	None
		There is the risk of flooding when the waterfall is in full flood, houses on Maes Esgob and Glan Ffyddion are at risk.	One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			consulted on the planning application.	
		Dust and noise from construction work will be detrimental to the health of OAPs in the sheltered housing.	A construction plan will be required in conjunction with any planning application which sets out hours of operation, routes for construction vehicles etc. Brief to be amended to include reference to this.	New para 5.12 The Council will require a 'Construction Plan' to be submitted following the grant of any planning permission, covering issues such as hours of work on site, delivery of materials, noise, dust and disturbance during construction and phasing of development.
		There is no employment in the area.	The site is already allocated for housing in the adopted LDP. The principle of housing development on this site was not part of the consultation	None
		Dyserth High Street is already congested.	The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning	Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and any mitigation that may be required to accommodate this extra traffic.</p>	<p>through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>Entrance to Cae Ffyddion is from A547 and cuts across the cycle path, which was built with EU money, this will be dangerous, and maybe against the law.</p>	<p>A dedicated cycle path will be retained as part of any development proposals for the site as highlighted in para 5.6. It is not illegal to form a new access across the cycle path. The detailed design of the junction will need to take account of the cycle path to ensure proper safe crossing facilities are provided.</p>	<p>None</p>
		<p>The school is already overcrowded.</p>	<p>The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.</p>	<p>None</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
4587 (8)	Mrs Anne Jones	<p>In summary: Has a full flood study of the Afon Ffyddion taken place, this should be done as a matter of urgency. The river is fed by an underground cavern at junction 31 at Caerwys. The houses at the bottom of waterfall road are not shown as being in the flood zone, however in 2000 they all flooded.</p>	<p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	None
		<p>Waterfall Road and Dyserth High Street are already congested, has a full traffic assessment taken place?</p>	<p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and any mitigation that may be required to accommodate this extra traffic.</p>	<p>capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>There are [protected species], foxes and a water spring on site, the sub soil is mostly sand and river bed type sub soil. Has an environmental assessment taken place?</p>	<p>An environmental study and ground condition survey have been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	<p>None</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
4581 (9)	Jo Hall	What about Bodelwyddan? Much, much more happening here.	There has been a previous consultation on a development brief for the KSS at Bodelwyddan and this document is now adopted.	None
3353 (10)	Wesley Price	On 3 occasions since 1980 flooding has caused property damage to Glan Ffyddion, this is due to the underground lake at Junction 31 A55, flowing into the River Ffyddion during heavy rain. Having consulted with a marine specialist, his observations concluded that the building of 99 houses on this site will result in flood damage. 5 major insurance companies have refused to insure my property as recently as this week. Have you accounted for the height of the ground which is to be built on?	One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.	None
3355 (11)	Michael Evans	This development will greatly increase traffic on the B5119 which links the A547 and the A5151. This road is in my opinion already very dangerous particularly between the New Inn and the top of the hill heading into Dyserth. Any development would need the provision of a proper pavement along all of this section. Part of the development will have an access at the New Inn. This road exits right on to the B5119 at a bend in the road by	The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.	Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the

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		<p>the bridge.</p> <p>Currently about 14000 vehicles per day travel along the A547 between Rhuddlan and Prestatyn. These figures are taken from a survey carried out in March 2014. I have concerns that the extra traffic will adversely affect road safety at the road junction near Voel coaches which is already quite dangerous when approaching from Rhuddlan and turning right into Dyserth.</p> <p>Dyserth high street is currently a huge traffic bottleneck the increase in traffic will make issues worse.</p>	<p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>I understand that Natural Resources Wales have based their assessment on the flood risk of the land on modelling. I also understand that the Ffyddion watercourse is fundamentally different from other rivers and streams used as examples in this modelling. I think that Denbighshire county council should ask Natural Resources Wales to revisit their assessment and provide a proper report.</p>	<p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating</p>	<p>None</p>

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			<p>estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	
		<p>The local school at Dyserth is full. Provision must be made for extra capacity at Ysgol Hiraddug.</p>	<p>The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.</p>	<p>None</p>
		<p>This development would be very prominent and will be visible from the AONB sited just outside Dyserth on the Trelawnydd road. This would be highly detrimental to the area.</p>	<p>Amendments to text suggested to address landscaping issues.</p>	<p>New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area.</p>

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				<p>Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into its predominantly rural surroundings from the outset.</p>
		<p>I believe that remains of a medieval dwelling has been located within the development area. This must be researched and investigated as an archaeologically important finding.</p>	<p>Para 5.7 will be amended to include this requirement.</p>	<p>Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure</p>

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				<p>clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology. Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
		<p>I understand there are several [protected species] in the area which should not be disturbed. In addition I have seen Kestrels, Buzzards, Peregrine Falcons, Egrets, Herons, Dippers, Yellow Wagtails, Mallards and other more common species of bird in and around this land and on the Ffyddion watercourse. I have also seen Water voles and Fish that I believe are Trout in the river.</p>	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis</p>	<p>None</p>

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			<p>during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	
4603 (12)	J Morgan	<p>In summary: apart from the obvious issues of access to the site and flooding implications etc.</p> <p>There are a large number of houses for sale in the village of various types, so why is there a need to build more?</p> <p>There is not enough employment or transport infrastructure for the residents of 150 new houses.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	None
		<p>Access to the A55 involves Dyserth High street and if that route was closed for reasons of flooding or ice and snow then via the bridge at Rhuddlan.</p> <p>For children to attend the village school, there is a very poor route via part of Waterfall road for walking or cycling, the remainder would presumably be taken by car, there are traffic issues due to cars parked at the entrances to the schools.</p>	<p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. The development is not predicted to have a significant impact upon the resilience of the strategic road network in this location i.e. A-roads and trunk roads.</p> <p>The development shall include pedestrian routes linking through to Maes Esgob which in turn links to Maes Hyfryd and Weaver's Lane via</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are</p>

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			<p>the existing pedestrian ramped walkway. There is a short section of Weaver's Lane where there are no footways, however, traffic flows are light and traffic speeds low on Weaver's Lane. From that point there is a continuous Safe Route to School utilising the signal controlled crossings at the A5151 High St/B5119 Waterfall Rd junction.</p>	<p>some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
4602 (13)	Dyserth Community Council	<p>Please find the below comments past at the Dyserth Community Council meeting, held on Monday the 12th October. The Council Members would wish the observations to be taken into consideration, in respect of the Draft Site Development Brief, relating to land known as Cae Ffyddion, Dyserth.</p> <ol style="list-style-type: none"> 1. Archaeology Report and if necessary a 'watching brief' 2. Protected Species Assessment 3. Mineral Extraction / Mining site reports 4. Flood Risk Assessment 5. The site is overlooked by the Clwydian Area of Outstanding Natural Beauty. 6. Visual impact of the development. 7. High density of properties suggested, which would create an overdevelopment of the site 8. Effect of the development on the character of the neighbourhood. 9. Public Footpaths / Rights of Way 10. Access and road safety 	<p>Archaeology – please see amended para 5.7.</p>	<p>Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology.</p>

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		<p>11. Additional traffic in Dyserth High Street. The High Street is presently difficult to negotiate.</p> <p>12. Concern is expressed in relation to the present shortage of General Practitioner Doctor in post, within the Betsi Cadwaladr University Health Board, across North Wales. It has been reported in the media, that the shortage will take many years to reach the Doctor capacity required.</p>		<p>Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
			<p>Protected species - An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	<p>None</p>

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			Mineral extraction – the presence of the old pit is referenced in the brief	None
			<p>Flood risk</p> <p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it</p>	None

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			<p>being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
			<p>AONB views – additional text added to brief.</p>	<p>New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area. Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take</p>

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				<p>particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into its predominantly rural surroundings from the outset.</p>
			<p>Visual impact – additional text added.</p>	<p>Additional text para 5.3: Existing trees and hedges should be retained and protected on the site both in the design of development proposals and during construction.</p>
			<p>Density – the final density of the dwellings on the site will not be known until a detailed planning application is submitted. The indicative numbers of 99 dwellings is based on gross site area and takes no account of land required for roads, open space, gardens etc. Policy RD 1 also allows for densities of below 35/hectare based on local characteristics.</p>	<p>None</p>

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			Character - additional text added to para 6.2	<p>The design should take account of the site's edge of village visual prominence and existing built heritage and contribute to a high quality and attractive gateway to Dyserth. The development should be based on the guiding principle of seeking to integrate and absorb the development into its predominantly rural surroundings from the outset. The site is quite open in character and a landscape strategy should be drawn up which seeks to strengthen existing landscape features and provide additional landscaping to enclose and break up views of the site. Additional structural tree and hedge planning should be identified at an early stage and ideally implemented in advance of development taking place.</p> <p>Dwelling design and use of materials should take account of and reflect the best historic use of materials in Dyserth. There is a clear emphasis on the use of slate as a roofing material in the existing village along with stone or painted render in the older parts of Dyserth and red brick along the High Street. The colour and reflectivity of all wall finishes</p>

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				and roofing materials should be recessive in nature to help them blend into the rural scene in views from the higher ground of the AONB.
			PROW – As detailed in the Development Brief the existing PROW will be maintained and enhanced where possible.	None
			<p>Access and Road Safety</p> <p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p> <p>The Transport Assessment (TA) will be used to assess junction capacity and safety. All new accesses will be subject to approval by DCC Highways. An independent Road Safety Audit will be required for all proposed highway works.</p>	<p>Amended para 5.5</p> <p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of Technical Advice Note 18; Transport provide further guidance on TAs. Non-vehicular</p>

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				(pedestrian & cycling) requirements are outlined in section 5.6 of this brief.
			<p>High Street</p> <p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p> <p>The TA will assess the new traffic generated and the amount of this which will be expected to use the A5151 High Street and its impact upon the capacity of that road link.</p>	<p>Amended para 5.5</p> <p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>

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			<p>Health Services Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but cannot directly influence the location or size of practices.</p>	None
3156 (14)	Glyn Evans Sustrans Cymru	The inclusion of active travel and sustainable forms of travel within the documents is noted and we really hope that developers take heed of these requirements at the relevant stages as we are still seeing developments constructed with little or no provision for active travel.	Noted	None
		Whilst it is good to see documents such as Manual for Streets referred to, reference to the Active Travel (Wales) Act should also be made including the ATA Design Guidance which will highlight to future developers what is required.	Agreed. Para 5.5 to be amended.	Additional wording para 5.5 In designing access points and the internal site movement network, developers should consult with Manual for Streets and the Design Guidance for the Active Travel (Wales) Act 2014 to ensure that the needs of non-motorised users are taken into account at the design stages.

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		<p>For Dyserth we see that some outline access details have already been drawn up but we do not feel that these go far enough. The access on to the A547 shows a combined footway on one side of the new development only, whereas the existing combined path towards Melidan goes in the opposite way. There is also an existing cycle route in the opposite side of the A547 and a crossing facility (refuge) should be provided for active travel users exiting the site and heading towards Rhuddlan.</p>	<p>Initial access designs were drawn up to demonstrate that access could be achieved. Detailed designs will be required to be submitted by the Developer for DCC Highways approval which must cater for a safe cycle crossing across the development access.</p> <p>Dyserth is due to be surveyed for Active Travel routes in early 2016 and access to the development site will be included in considerations.</p>	None
		<p>At the Maes Esgob access there does not seem to be any details of the existing shared use path that links through from this area to the A547 and how this existing path is to be managed in this area. This detail should also be picked up at this stage.</p>	<p>The link path from the new development through to Maes Esgob will form an important community pedestrian route and a Safe Route to School, utilising the existing pedestrian ramp in this location.</p>	None
4604 (15)	Mrs Nicola Jones	<p>In summary, residents feel that we were not consulted in the initial phases and that it has just been forced upon us.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	None
		<p>This development has many ways of impacting on Dyserth:</p>	<p>The development brief requires a transport assessment to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should</p>

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		<p>Firstly the number of cars going up Waterfall Hill and through Dyserth High Street will increase. Traffic is already a problem in both these areas and in the High Street in particular. Also Waterfall Hill which is unsuitable for heavy construction vehicles on their way to the A55. The only access to this development is onto the A547 which is a very fast, busy and a dangerous road.</p>	<p>A Construction Traffic Management Plan will be required. An outline design of the new access has been provided to demonstrate it would work, but full details of such a junction would need to be submitted by the developer to DCC Highways and subject to an independent Road Safety Audit.</p>	<p>include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>There will be increasing burden on Ysgol Hirradug, Prestatyn High School (already oversubscribed) and Ysgol Glan Clwyd (Welsh Secondary). Pupils going to Prestatyn no longer have a bus from Dyserth and pupils going to this school who live on Cae Fyddion and the Anglian development will add to the traffic issues.</p>	<p>The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.</p>	<p>None</p>
		<p>Hospitals and surgeries will also be affected as the number of residents increases. We have already seen an increase in numbers in Dyserth surgery due to the closure of a surgery in Prestatyn with another closure planned.</p>	<p>Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but</p>	<p>None</p>

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			cannot directly influence the location or size of practices.	
		Dyserth has had many problems with flooding in the past. It is all very well considering it on paper but are you positive that this site will not result in flooding?	One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.	None
		There are not many green areas in Dyserth and this was one of the few. Why can't the houses be built elsewhere?	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
4605 (16)	Ms Carla Hemsley	Houses built on these fields will change the view from my home. I feel that the village does not need any more housing and I am against building on green spaces.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None

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4606 (17)	Dr Bogus Zaba	<p>The development brief seems to take into account many of the concerns which have been expressed by local residents.</p> <p>Of course this does not mean that specific proposals which might come from developers for the site will automatically meet with approval of residents since there will be various views on whether the developers have or have not designed a scheme which meets the requirements of the brief. An open and transparent process of assessing proposals against the requirements of the brief will be important in order to reassure local residents that any final scheme is acceptable and conforms to the design brief.</p>	<p>Noted.</p> <p>When a planning application is submitted, there will be full and inclusive consultation on the proposals. When adopted the development brief will be a material consideration in the determination of any planning application submitted for the site.</p>	None
		<p>It is also notable that the Cae Ffyddion brief does not stand alone. There is a similar brief for a larger site in Meliden - just 1km along the A547 which. If schemes come forward for the development of both of these sites (Dyserth and Meliden) then various impact assessments (particularly highways) will need to be carried out on the combined schemes rather than each scheme individually.</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the</p>

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				<p>A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
3347 (18)	Ken Prydderch	<p>Part of the report from Natural Resources Wales: Says "For river systems such as Glanffyddion Stream where no significant high flow data is available" Why?- this is why we wanted the report in the first place. (page 22) Why was the river Alyn in Rhydymwyn used as the donor river? (page 23) They have not had any floods there, but we have had at least three here in 1947,1983,and 2000. When making the report for Natural Resources Wales, did JBA Consulting get up from their desks and come and look for themselves?</p> <p>2.3.1 Why were the Wheeler in Bodfari, the Clwyd at Ruthin weir, and the Alyn at Rhydymwyn used at all? "None of these potential donor sites are located on Glanffyddion Stream"</p>	<p>Response from NRW</p> <p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating</p>	None

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		<p>It has been concluded that Rhydymwyn should be used as a donor for estimating QMED Why? Do any of the donor sites have an aquifer anywhere near them? What happens to the aquifer in excessive rainfall? This aquifer is designated a principal aquifer and supplies water to the Marian Mills water treatment works at Dyserth. Remember the Glas Dir floods in Ruthin? Welsh Resources Wales did a similar desk study there as well. Near the Dragons Rest cafe on the A55 is a public supply limestone principal aquifer supplying drinking water to Dyserth (Welsh water extraction point at Marian Mills) The same aquifer supplies water to St Asaph, and Prestatyn. <u>In times of heavy rainfall this aquifer overflows into the Ffyddion causing the floods.</u> This part of the river catchment area was not looked at at all. Denbighshire should now commission a proper investigation.</p> <p>Pandy Lane Road Bridge (306063 379290) Pandy Lane Road Bridge consists of four parallel circular culverts (Figure 3-2), which have been modelled on the basis of the survey data. Each barrel has the same diameter but slightly differing invert and soffit levels. This structure was observed to overtop in 2000 so overtopping flow has been modelled in the 2D model to enable floodwater to flow along, rather than simply across, the bridge deck. Overtopping of this bridge during the November 2000 event caused flooding to the property Glanrafon, adjacent to the watercourse.</p>	<p>estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	

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760 (19)	Tony Hughes Clwydian Range and Dee Valley AONB Joint Committee	The Joint Committee notes that Cae Ffyddion is allocated for development in the LDP and supports preparation of a site brief to guide future development.	Noted	None
		One of the defined special qualities of the AONB identified in the draft Management Plan 2014 -2019 is 'Remoteness and Wildness, Space and Freedom', including the ability to experience 'uninterrupted and extensive views from the high places within it.' Cae Ffyddion is clearly visible from the higher ground of the AONB to the east, notably Graig Fawr and Moel Hiraddug. The impact of development which can interrupt important views from the AONB should therefore be a consideration in drawing up the site development brief, and the Joint Committee welcomes recognition of the need to consider these impacts in paras 3.3 and 5.10.	Noted.	None
		However, the committee would recommend that these issues should be given more prominence and explored in more detail in the development brief. For example, Section 4, which highlights the key LDP policies to be applied should specifically include Policy VOE2 and flag up that the site is considered to be within the setting of the AONB. The need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to	Agreed, brief to be amended accordingly.	New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably

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		<p>mitigate impacts on the AONB, notably on views from the higher ground of the protected area, should also be emphasised in Section 5. Site Appraisal and Requirements and 6. Design Principles. In addition, the committee would suggest that the brief should articulate the need for development to be based on a guiding principle which seeks to integrate and absorb the development into its predominantly rural surroundings from the outset.</p>		<p>on views from the higher ground of the protected area. Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB. Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into its predominantly rural surroundings from the outset.</p>
		<p>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. In this context, it is noted that the access and parking proposals shown in the plans appended to the document involve the loss of existing trees or indicate construction works within the spread of existing trees which could undermine their future viability. The committee would suggest that the detailed alignment of these highway improvements should be reviewed to ensure minimal harm to existing landscape features.</p>	<p>Agreed, brief to be amended accordingly. Highway design indicative only, detailed design will be submitted as part of any planning application.</p>	<p>Additional text para 5.3: Existing trees and hedges should be retained and protected on the site both in the design of development proposals and during construction.</p>

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		Recognising that the site is quite 'open' in character in views from the AONB and ensuring that a specific landscape strategy is drawn up for the site which responds to this by strengthening existing landscape features and providing additional landscaping to enclose and break up views of the site.	Agreed, brief to be amended accordingly.	Additional text para 6.2: The site is quite open in character and a landscape strategy should be drawn up which seeks to strengthen existing landscape features and provide additional landscaping to enclose and break up views of the site.
		The need for structural tree/hedge planting to be identified in the landscape strategy which should be implemented at the earliest possible opportunity and ideally in advance of development.	Agreed, brief to be amended accordingly.	Additional text para 6.2: Additional structural tree and hedge planning should be identified at an early stage and ideally implemented in advance of development taking place.
		The colour and reflectivity of all wall finishes and roofing materials should be recessive in nature to help them blend into the rural scene in views from the higher ground of the AONB. In this context, the committee supports the preference for natural slate roofs and the use of natural local stone and painted render suggested in the document (para 6.2)."	Agreed, brief to be amended accordingly.	Additional text para 6.2: The colour and reflectivity of all wall finishes and roofing materials should be recessive in nature to help them blend into the rural scene in views from the higher ground of the AONB.
(20)	Catrin Owen ADDITIONAL COMMENTS FROM HIGHWAYS CURRENTLY BEING TRANSLATED	Mae hyn yn peri pryder mawr in i fel trigolion y pentref. Ni all y pentref wrthsefyll mwy o draffig!! Mae'r broblem traffig yn enbyd yn barod. Mae allt y rhaeadr yn beryglus dros ben yn barod arwahan i'r holl geir sydd yn dod drwy'r pentref ei hun.	Mae'r briff datblygu yn gofyn am gynnal asesiad cludiant cyn i unrhyw ddatblygiad ddigwydd. Bydd cwmpas yr asesiad yn cael ei ymestyn i gynnwys Ffordd y Rhaeadr a'r Stryd Fawr. A Transport Assessment (TA) will be undertaken to assess the amount of	Dylai'r Asesiad Cludiant gynnwys asesiad o allu cyffordd yr A547 a chylchfan yr A5151 yn Rhuddlan, a'r A547 drwy Gallt Melyd, yn ogystal â gallu Ffordd y Rhaeadr a'r Stryd Fawr yn

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		<p>Mi fuasai traffig yn ymuno a'r ffordd dyserth- rhuddlan wrth Voel coaches yn beryglus iawn oherwydd y cyflymder mae ceir yn drafeulio ar hyd y ffordd honno. Ni fuasai'n bosobl cael mynediad i safle dai o unrhyw le arall.</p>	<p>traffic generated and how this will be distributed onto the local highway network. Details of the new access onto the A547 and of any other highway mitigation improvements identified in the TA will be subject to approval of detailed design by DCC Highways and checking by an independent Road Safety Audit.</p>	<p>Nyserth. Mae Polisi Cynllunio Cymru Adran 8.7.2 ac Atodiad D Nodyn Cyngor Technegol 18: Cludiant yn rhoi arweiniad pellach ar Asesiadau Cludiant. Mae gofynion nad ydynt yn ymwneud â cherbydau (cerddwyr a beicwyr) yn cael eu hamlinellu yn adran 5.6 y briff hwn.</p>
		<p>Buasai codi tai ar y tir yma yn gallu achosi mwy o lifogyd`d.</p>	<p>Un o ofynion unrhyw gynnig datblygu ar safle Cae Ffyddion yw na fydd yn cynyddu'r perygl o lifogydd i unrhyw eiddo arall o ganlyniad i gael ei ddatblygu. Dyma'r sefyllfa mewn perthynas â'r holl safleoedd datblygu ar draws y Sir. Bydd yn ofynnol i'r datblygwr ddarparu tystiolaeth i foddhad Cyfoeth Naturiol Cymru o hyn. Os nad yw'r dystiolaeth hon yn cael ei darparu, yna bydd Cyfoeth Naturiol Cymru yn gwrthwynebu'r cynnig datblygu pan ymgynghorir â hwy ar y cais cynllunio.</p>	<p>Dim</p>

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		<p>Nid oes galw am dai gan drigolion y pentref felly pwy fuasai'r bobl yn prynu'r tai? pobl o Lerpwl a Manceinion? Does dim angen am y tai a ni allwn wrthsefyll mwy o geir a thraffig!!!!</p>	<p>Mae'r safle wedi ei ddyrannu ar gyfer tai yn y Cynllun Datblygu Lleol a fabwysiadwyd, nid dyraniad y tir oedd testun yr ymgynghoriad hwn.</p>	<p>Dim</p>
(21) 4627	Mrs Hilary Walliker	<p>I think that not enough research has been done into the flood issue, and the water draining off Cae FFyddion.. We have had flooding in Dyserth in the past, and this should be a serious concern.</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all</p>	<p>None</p>

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			<p>development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<p>I also object to all the traffic that the new development is going to generate. I think that accessing the proposed estate via the A547 is dangerous. The A547 is a very busy road now, without extra traffic coming onto it.</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. The new access onto the A547 will be subject to approval of detailed design by DCC Highways and will also be subject to an independent Road Safety Audit.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which</p>

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				<p>may require consideration of parking restrictions. 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.</p>
(22) 73	James Davies MP	<p>Many local residents were unaware the site was allocated for housing and would have objected strongly to it's inclusion for housing. I am aware this was not one of the Council's original preferred sites and that the proposed phasing policy put forward was not accepted by the Planning Inspector.</p> <p>The Council bringing forward a development brief is welcomed as it is an opportunity to set necessary constraints which may discourage development or reduce the impact of development.</p> <p>Urge the council to adopt a strict development brief and when reviewing the LDP to look at removing the site.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p> <p>Noted</p> <p>Noted</p>	<p>None</p> <p>None</p> <p>None</p>
		<p>Flooding – concerns that run-off from development will increase flood risk in vicinity of Waterfall Road.</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such</p>	<p>None</p>

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			<p>conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	

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		<p>Access and Traffic – access onto A547 concern site may not link to village. Additional traffic may add to bottleneck in Meliden. Will improvements be made to sharp bend at Waterfall Road to improve pedestrian safety?</p> <p>Concern over impact on Maes Esgob if smaller part of site retained by the council is accessed from here.</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>Environment – site is prominent when viewed from AONB with wildlife, trees and hedgerows. Residents concerned about loss of green fields and footpath across the field.</p>	<p>Various sections to be amended</p>	<p>New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure</p>

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				<p>that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area.</p> <p>Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into it's predominantly rural surroundings from the outset.</p>
		<p>Practicalities – topography of site including the pit, potential archaeological remains, odorous sewage works, and proximity to conservation area – many consider site unsuitable for these reasons. Low density, max 2 storey development requested by some.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	<p>None</p>

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		Conflict of interest – council owns the site and development can only take place if site is sold. Should intention to sell the land be reconsidered in light of strong local opposition?	This site has been treated in the same manner as other development sites which the Council does not own. The principle of the site being allocated and developed for housing is not part of this consultation.	None
		Impact on local services – concern over impact on school and medical services.	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site. Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but cannot directly influence the location or size of practices.	None
		I have also received a degree of support for the development of the site, support for additional population to make local GP surgery and primary school more viable going into the future and to provide homes needed for local people.	Noted	None
(23) 3334	Anne Morgan	We oppose the proposed development of 99 dwellings on the Cae Ffyddion field. This report sets out the reasons, focusing specifically on the flood risks, the flawed risk assessment study by JBA Consultants, the	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None

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		<p>poor track record that the DCC has in respect of planning permission for building dwellings on flood plains, with dire consequences. We call for a serious review of the suitability of Cae Ffyddion for 99 dwelling houses. All this particularly as the land was never intended for building and the DCC has been pressurised by the WAG to include it in their LDP - even though more suitable sites were earmarked for development.</p>		
		<p>Historical information included relating to previous flooding incidents in Dyserth and elsewhere, and status of the Afon Ffyddion (full copy of response is available on request).</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The</p>	<p>None</p>

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			<p>flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<p>Concern that the site was included late in the LDP process without full consideration of flood risk issues.</p>	<p>Site was consulted upon in 2012 along with the other 20 additional housing sites put forward by the Council. NRW (then EA) were consulted and raised no objections to the allocation of the site for housing.</p>	<p>None</p>
		<p>Survey by past MP Chris Ruane and Ann Jones AM of residents' views sent to DCC.</p>	<p>Not seen results of study Results requested from Ann Jones</p>	<p>None</p>

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		<p>Detailed comments relating to adequacy of hydraulic modelling study completed on behalf of Natural Resources Wales. NRW have been asked to comment, a full copy of the concerns raised is available on request.</p>	<p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	None
		<p>It is clear that the Dyserth Land was never intended for development - reinforced by the statement made to the MP by the Senior Planning Officer. It is important that Senior Officers [urged by their members - our representatives] do the right thing by their constituents irrespective of the directives from WAG. They are our representatives on the ground. There is a plethora of evidence to support an argument for abandoning this project altogether. Notwithstanding those contained in the JBA Consultants report - with supplementary missing</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p> <p>Response to MP by officers included reference to the fact that the site was not in the Deposit LDP but was one of the 21 sites put forward by the Council for inclusion in 2012.</p>	None

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		evidence supplied above - that the ground on which this development is planned is simply not fit for purpose.		
		<p>THE GLYNDWR UNIVERSITY REPORT - ON EVIDENCE OF NEED - reveals that only a handful of people are interested in living in Dyserth - in affordable housing total of 3 families made it their 1st choice; 2 families chose rented accommodation in Dyserth. The largest gap was the need for Social Housing in Dyserth - where 55 were waiting for accommodation and 13 waiting for sheltered housing. Why, therefore can it be deemed feasible to build 99 properties in a village of only two and a half thousand population given the geographic, topographic, problems not to mention the infrastructure issues?</p>	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		Schools, surgeries, will need to be built and/or extended.	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site. Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but cannot directly influence the location or size of practices.	None

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		<p>Traffic issues have been grossly underestimated - 99 houses adding at least 150 cars to the already congested roads.</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. The new access onto the A547 will be subject to approval of detailed design by DCC Highways and will also be subject to an independent Road Safety Audit.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>We urge the Council to re-consider its plans to develop this site. We note that there is a review of the LDP due in 2017. We earnestly request that when this takes place that this development is removed from the plan as being grossly unsuitable.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	<p>None</p>

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		<p>FLOODING AND THE JBA CONSULTANTS REPORT - and associated information provided in this report. -</p> <p>We request the DCC to commission a factually based realistic report using the actual Afon Ffyddion - irrespective of whether this development takes place - but for the health and safety of its president Community Charge payers. The present report is not fit for purpose and does not enable the necessary safeguards to ensure that this area is protected from any future flooding.</p>	<p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the ‘Flood Estimation Handbook’ is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling`</p>	None
(24) 3346	Heather Prydderch Don't destroy Dyserth	Para 3.1 Employment Area – small individual businesses in Dyserth but no-one employed in emp area so no jobs available in Dyserth.	Area is allocated for employment and provides the opportunity for businesses to locate into appropriate accommodation when required.	None

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		Para 3.2 site does <u>not</u> "slope away upwards from north to south" slopes from north-east to south west, run off will run down to river.	Para 3.2 amended	The site slopes away upwards from north-east to south-west.
		Site used for walking, old footpath crosses the site north to south, also used for dog walking and as a campsite.	Noted	None
		Views from AONB will not be of natural beauty if land developed. Stated that "the visual impact of development on the views from the AONB should be carefully considered." Not ignored.	Agreed, brief to be amended accordingly.	<p>New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area.</p> <p>Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into</p>

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				it's predominantly rural surroundings from the outset.
		Para 4.4 The major "material considerations" listed (not an exhaustive list) are all likely to cause problems: "capacity of physical infrastructure" – public drainage and water supply are OK, but the subsoil of most of the site is sand (hence the sandpit from which sand was historically taken) which would have to be taken into account by any builder – possibly necessitating 'rafts' for the houses, and undoubtedly Sustainable Urban Drainage Systems. There is also a spring in the field.	Noted	None
		Sewage – we are informed that there is often a smell emanating from the sewage farm which is opposite to the site, on the other side of the A547. There are also frequent lorries using the sewage farm entrance. Will more houses exacerbate these problems?	Public protection have no reported complaints concerning odour emanating from the Dyserth sewage treatment works.	None
		"noise or disturbance resulting from use" – this is likely to be a problem for the elderly residents of Maes Esgob.	A construction plan will be required in conjunction with any planning application which sets out hours of operation, routes for construction vehicles etc. Brief to be amended to include reference to this.	New para 5.12 The Council will require a 'Construction Plan' to be submitted following the grant of any planning permission, covering issues such as hours of work on site, delivery of materials, noise, dust and disturbance during construction and phasing of development.
		"highways capacity" – the extra traffic generated by houses on this site, added to the traffic from new houses in Meliden, would cause further problems in Dyserth High Street and on the A55.	The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any	Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will

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			<p>development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>"nature conservation" – in particular, [protected species] are on the other side of the hedge at the top of the field.</p>	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers</p>	<p>None</p>

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			the conservation of natural resources.	
		<p>“biodiversity objectives and flood risk” - no drainage system could deal with <u>all</u> the run-off which might occur if we had prolonged heavy rain.</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to</p>	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<p>Flooding has occurred in lower Dyserth from the Afon Ffyddion, and if/when very heavy rain falls, this is likely to happen again. The Flood Risk Survey which has been carried out was a desk study, which did not survey the upper reaches of the Ffyddion. The study used data from three other rivers and no on-the-ground survey was done on the Ffyddion. The catchment area from which the Ffyddion descends includes, at times of high rainfall, seepage from the principal aquifer sited underground near Junction 31 of the A55. This aquifer supplies water to Prestatyn and part of St Asaph. There is nothing similar in any of the other rivers which were used to model the behaviour of the Ffyddion.</p> <p>A similar desk-top study was done in Ruthin – and failed to predict the floods which occurred there, at vast expense to the Council and great distress to the householders who were flooded. Denbighshire must insist that a proper survey be made.</p> <p>With the impact of climate change severe weather is predicted to become worse, so if history repeats itself, as</p>	<p>Response from NRW The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	None

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		it normally does, we shall at some point be subject to more floods.		
		<p>Para 4.5</p> <p>The site has been, in spite of Denbighshire's reluctance, allocated for housing. The LDP 2006-2021 is subject to a major review in 2017. This is possibly for Denbighshire to accede to whatever the Planning Inspectorate throws at it at the time, and explain why it hasn't built all the houses it is supposed to build. What would it take for the review to go the other way and <u>reduce</u> the number of houses supposedly required? The fact that the Planning Inspectorate used statistics from historic projections and not the actual population increase should be made known more widely.</p>	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		<p>Para 4.7</p> <p>"Appraising the local context" has not been satisfactorily achieved so far – until we informed the Planning Department, they didn't know there had been floods in Dyserth; they haven't even visited the site and were not aware of the height or aspect of the field, so how will they know about the 'local context'. Historically, housing in Dyserth is pretty mixed.</p>	Council officers from a number of departments are very familiar with the site and it is in Council ownership. Officers were also aware of the 2000 flooding incidents. The residential portion of the site has been allocated to take account of this.	None
		<p>Para 4.8.</p> <p>The number of houses which are expected to be built is now estimated to be in the region of 50-60. The Council's plans for its quarter of the site are not known,</p>	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None

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		but the area identified for this is quite steep, so not suitable for elderly people.		
		<p>Para 4.10</p> <p>The 'assessment' relating to the impact of the housing on the Welsh Language will probably only result in a recommendation to name the streets in Welsh. In practice new residents will probably speak English as their first language and will further dilute the proportion of Welsh language speakers in Denbighshire. It seems therefore not only pointless but cynical to insist on Welsh street names. That won't help the Welsh language at all!</p>	<p>A Welsh language assessment will be required to accompany any planning application submitted for the site as set out in para 4.10. This will be consulted upon as part of the planning application process and respondents will be able to express their views as to the adequacy of the assessment and any mitigation measures proposed at this stage.</p>	None
		<p>Para 4.13</p> <p>'Protected species' are not going to be protected by a 'biodiversity statement'! And the statement here about 'mitigation and enhancement measures' sounds like pulling the wool over our eyes. Very woolly indeed.</p>	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	None
		<p>Para 4.14</p> <p>'Appropriate parking spaces' in Maes Esgob; moving residents' parking from outside their homes is likely to cause hardship to some very elderly residents who can't walk far.</p>	<p>Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require</p>	None

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			consideration of parking restrictions.	
		<p>Para 5.2 No development should take place which is likely to cause or exacerbate flooding in neighbouring areas. If the illustration of likely flooding areas is based on previous experience, it's not correct as Waterfall Road did flood, and some houses along it had their ground floors flooded in 2000. Future floods would be likely to be worse.</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to</p>	None

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			<p>the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<p>Para 5.4 Could we have, please, a copy of the Baseline Habitat Survey, and the further study to establish the usage of the site by protected species?</p>	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	None
		<p>Para 5.5 We do not understand how an increase in the number of cars inevitably resulting from developments in Dyserth (and Meliden), can be avoided. The main vehicular access to the A547 would require further speed restrictions on the A547, and would still be a dangerous exit. There is no safe walking route from the development to the village centre and the local school except through Maes Glas, but this is a very long way round and would be unacceptable in practice. Children are therefore likely to be taken to school by car – more traffic for the High</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and</p>

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		Street, and more congestion in Thomas Avenue where the school is situated.		High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.
		Para 5.9 Capacity at Ysgol Hiraddug primary school should not be enlarged at the expense of the available playing fields and playground areas. The only way could be to build higher, i.e. a second storey to part of the present buildings, but this would be prohibitively expensive, and probably not covered by the developer contribution requested as in Appendix 2.	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site. The amount of this contribution can only be determined when a planning application is submitted.	None
		Para 5.11 Gas – there is currently no piped gas provision in Dyserth. Should this be provided as part of the development?	A development of this size is insufficient to make it viable to bring the gas main to Dyserth. The choice of energy supply for the development is not a matter for the development brief.	None

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		<p>Section 6.</p> <p>While there is no problem with routes from the site to the adjoining area, it is impossible to create an attractive and safe route for walkers and cyclists to the centre of Dyserth along the existing footpath-less hill. Walkers can use the steps from next to the Waterfall Shop, but these would need to be refurbished and are very steep and difficult for small children (impossible for pushchairs).</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5</p> <p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>The issue of cohesion within the village is also a problem. Whilst Parc Gwelfor and Glan Ffyddion are accessible from Waterfall Road which leads to the centre of the village, the only vehicular access proposed from the main development site is to the A547. New residents would</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	<p>None</p>

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		be more likely to use shops in Prestatyn or Rhyl than the limited facilities in Dyserth.		
		We have an email from Mark Walters, Development Control Archaeologist, [CPAT] which states that there is a former building buried in the middle of the field, and that therefore a pre-determination evaluation will need to be carried out. This poses further problems for Denbighshire and/or potential developers.	Amended wording suggested para 5.7	Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology. Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.

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				<p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
(25) 4622	Pure Residential	<p>Disagree with the use of the County open space standard based on the Field's in Trust benchmark standards. Feel that they are too high and will impact negatively on the design and layout of any scheme on the site.</p>	<p>Open space standards for the County were consulted upon as part of the LDP preparation process and validated at the LDP Examination in Public prior to adoption in the LDP. Open space standards are set out in the LDP and are not part of the consultation on this site development brief.</p>	None
		<p>Disagree with introduction of financial contribution to education provision. Feel it should be subject to separate SPG. No evidence of capacity issues at local school has been presented. Also no information on funding available from Welsh Government and 21st Century Schools programmes. Feel the required contribution is excessive and would compromise viability of developing the site.</p>	<p>The site development brief refers to a specific site allocation contained in the Plan and provides details on several LDP Policies, including infrastructure contributions. This is in line with the guidance contained in LDP Manual 2, section 7.3 on 'Supplementary Planning Guidance'.</p>	None

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			<p>The level of education contribution required will be determined at the planning application stage when the number of dwellings proposed is known. By providing the calculation for education and other financial contributions up front in a site development brief potential developers can factor this into their site viability exercise prior to bidding for the site.</p>	
		<p>Archaeology – concern that site investigations should have been carried out at LDP site selection stage. Welcome Council carrying out investigations and that costs should not be borne by the developer.</p>	Noted	None
		<p>Affordable housing – welcome confirmation of 10%, feel higher levels would impact negatively on viability.</p>	Noted	None
		<p>Sustainable transport facilities – matters that could potentially prevent development of the site should have been investigated by the Council at LDP allocation stage. Highway capacity and deliverability of transport solutions for the site should not be left for developers to prove for the scheme. Council does not have adopted guidance on highway adoption and should provide confirmation that it will adopt highway schemes that comply with Manual for Streets. Uncertainty will impact on viability.</p>	<p>Site constraints, and development requirements, are highlighted in the development brief in order to ensure developers are aware of potential costs before submitting any planning application.</p>	None

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		Flooding – Council should implement an adoption regime for SuDS to support its use within new development schemes.	The use of SuDS and the need for a water conservation statement to accompany any planning application for the site is covered by LDP Policy VOE 6 – Water Management.	None
		Brief does not provide sufficient level of information or clarity necessary to fully assess viability and deliverability of the site. Does not show how conflicting LDP policy requirements will be balanced to deliver viable and attractive residential developments.	Site development briefs provide an enhanced level of information and detail over other development sites that do not benefit from having site development briefs prepared. Developers generally have to do all of the necessary background work to assess if a site is viable and make a commercial decision whether to progress a planning application for a site, without the benefit of a brief that provides much of the needed information to inform that decision.	None
(26) 4634	Mrs Jennifer Minney	In summary, this is my comment on the Dyserth Development Brief: Lower Dyserth has flooded several times and it is unrealistic to presume that it will not do so again. Run-off from the land which currently soaks into the ground will increase the volume of water when flooding occurs. A full risk assessment, not just a desk top study is required, which should include the Milwr tunnel which empties at the Powell Lode Cavern which in turn feeds the Afon Ffyddion.	The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost	None

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			<p>entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p> <p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better</p>	

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			<p>understand Fluvial flood risk in communities across North wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	

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		<p>The volume of traffic has increased since the council first rejected this site in 2012. The route to Prestatyn is signposted through Dyserth, attempts to change this have failed even though the Rhuddlan by-pass is available. Sat Navs also use this route. Should the proposal for 90 houses in Dyserth, 200 houses in Meliden, 100 houses in Rhuddlan, flats and industrial units in Dyserth along with 365 touring caravans at the four winds farm the traffic in the High Street and Waterfall road would increase significantly on an already congested and inadequate road structure. Local bus services have been withdrawn due to the congestion, this congestion increases during the holiday season. What happened to the plan for a Dyserth by-pass? If the A55 is ever closed traffic is diverted through Dyserth and restrictions are not adhered to. Crossing the road to the Doctors surgery is dangerous for pedestrians</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. It is estimated that approximately 55 extra vehicle trips will be generated by the Dyserth development during the busiest period which is the morning peak hour (0800-0900), this equates to an additional vehicle every minute. The TA will also predict how many of these will be new trips onto the network. There are no plans for a Dyserth by-pass owing to the enormous cost of such a scheme. There is very little funding available nationally for new road schemes since such schemes largely fell out of favour in the mid-nineties.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>There should be no vehicular access to Cae Fyddion through Maes Glas as this would be extremely dangerous. Any access near to the New Inn is already precarious. Waterfall Road is dangerous to pedestrians as there is little or no pavement.</p>	<p>Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require</p>	<p>None</p>

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		<p>Where are the plans for providing cycle paths in Dyserth?</p>	<p>consideration of parking restrictions.</p> <p>The existing cycle path will be maintained and potentially improved although minor diversion may be required to accommodate access to the development site. This is referenced in the brief in para 6.1.</p> <p>The development will be expected to have good connections with the adjacent A547 cycle route. Dyserth itself already has good cycle links with neighbouring settlements via the A547 cycle path, the A5151 cycle path and the Prestatyn-Dyserth way. There is limited scope for dedicated cycle paths within the urban areas of Dyserth owing to the narrow streets, footways and challenging topography. Thus much cycling within Dyserth will need to take place on the carriageway.</p> <p>Further cycle path development in the wider area is outside of the scope of the consultation on the site development brief.</p>	None

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		<p>There is a lot of wildlife on the site, including [protected species], so a full survey needs to be undertaken.</p>	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	<p>None</p>
		<p>Dyserth has buried archaeological structures in the surrounding area so there should be a full archaeological survey before any building works take place.</p>	<p>Noted, see amended para 5.7</p>	<p>Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional</p>

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				<p>surrounding sub-surface archaeology. Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
		The local infant school is already full.	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.	None
		There is, or will be very little capacity in the doctor's surgery. We understand that many patients from Prestatyn are moving to the Dyserth surgery due to the resignation of their doctors.	Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but	None

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			cannot directly influence the location or size of practices.	
(27) 4635	V Williams	No more houses are required in Dyserth as there are already houses for sale here. The complete site should remain as an open space.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		The school is full and the High Street is chaos.	<p>The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.</p> <p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>None</p> <p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of</p>

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				parking restrictions. 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.
(28) 3121	CPRW M Moriarty	It is unlikely that the land would fall within any of the grades 1,2 or 3a 'best and most versatile' land grades but land grade should be specified in the site development brief.	Land is confirmed as agricultural Grade 3 and not best and most versatile as defined by Planning Policy Wales (2014).	Amended wording para 3.2 The site is agricultural grade 3 and has been used in the past for agricultural grazing and is the site is previously undeveloped.
		Boundary of the AONB is in close proximity and overlooks the site. Landscape visual impact assessment required with details of mitigation measures to limit development' impact.	Agreed, brief to be amended accordingly.	Additional text para 6.2: The site is quite open in character and a landscape strategy should be drawn up which seeks to strengthen existing landscape features and provide additional landscaping to enclose and break up views of the site.
		Road network in and around Dyserth already stretched. Combination of this site, proposals at Anglia Yard and proposed caravan site nearby will add to this.	The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The	Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution

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		<p>Concern over pedestrian safety around Maes Esgob, parking bays should remain and Maes Esgob should remain a cul-de-sac.</p> <p>Concern over lack of footpaths within Dyserth to allow safe access to school, shops and other facilities. New footpaths required in advance of development.</p> <p>Developer should demonstrate how the development will relate to local routes created, or planned in the area as a result of the Active Travel (Wales) Act 2013.</p>	<p>scope of the assessment will be extended to include Waterfall Road and the High Street.</p> <p>A limited amount of parking restrictions may be required around the Maes Esgob to maintain road safety and the safe flow of traffic.</p> <p>The development will have a pedestrian link through to Maes Esgob which then links to Maes Hyfryd via the existing ramped walkway.</p> <p>The Development Brief is to be amended to include reference to the Active Travel (Wales) Act 2013.</p>	<p>(share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>Concern over flood study carried out for NRW.</p>	<p>The flood risk study undertaken by JBA on our behalf was produced as part of our ongoing programme of work to better understand Fluvial flood risk in communities across North Wales.</p> <p>We are happy with the methodologies used for generating the estimates of flood</p>	<p>None</p>

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			<p>flows – the 'Flood Estimation Handbook' is an industry standard tool used for generating estimates of flood flows for ungauged catchments.</p> <p>Consequently we are still happy with the conclusions of the report in light of the comments you sent through questioning the modelling</p>	
		<p>Potential archaeological site in centre of field and along northern boundary. Further investigation is warranted and watching brief during groundworks phase.</p>	<p>Noted. Para 5.7 will be amended to include this requirement.</p>	<p>Additional wording: Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology.</p>

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				<p>Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.</p>
(29) 4618	Michelle Kerfoot Higginson Voel Coaches	<p>As local transport operators we are concerned about the following points with regard to the plans to build additional houses off the A547 in Dyserth.</p> <p>As the site is remote from the village, and is on a slope, it will therefore be difficult for disabled and elderly people to navigate and, as there are no safe walking routes, we would anticipate an increase in traffic passing our depot and travelling through Dyserth village to the shops, school and to the A55.</p>	<p>The development shall include pedestrian routes linking through to Maes Esgob which in turn links to Maes Hyfryd and Weaver's Lane via the existing pedestrian ramped walkway. There is a short section of Weaver's Lane where there are no footways, however, traffic flows are light and traffic speeds low on Weaver's Lane. From that point there is a continuous Safe Route to School utilising the signal controlled crossings at the A5151 High St/B5119 Waterfall Rd junction.</p>	<p>Amended para 5.5</p> <p>The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access</p>

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				<p>to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>We would also anticipate an increase in traffic from extra houses to be built in Rhuddlan and Meliden as the shortest distance to the A55 is through Dyserth. Penisa Crossroads in the direction of Meliden – The lack of a filter lane for traffic turning right stops the flow of traffic therefore there is a potential for rear end collisions. Vehicles often sit there through 1 or 2 sets of traffic lights without being able to move and can be backed up as far as the sewage treatment works.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The scope of the assessment will be extended to include waterfall road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of</p>

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			<p>A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>We transport 200 children home to school twice on a school day through Dyserth and Meliden so the increase in general traffic along Waterfall Road and up the Hill would be a major safety concern due to the four points where a large vehicle cannot pass another vehicle and there being no pedestrian pavement between the church and the top of the hill.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling)</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
				requirements are outlined in section 5.6 of this brief.
		<p>Since the recent cessation of council funded school transport to Prestatyn High School there has been an increase in the number of parents driving their children to and from school therefore increasing the numbers of cars through the village at peak times.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The scope of the assessment will be extended to include waterfall road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>The increase in traffic in the already congested High Street is also alarming as it difficult to manoeuvre large vehicles.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>taking place. The scope of the assessment will be extended to include waterfall road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>There is a signpost for Prestatyn on the A55 at junction 31 which directs traffic through Trelawnyd and Dyserth. Despite there being a weight limit on Waterfall Road this is often ignored by HGV vehicles which North Wales Police seem unable to enforce. These pose a bigger safety threat to our vehicles.</p>	<p>Highways did consider the feasibility of not signing Prestatyn from J.31 of the A55. However a traffic census showed that less than 10% of traffic using Dyserth as a through-route had actually followed the signs.</p>	<p>None</p>

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			Noted comments about NWP needing to carry out more enforcement.	
		There is a Keep Clear area opposite one of business entrances, which is mainly ignored by car users, we have found it increasingly difficult to drive out in either direction onto the main road since the opening of the retail park in Prestatyn, which has created a heavy traffic flow. We have experienced some of our vehicles being hit from behind when waiting to turn into our depot.	Noted	None
		The A547 is liable to flood by The Lodge.	The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig XX in the site development brief. One of the requirements of any development proposal on the Cae	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<p>There is a bridge over the Afon Ffyddion next to our depot – can this cope with the weight of extra vehicles?</p>	<p>Any increase in traffic volume on the A547 will have no impact upon the bridge over the Afon Ffyddion. There could arguably be an increase in the number of occasions when traffic is queuing from the traffic lights over the bridge, but the structure is already strong enough to take the maximum vehicle loading that it would be expected to be subjected to.</p>	<p>None</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>The exit from the new site is obscured from view in the direction of Meliden as there is a slight incline in the road and a blind bend. The gentleman who lives at The Royal Oak Cottage has had his car written off by a rear end collision while waiting to turn right into his property. There is also access at this point for a farmer to access his land</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place.</p> <p>An independent Road Safety Audit will also be required to assess all new highway works required to accommodate the development.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>The sewage treatment works is opposite the site exit. There are a number of HGV's moving in and out of the site on a daily basis.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The scope of the assessment will be extended to include waterfall road and the High</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>(share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>In light of the above we would expect a traffic survey and assessment to be carried out that would address these issues.</p>	<p>The development brief requires a Transport Assessment (TA) to be carried out prior to any development taking place. The scope of the assessment will be extended to include waterfall road and the High Street. The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547</p>

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			<p>these trips onto the local network and how many of these trips will be completely new to the network. The TA will calculate the capacity of the affected junctions, including the newly generated traffic and will also include an assessment of safety. A Stage 1 Road Safety Audit (which is an independent safety assessment) will also be required to be prepared as part of any planning application.</p>	<p>through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. 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.</p>
		<p>Should there be an increase in the occurrence of flooding as a result of this building then, as the Afon Ffyddion runs through the middle of our property, our business maybe adversely affected.</p>	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the</p>	<p>None</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	

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(30)	CADW	<p>This site comprises an area of pasture to the north-west of Dyserth. Paragraph 5.7 of the Draft Site Development Brief states that 'There are no records of archaeological interest in relation to the site but little work has been done in this area'. However, whilst there are no scheduled monument within or immediately adjacent to the proposed site, it is overlooked by the major hillfort Moel Hirradug on the opposite, south-eastern side of Dyserth. In addition the Clwyd-Powys HER records two non-designated features. These are the 'Maes Glas Structure' (PRN123336) within the field, comprising the collapsed and buried remains of a ruined building of unknown date and function and the presumed but unproven line of a Roman road (CPAT PRN 102762) running along the northern boundary. The Clwyd-Powys Archaeological Trust and County Archaeologist should be consulted over these features and any appropriate evaluation.</p>	<p>CPAT and County Archaeologist have been consulted and para 5.7 of development brief has been amended.</p>	<p>Additional text added Clwyd Powys Archaeological Trust have advised that there is the predicted line of a Roman road (PRN 93605) along the northern boundary of the site, although there is no direct evidence on the ground of this road. CPAT have also noted that at the centre of the field is the most important site with regard to future development. PRN 123336 Maes Glas Structure is a former building surviving as an area of collapsed stone and includes evidence of a possible rectangular building platform with low walls. The structure clearly pre-dates any OS mapping evidence and may be Medieval or earlier in date. There may also be additional surrounding sub-surface archaeology. Prior to any development taking place, a pre-determination evaluation should be completed in accordance with Planning Policy Wales Chapter 6, WO Circular 60/96 section 13, 14 and the relevant Denbighshire historic environment local planning policies.</p> <p>The evaluation should include a desktop study and walkover</p>

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				survey with investigative trial trenching across the remains of the building to determine its date and full extent. All of this work would be done pre-determination so that the report and mitigation can be submitted in support of a formal application.
		Paragraphs 3.3 and 5.8 of the Brief note that there are views of the site from the higher ground to the south/south-east and that views from the Clwydian Range / AONB should be taken into account here; any such studies should include views from Moel Hiraddug.	Agreed, para 3.3 of the brief to be amended to include reference to Moel Hiraddug.	Additional wording added: Views from Moel Hiraddug and Graig Fawr should also be considered.
		This development brief highlights the potential archaeological impacts in section 5.7 and the need for further archaeological assessment. Whilst the potential impacts on views from the nearby Clwydian Range AONB are mentioned within the report the potential impacts on the setting of nearby scheduled monuments has not been considered; these include Dyserth Castle (FL130) and Siamber-Wen Medieval House (FL063) – whilst more than 650m from the site there is some potential for impacts on their settings which needs to be considered. The development brief does not discuss the proximity to Bodrhyddan Registered Historic Park and Garden which also need consideration.	Agreed, para 5.7 of the brief to be amended to include reference to additional sites.	Additional wording added: In addition, potential impacts on the settings of Dyserth Castle, Siamber-Wen medieval house and Bodrhyddan Registered Historic Park and Garden should be considered in any development proposals.
(30.5)	AJ Moore	Asks whether a legal challenge can be mounted against this housing proposal on the basis that all those involved are incompetent.	There was a 6 week period for anyone to seek leave to request a Judicial Review of the decision to	None

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			<p>adopt the LDP, this expired on 24th July 2013. The Council has a formal complaints procedure or the respondent could approach the Local Government Ombudsman or seek a Judicial Review of any Council decision should he consider the Council has erred in a matter of law.</p>	
		<p>No pedestrian pathway from the dwellings to the village.</p>	<p>The development shall include pedestrian routes linking through to Maes Esgob which in turn links to Maes Hyfryd and Weaver's Lane via the existing pedestrian ramped walkway. There is a short section of Weaver's Lane where there are no footways, however, traffic flows are light and traffic speeds low on Weaver's Lane. From that point there is a continuous pedestrian route to the High Street and school.</p>	<p>None</p>
		<p>Additional school places needed.</p>	<p>The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.</p>	<p>None</p>
		<p>Insufficient provision for medical needs.</p>	<p>Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but</p>	<p>None</p>

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			cannot directly influence the location or size of practices.	
		No mains gas in Dyserth, electric not affordable	A development of this size is insufficient to make it viable to bring the gas main to Dyserth. The choice of energy supply for the development is not a matter for the development brief.	None
(31)	Heather Prydderch Late	<p>In summary: I have the following issues with building many houses here and in Meliden</p> <ul style="list-style-type: none"> The Afon Ffyddion will probably flood again 	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p>	None

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			<p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		The village will become a town	<p>Villages, as classified in the adopted LDP were considered to be able to accommodate a growth level of 10-20% in the growth strategy for the LDP. The growth proposed for Dyserth including this site is 13% well within the levels proposed.</p>	None
		The school will overflow with pupils	<p>The development brief (para 5.9) highlights that a contribution towards education provision will</p>	None

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			be required in connection with this development site.	
		The houses built will be too many and unattractive	See comment above regarding growth levels. One of the purposes of the development brief is to ensure that appropriate design considerations are taken into account	None
		Statistics provided by the Planning Inspectorate were inaccurate.	The Planning Inspectorate do not provide any statistics that would influence a development plan.	None
		[Protected species] should be able to continue to forage on the fields above Voel Coaches. Sheep should be able to continue to graze on the fields above Voel Coaches.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		Glan Clwyd presently has difficulties which will be affected by more patients.	Council is in regular discussion with BCUHB and local GP practices regarding primary and secondary health provision in relation to new developments but cannot directly influence the location or size of practices.	None
(32)	Mr, Mrs & Mstr Higginson Mr & Mrs Kerffot-Davies	In summary: In addition to the response made by Don't Destroy Dyserth, which we all support, we would like to add the following points.	This issue is outside of the consultation on the site development brief. Any additional footpaths secured will	None

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	<p>Mrs E Pierce Mr & Mrs GK Higginson Mr Neil Turner Mrs Brenda Taylor</p> <p>LATE</p>	<p>We will be making a claim to DCC for funding for an additional two footpaths across the fields, as safe walking route to Dyserth village and school from the proposed new development. There are currently 4 unsuitable routes – Via Carreg Heilyn Lane, via the steep Waterfall steps, via the Steep Waterfall Hill and via MaesGlas council estate.</p>	<p>need to be accommodated within the design of any development proposals.</p> <p>The development shall include pedestrian routes linking through to Maes Esgob which in turn links to Maes Hyfryd and Weaver's Lane via the existing pedestrian ramped walkway. There is a short section of Weaver's Lane where there are no footways, however, traffic flows are light and traffic speeds low on Weaver's Lane. From that point there is a continuous Safe Route to School utilising the signal controlled crossings at the A5151 High St/B5119 Waterfall Rd junction.</p>	
		<p>There is a lack of pedestrian crossings and bus shelters throughout the village.</p> <p>DCC have removed the free bus service for pupils to Prestatyn High School resulting in more pupils being taken to school by car.</p>	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the</p>

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		<p>DCC have confirmed a 20% reduction in provision of bus services by 2016.</p> <p>The cycle track was constructed with EU funding, and if altered will require this funding to be refunded.</p>	<p>extended to include Waterfall Road and the High Street.</p> <p>School bus provision is outside of the scope of the consultation on the site development brief.</p> <p>A cycle path will be retained as part of any development proposals for the site as highlighted in para 5.6. It is not illegal to form a new access across the cycle path. The detailed design of the junction will need to take account of the cycle path to ensure proper safe crossing facilities are provided.</p>	<p>local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which may require consideration of parking restrictions. PPW section 8.7.2, and Annex D of <i>Technical Advice Note 18: Transport</i> provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.</p>
		<p>Dyserth does not have the infrastructure required for the additional number of people. There is no bank, building society, library, leisure facilities, dentist and the post office services are restricted.</p> <p>If these houses were built in an existing town with these facilities there would be less reliance on car transport.</p>	<p>The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.</p>	<p>None</p>
		<p>How will the development comply with the Active Travel Plan?</p>	<p>The Active Travel Audit for Dyserth will be taking place in early 2016. The officer conducting</p>	<p>Additional wording In designing access points and the internal site movement network, developers should consult with</p>

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			<p>the audit is aware of the development site and will take this into account in the audit. The requirements of the Active Travel Act will also need to be taken into account in any detailed planning application and additional wording has been added to the section relating to Access and Movement.</p>	<p>Manual for Streets and the Design Guidance for the Active Travel (Wales) Act 2014 to ensure that the needs of non-motorised users are taken into account at the design stages.</p>
		<p>The A547 is liable to flood as acknowledged by a road sign.</p>	<p>A section of the A547 in Dyserth lies within the defined flood plain and will remain vulnerable to flood risk. The Cae Ffyddion site lies outside of the flood plain and is not considered to be subject to flood risk by NRW and any consent will ensure that there is no increase in flood risk to any other properties.</p>	<p>None</p>
		<p>Will the bridge by Voel coaches be capable of taking the weight of the extra traffic generated?</p>	<p>Any increase in traffic volume on the A547 will have no impact upon the bridge over the Afon Ffyddion. There could arguably be an increase in the number of occasions when traffic is queuing from the traffic lights over the bridge, but the structure is already strong enough to take the</p>	<p>None</p>

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			maximum vehicle loading that it would be expected to be subjected to.	
		Will it be explored that the pit in the field was created by a WW11 bomb.	Reference will be made in the development brief to the possibility.	Amended para 5.6 Records from a desk based survey suggest low level contamination related to the quarrying of sand & clay, operation of sand & gravel pit could be present on site. It is believed locally that this pit may have been created by a WWII bomb. The disused pit on the site will require further investigation and any remediation actions identified.
		We would like to see a village plan, showing the present state of the village, as has been compiled by DCC for Prestatyn and Meliden.	The Town Plans were done for the largest towns only (Meliden classed within the boundary of Prestatyn). Economic Regen then widened the Plans to include surrounding areas so the Rhuddlan Town Plan includes info on Dyserth.	None
		The Church yard is almost full.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None

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(33)	Heather Prydderch Don't Destroy Dyserth Late	There are 850 long term empty homes in Denbighshire, some of these are in Dyserth. The demand for homes in Dyserth is not great.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		Many people are worried that Dyserth will change from being a large village to a small town too quickly.	Development of this site is likely to take place over a number of years which will allow for integration with the existing village.	None
		There is effectively no employment opportunities available in Dyserth	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		The Slope does not slope away upwards from North to South as stated in the Brief, it slopes upwards north-east to south-west, so that any run-off from the site will run down to the river.	Brief has been amended to reflect this.	Amended wording para 3.2 The site slopes away upwards from north-east to south-west.
		The site is used by villagers for walking, there is an old footpath which crosses the field. The field has also been used as a campsite.	Noted	None
		There will be an impact on the views from the AONB.	Various sections amended	New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably

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				<p>on views from the higher ground of the protected area. Additional text section 5</p> <p>The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into its predominantly rural surroundings from the outset.</p>
		The New Inn is a conservation area.	Council is aware of this and it is reflected in the brief see paras 4.12 and para 4.13	None
		The subsoil of most of the site is sand, possible necessitating 'rafts' for the houses and undoubtedly SUDS. There is a spring in the field.	Noted, these are detailed design matters. A ground condition survey will accompany the sales particulars for the site.	None
		Will more houses exacerbate the smells from the sewerage farm, which lorries use the entrance too frequently.	Public protection have no reported complaints concerning odour emanating from the Dyserth sewage treatment works. Dwy Cymru/Welsh Water have	None

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			raised no objection to the proposed development.	
		Noise or disturbance is likely to affect the Elderly residents of Maes Esgob/	A construction plan will be required in conjunction with any planning application which sets out hours of operation, routes for construction vehicles etc. Brief to be amended to include reference to this.	New para 5.12 The Council will require a 'Construction Plan' to be submitted following the grant of any planning permission, covering issues such as hours of work on site, delivery of materials, noise, dust and disturbance during construction and phasing of development.
(34)	Roz Barcroft	Site is adjacent to Clwydian AONB thus spoiling the residents view across the landscape.	Additional text added to brief.	New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area. Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of

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				<p>the development should take particular account of the potential impact of the development on views from the AONB.</p> <p>Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into it's predominantly rural surroundings from the outset.</p>
		Impact on wildlife, especially the [protected species] .	<p>An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	None
		The amount of houses planned for this site seem too many for the area of the field.	<p>Density – the final density of the dwellings on the site will not be known until a detailed planning application is submitted. The indicative numbers of 99 dwellings is based on gross site area and takes no account of land required for roads, open space, gardens etc. Policy RD 1 also</p>	None

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			allows for densities of below 35/hectare based on local characteristics.	
		The loss of green space, as a field currently used by local residents.	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
	Petition 1 670 Signatories	Concern about: <ul style="list-style-type: none"> • flood risk 	<p>The Glan Ffyddion estate has flooded during previous extreme flooding incidents and lies within the flood plain as defined by the Natural Resources Wales (NRW) flood maps. This area may continue to flood if such conditions are experienced in the future. The Cae Ffyddion development site lies almost entirely outside of the flood plain, a small part of the site designated for open space to the east of the housing allocation is within the flood plain but none of the allocated housing land is. The flood outline is shown as Fig3 in the site development brief.</p> <p>One of the requirements of any development proposal on the Cae Ffyddion site is that it will not increase the flood risk to any</p>	None

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			<p>other property as a result of it being developed. This is the position in relation to all development sites across the County. The developer will be required to provide evidence to the satisfaction of Natural Resources Wales of this. If this evidence is not provided then NRW will object to the development proposal when consulted on the planning application.</p>	
		<ul style="list-style-type: none"> increased traffic and more congestion on high street 	<p>The development brief requires a transport assessment including capacity towards Meliden to be carried out prior to any development taking place. The scope of the assessment will be extended to include Waterfall Road and the High Street.</p>	<p>Amended para 5.5 The development is predicted to generate approximately 55 vehicle trips during the morning peak (0800-0900). The TA will also predict the distribution (share) of these trips onto the local network. The TA should include an assessment of the capacity of the junction of the A547 and A5151 roundabout in Rhuddlan, and the A547 through Meliden as well as the capacity of Waterfall Road and High Street in Dyserth. Access to DCC Housing land via Maes Esgob will also need assessing from a highways perspective as there are some pinch points which</p>

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				may require consideration of parking restrictions. 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.
		<ul style="list-style-type: none"> loss of farmland 	The site is allocated for housing in the adopted LDP, the allocation of the land was not the subject of this consultation.	None
		<ul style="list-style-type: none"> pressure on sewage farm 	Public protection have no reported complaints concerning odour emanating from the Dyserth sewage treatment works. Dwy Cymru/Welsh Water have raised no objection to the proposed development.	None
		<ul style="list-style-type: none"> schools and churchyard full 	The development brief (para 5.9) highlights that a contribution towards education provision will be required in connection with this development site.	None
		<ul style="list-style-type: none"> impact on rare flora and fauna 	An environmental study has been undertaken in preparation for the sale of the site. As the environmental study contains	None

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			<p>sensitive information in relation to protected species it will only be released on a controlled basis during the tendering process. Policy VOE 5 at para 4.13 covers the conservation of natural resources.</p>	
		<ul style="list-style-type: none"> Visible from AONB. 	<p>Additional text added to brief.</p>	<p>New Text added section 4: LDP Policy VOE 2 – AONB and AOB: the site is considered to be within the setting of the Clwydian Range and Dee Valley AONB, there is a need to ensure that the overall approach to development, and particularly the landscaping of the site, has regard to the need to mitigate impacts on the AONB, notably on views from the higher ground of the protected area. Additional text section 5 The site lies outside of the Clwydian Range and Dee Valley AONB but is considered to be within the setting of this protected area. Landscaping of the development should take particular account of the potential impact of the development on views from the AONB. Additional text section 6: The development should be based on the guiding principle of seeking to integrate and absorb the development into</p>

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				it's predominantly rural surroundings from the outset.
	Petition 2 14 Signatories	We do not approve of an entrance to the 99 proposed housing project being sited at the closed end of Maes Esgob. We believe it would cause traffic congestion and added danger for old, infirm and poor sighted residents.	There would be no through road to Maes Esgob from the A547 . Para 5.5 of the development brief states this.	None

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