

Briff Datblygu Safle Drafft:

Datblygiad preswyl - Safleoedd Brwcws, Dinbych

Prif Ddogfen



Cynllunio Strategol a Thai

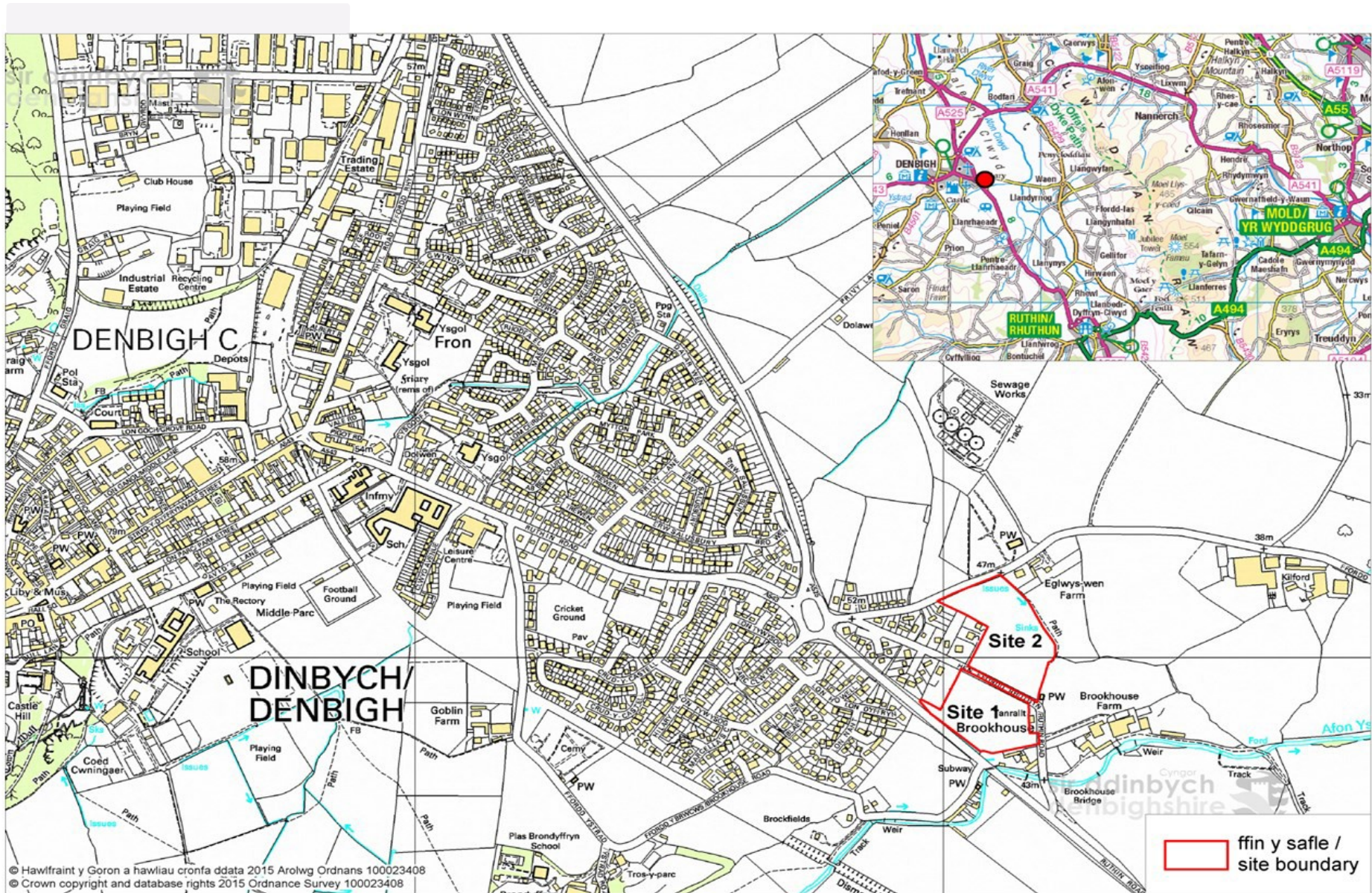
Gorfennaf 2015 Mawth 2016

ATODIAD 1

Cynnwys

1.	Cyflwyniad	4
2.	Statws y Ddogfen a'r Camau Paratoi	4
3.	Lleoliad y Safle a Disgrifiad	4
4.	Polisiau Cynllunio	6
5.	Arfarniad safle a gofynion	10
6.	Amcanion dylunio	23
7.	Ystyriaethau Pellach	24
8.	Cysylltiadau	25
9.	Ffynonellau/Llenyddiaeth	26
Ffigur 1	Lleoliad 'Safleoedd tai hen ffordd Rhuthun'	3
Ffigur 2	Dynodiadau lleol sy'n berthnasol i ddatblygiad ar y safle	6
Ffigur 3	5 amcan dylunio da, Nodyn Cyngor Technegol 12	7
Ffigur 4	Safonau 'meincnodi' Meysydd Chwarae Cymru	8
Ffigur 5	Dogfen Asesu Cludiant – cynnwys nodweddiadol,	10
Ffigur 6	Llun o'r awyr (2009) gyda'r ystyriaethau priffyrdd	11
Ffigur 7	Hawliau tramwy cyhoeddus a phalmentydd	13
Ffigur 8	Hygyrchedd y safle i amwynderau lleol	13
Ffigur 9	Coridor bywyd gwyllt	16
Ffigur 10	Rhwydweithiau dŵr a charthffosiaeth lleol	21
Atodiad 1	Canllawiau ar Gyfraniadau i Addysg	27

ATODIAD 1



ATODIAD 1

1. Cyflwyniad

1.1 Mae'r brif datblygu safle hwn yn un o gyfres o nodiadau Canllaw Cynllunio Atodol (CCA) sy'n ymhelaethu ar Gynllun Datblygu Lleol (CDLI) Sir Ddinbych 2006-2021. Mae CCAu yn seiliedig ar bolisiâu neu ddyraniadau safleoedd unigol ac yn ceisio arwain proses, dyluniad ac ansawdd datblygiadau newydd. Bwriad y nodiadau yw cynnig canllawiau manwl i gynorthwyo'r cyhoedd, Aelodau o'r Cyngor, datblygwyr a swyddogion yn eu trafodaethau cyn y cyflwynir ceisiadau cynllunio ac, yn dilyn cyflwyno ceisiadau cynllunio o'r fath, i helpu i wneud penderfyniadau yn eu cylch.

2. Statws y Ddogfen a'r Camau Paratoi

2.1 Cymeradwywyd Mabwysiadwyd y briff datblygu safle yma'n ffurfiol ar gyfer ymgynghori cyhoeddus gan Bwyllgor Cynllunio Cyngor Sir Ddinbych ar 15 Gorffennaf 2015 16 Mawrth 2016.

2.2 Nid yw dogfennau CCA y Cyngor yn rhan o'r cynllun datblygu lleol a fabwysiadwyd. Mae Llywodraeth Cymru wedi cadarnhau, yn dilyn ymgynghoriad cyhoeddus a chymeradwyaeth ddilydol yr Awdurdod Cynllunio Lleol, y gellir trin CCAu fel ystyriaethau cynllunio perthnasol. Yn dilyn eu cymeradwyo, gall Awdurdodau Cynllunio Lleol, Arolygwyr Cynllunio a Llywodraeth Cymru ystyried y ddogfen wrth benderfynu ar geisiadau ac apeliadau cynllunio.

2.3 Mae'r ddogfen hon wedi'i pharatoi yn unol â Pholisi Cynllunio Cymru (Rhifyn 7), dogfennau canllawiau Llywodraeth Cymru a'r cyngor a gafwyd gan gyrff statudol a Dŵr Cymru.

3. Lleoliad y Safle a Disgrifiad

3.1 Mae Dinbych yn dref farchnad mewn lleoliad canolog yn ffin weinyddol Sir Ddinbych. Mae'r dref oddeutu 7km i'r de o gefnffordd yr A55, coridor cludiant pwysig yng ngogledd Cymru. Fe'i cysylltir gan adran o ffordd deuel yr A525 sy'n darparu mynediad i Ruthun sydd oddeutu 10km i'r de a Llanelwy i'r gogledd (gweler ffigur 1). Yn ôl cyfrifiad 2011, mae yna oddeutu 8000 o bobl yn byw yn Ninbych. Mae'r dref yn dref twf is yn hierarchaeth aneddiadau CDLI Sir Ddinbych ar gyfer y diben o ddyrannu tai yn ystod oes y cynllun. Yn dilyn archwilio'r CDLI yn ystod y broses gyhoeddus a'i fabwysiadu gan y Cyngor, mae'r safleoedd wedi'u dyrannu ar gyfer datblygu tai.

3.2 Er hwylustod, mae ffigur 1 yn nodi'r 'Tir rhwng Hen Ffordd Rhuthun a Ffordd Newydd Rhuthun' fel safle 1 a'r 'Tir oddi ar Ffordd Eglwyswen' fel safle 2. Dyma sut y cyfeirir at y

ATODIAD 1

safleoedd yn y ddogfen drwyddi draw. Mae safleoedd 1 a 2 i'r de-ddwyrain o Ddinbych, gyda Ffordd Eglwyswen i'r gogledd a'r A525 i'r de. Mae Hen Ffordd Rhuthun yn croestorri'r safleoedd. Mae safle 1 yn gymharol wastad. Mae safle 2 yn mynd ar i lawr yn esmwyth o'r gorllewin i'r dwyrain. Mae'r ddau safle yn cynnwys tir pori amaethyddol gyda gwrychoedd o'u cwmpas

- 3.3 Ymhellach i'r gogledd o'r safleoedd mae adeilad rhestredig gradd I Eglwys y Santes Farchell. Mae'r adeilad rhestredig yn cynnwys porth a muriau rhestredig gradd II a bedd Twm o'r Nant. I'r de-ddwyrain o'r safleoedd mae Melin Brwcws a Brookhouse Farm, sy'n adeilad rhestredig gradd II. Yn union i'r de o'r safle ceir Bythynnod Brwcws. Mae'r ddau safle a ddyrannwyd yn dod i gyfanswm o oddeutu 5 hectar.
- 3.4 Mae Hen Ffordd Rhuthun yn darparu mynediad i Felin Brwcws, Brookhouse Farm, capel a nifer o dai ar Karen Court a Llys Catrin. Mae gwasanaethau bws rheolaidd ger y safle ar Ffordd Eglwyswen a Hen Ffordd Rhuthun. Mae'r gwasanaethau bws gerllaw yn cynnig gwasanaeth i Wrecsam, Llangollen, Corwen, Rhuthun, a Llangwyfan.
- 3.5 Mae'r ddau safle mewn lleoliad amlwg wrth ddynesu at y dref o'r de-ddwyrain. Mae'r safle yn arbennig o weladwy o'r A525, Ffordd Eglwyswen a Hen Ffordd Rhuthun.

Llun 1: Golygfa o Eglwys y Santes Farchell ar draws y ddau safle tuag at yr A525 Capel Brwcws tuag at Eglwys Sant Marcella.

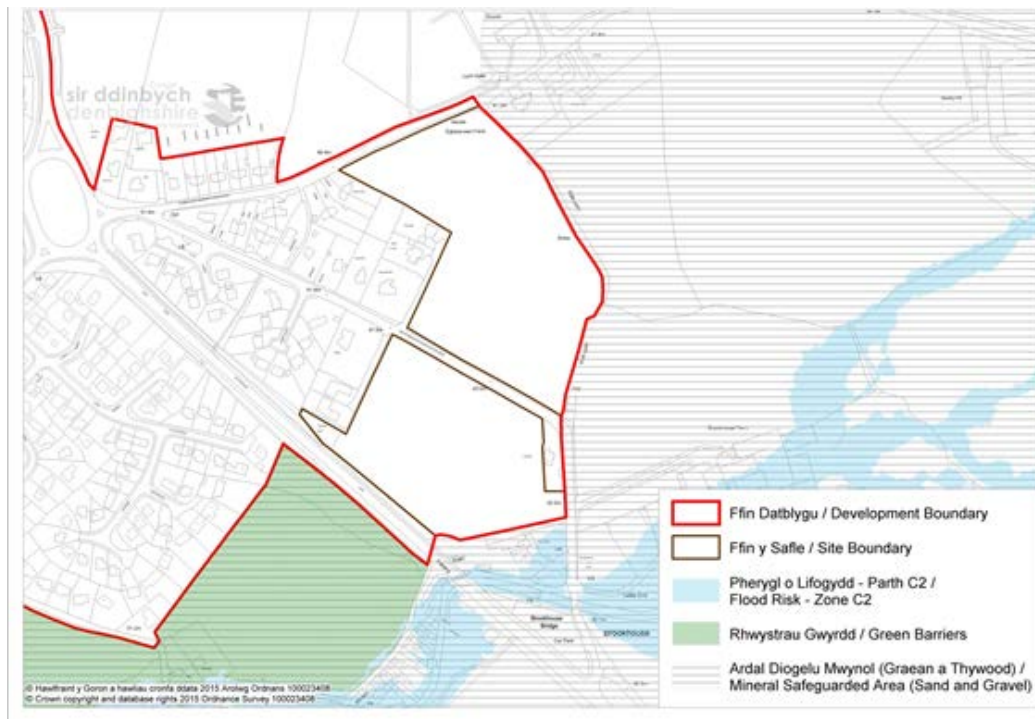


ATODIAD 1

4. Polisiâu Cynllunio

4.1 Mae ffigur 2 (ar y dudalen nesaf) yn dangos dynodiadau lleol a fyddai'n berthnasol wrth benderfynu ar geisiadau cynllunio ar gyfer y safle. Mae Map Cynigion y CDLI ar gyfer Dinbych a KeyMap y CDLI yn darparu trosolwg o'r dynodiadau tir perthnasol i'r ardal ehangach.

Ffigur 2: Dynodiadau lleol sy'n berthnasol i ddatblygiad ar y safle



4.2 Mae Polisi Cynllunio Cymru, paragraff 2.1.2, yn nodi bod yn rhaid llunio penderfyniadau ar geisiadau cynllunio yn unol â'r cynllun datblygu a fabwysiadwyd oni bai bod ystyriaethau perthnasol yn nodi i'r gwrthwyneb. Mabwysiadwyd CDLI Sir Ddinbych ym mis Mehefin 2013, ac mae'n cynnwys polisiâu lleol sy'n berthnasol i unrhyw gynnig datblygu ar gyfer y safleoedd hyn.

4.3 Mae Polisi Cynllunio Cymru yn nodi bod yn rhaid i ystyriaethau cynllunio perthnasol fod yn faterion cynllunio; hynny yw, mae'n rhaid iddynt fod yn berthnasol i reoli datblygu a defnyddio tir er budd y cyhoedd. Mae hefyd yn nodi bod yn rhaid i ystyriaethau perthnasol fod yn deg ac yn rhesymol gysylltiedig â'r datblygiad dan sylw. Er enghraifft, gall ystyriaethau perthnasol gynnwys maint isadeiledd ffisegol (e.e. draeniau cyhoeddus neu systemau dŵr), sŵn neu aflonyddwch o ganlyniad i'r defnydd, maint priffyrdd, bioamrywiaeth, risg llifogydd, penderfyniadau apeliadau blaenorol a gwaith ymchwil a wnaed i gefnogi cynigion cynllunio. Bydd adran 5 y ddogfen hon yn nodi mwy o fanylion ynghylch yr ystyriaethau perthnasol sy'n benodol i'r safleoedd. Mae'r ystyriaethau perthnasol hyn yn seiliedig yn bennaf ar bolisi Parchu Nodweddion Unigryw 1 .

ATODIAD 1

- 4.4 Polisi Parchu Nodweddion Unigryw 1, Y Ffin Ddatblygu - Mae safleoedd 1 a 2 o fewn ffin ddatblygu Dinbych ac wedi'u dyrannu ar gyfer tai fel yr amlinellir ym mholisi Creu Cymunedau Cynaliadwy 1. Dylid cyfiawnhau nifer yr unedau a fwriedir ar y safle yn unol â pholisi Parchu Nodweddion Unigryw 1 os yw'n llai na'r dwysedd o 35 annedd yr hectar a nodir yn y polisi. Mae'r ddogfen hon yn manylu ar amgylchiadau lleol sy'n berthnasol i'r safleoedd a fyddai'n cyfiawnhau dwysedd llai.
- 4.5 Dylai cynigion datblygu godi safonau dylunio a gwella'r amgylchedd drwy welliannau i'r dirwedd. Mae polisi Parchu Nodweddion Unigryw 1 yn amlinellu'r meini prawf cynllunio cyffredinol y dylai cynigion datblygu mewn ffiniau datblygu eu bodloni. Dylai ymgeiswyr ystyried y materion dylunio canlynol (nid yw'r rhestr yn gynhwysfawr): uchder yr adeiladau, maint, dwysedd y datblygiad, nifer yr adeiladau, dyluniad y safle, effaith ar y rhwydwaith hawliau tramwy ehangach, trefniadau gwaredu gwastraff/ailgylchu, drychiad adeiladau, systemau draenio cynaliadwy, nodweddion tirwedd gwyrdd a deunydd adeiladu sy'n cyd-fynd â'r ardal gerllaw. Mae Nodyn Cyngor Technegol 12: Dylunio yn amlinellu bod dylunio da yn mynd y tu hwnt i fod yn weledol ddeniadol. Mae dylunio da yn cynnwys mynediad, cymeriad, diogelwch cymunedol, cynaliadwyedd amgylcheddol a symud. Bydd yn ofynnol i gynigion datblygu gymhwyso'r amcanion dylunio da hyn. Mae egwyddorion dylunio pellach wedi'u hamlinellu yn adran 6 y ddogfen hon.

Ffigur 3: 5 amcan dylunio da. Nodyn Cyngor Technegol 12



- 4.6 Polisi Creu Cymunedau Cynaliadwy 1, Strategaeth Twf ar gyfer Sir Ddinbych - Mae'r ddau safle wedi cael eu dyrannu ar gyfer datblygiadau preswyl yng Nghynllun Datblygu Lleol Sir Ddinbych 2006 - 2021 (CDLI) a fabwysiadwyd, a labelwyd fel 'CCC 1' ar Fap Cynigion y CDLI ar gyfer Dinbych. Mae Polisi CDLI CCC 1 hefyd yn nodi'r gofyniad i ddarparu ystod o dai o

ATODIAD 1

wahanol fathau, maint a daliadaeth i adlewyrchu'r angen a galw lleol. Mae'r Asesiad o'r Farchnad Dai Leol yn darparu manylion pellach am ardaloedd unigol yn y Sir.

- 4.67 Polisi Creu Cymunedau Cynaliadwy 3, Sicrhau Cyfraniadau Isadeiledd yn sgil Datblygu - Mae'r polisi hwn yn nodi y bydd disgwyl i ddatblygiad gyfrannu at ddarparu isadeiledd i fodloni'r gofynion isadeiledd cymdeithasol, economaidd, corfforol a/neu amgylcheddol ychwanegol sy'n deillio o'r datblygiad. Mae'r polisi yn rhestru 5 blaenoriaeth ac yn nodi y bydd y blaenoriaethau yn amrywio yn dibynnu ar natur a lleoliad y datblygiad. Mae gwella ansawdd adeiladau ysgolion a pherfformiad mewn addysg yn flaenoriaeth gorfforaethol allweddol a amlinellwyd yng Nghynllun Corfforaethol Sir Ddinbych. Ochr yn ochr â thai fforddiadwy, cyfleusterau cludiant cynaliadwy a mannau agored, fe geisir hefyd gyfraniadau i ddarpariaeth addysg. Mae'r gofynion addysgol wedi'u crybwyll ymhellach yn adran 5.27 isod.
- 4.78 Polisi Creu Cymunedau Cynaliadwy 4, Tai Fforddiadwy - Mae'r polisi hwn yn nodi y dylai 10% o'r tai ar ddatblygiad o 3 annedd neu fwy fod yn fforddiadwy. Dylid darparu hyn ar y safle pan fo datblygiad o 10 uned preswyl neu fwy neu drwy gyfraniad ariannol pan fo ddatblygiad o lai na 10 uned. Er budd creu a chynnal cymunedau cymysg cynaliadwy, ystyrir cynigion ar gyfer datblygiadau 100% tai fforddiadwy ar gyfer safleoedd 10 uned neu lai Dylai hyn gael ei gyflwyno ar y safle ar gyfer datblygiadau o 10 neu ragor o unedau preswyl. Bydd y gofyniad polisi, sef cyfraniad o leiaf 10% yn destun monitro blynyddol ar brisiau gwerthu a gellid ei gynyddu i o leiaf 30% pan fydd prisiau'n codi.
- 4.89 Yn ôl Swyddogion Strategaeth Tai mae yna alw am dai fforddiadwy 2 ystafell wely yn yr ardal. Mae tystiolaeth bresennol yn dangos bod y galw am dai fforddiadwy 2 lofft yn bodoli yn yr ardal. Dywedir y gall Gallai'r math y o ddeiliadaeth gynnwys rhentu gan Landlord Cymdeithasol Cofrestredig, rhent canolradd a rhannu ecwiti. Byddai'n rhaid cynllunio tai fforddiadwy yn unol â gofynion gofod CCA Safonau Gofod Preswyl (2013) a Gofynion Ansawdd Dylunio Llywodraeth Cymru (2005). Ceir arweiniad pellach ar hyn yn CCA Tai Fforddiadwy (2014).
- 4.910 Mae'r polisi hwn yn ceisio sicrhau bod y safon sirol ofynnol o 2.4 hectar fesul 1,000 o bobl yn cael ei chymhwyso i gynigion datblygu. Yn ddelfrydol, dylai cynigion datblygu ar gyfer y ddau safle ddarparu man agored. Fesul annedd, dylai hyn gyfateb i 48 metr sgwâr o ofod chwaraeon awyr agored a 24 metr o ofod anffurfiol a mannau chwarae gydag offer i blant. Mae'r sefyllfaoedd lle derbynir symiau gohiriedig wedi'u hamlinellu yn y polisi. Os nad oes diffyg mewn mannau agored yn yr ardal leol, bydd y Cyngor, lle y bo'n briodol, yn disgwyl i ddatblygwyr wneud cyfraniad ariannol. Byddai'r cyfraniad hwn yn swm gohiriedig i liniaru effaith y cynnydd yn nefnydd y mannau agored a'r offer yn yr ardal. Ar safleoedd mwy, fel

ATODIAD 1

safleoedd 1 a 2, mae'r Cyngor yn disgwyl y byddai'r rhan fwyaf o'r manau agored yn cael eu darparu ar y safle.

Ffigur 4: Safonau 'meincnod' Meysydd Chwarae Cymru, a nodir ym mholisi Creu Cymunedau Cynaliadwy 11

Math o Fan Agored	Safon
Chwaraeon awyr agored gan gynnwys caeau chwarae	1.6 Hectar/1,000 o bobl
Lle chwarae plant gydag offer	0.25 Hectar/1,000 o bobl
Gofod anffurfiol i blant	0.55 Hectar/1,000 o bobl
Cyffredinol	2.4 Hectar/1,000 o bobl

- 4.101 Polisi Parchu Nodweddion Unigryw 5, Yr Iaith Gymraeg a Gwead Cymdeithasol a Diwylliannol Cymunedau - Mae'r polisi hwn yn ei gwneud yn ofynnol i bob cais cynllunio ystyried anghenion a buddiannau'r iaith Gymraeg. Mae'r polisi yn cynnwys trothwyon datblygu sy'n nodi'r angen i gyflwyno gwybodaeth ychwanegol gyda cheisiadau cynllunio. Mae'r ddau safle yn uwch na'r trothwy 20 o unedau preswyl. O ganlyniad, mae angen cyflwyno "Asesiad o'r Effaith Gymunedol ac Ieithyddol" gyda'r cais cynllunio. Ceir arweiniad pellach ar y pwnc hwn yn CCA Cynllunio ac Iaith Gymraeg y Cyngor (2014).
- 4.112 Polisi Gwerthfawrogi ein Hamgylchedd 1 - Meysydd allweddol o bwys. Ochr yn ochr â pholisi PNU 1 (meini prawf iii), mae'r polisi hwn yn gofyn bod cynigion yn parchu, a lle bo modd, yn gwella safleoedd adeiledig treftadaeth a thirweddau hanesyddol am eu nodweddion a hynodrwydd lleol. Mae'r ddau safle yn nhirwedd hanesyddol Dyffryn Clwyd. Mae safle 2 wedi yn agos at adeilad rhestredig. Mae adran 6.5.9 Polisi Cynllunio Cymru yn tynnu sylw at gadw neu wella adeilad rhestredig a'i leoliad. Mae paragraff 11 Cylchlythyr Llywodraeth Cymru 61/96 Cynllunio a'r Amgylchedd Hanesyddol: Adeiladau Hanesyddol ac Ardaloedd Cadwraeth, yn darparu canllawiau ychwanegol ar ddatblygiadau sy'n effeithio ar leoliad adeilad rhestredig.
- 4.123 Polisi Gwerthfawrogi ein Hamgylchedd 5, Gwarchod Adnoddau Naturiol - Diben y polisi hwn yw gwarchod a gwella'r amgylchedd naturiol. Bydd yn rhaid cefnogi cynigion datblygu, a allai gael effaith ar gynefinoedd a rhywogaethau a warchodir, gydag arolwg ecolegol/datganiad bioamrywiaeth. Efallai y bydd yn rhaid talu iawndal neu weithredu mesurau lliniaru neu osgoi i

ATODIAD 1

wrthbwyso unrhyw effaith andwyol a gaiff y datblygiad ar nodweddion amgylcheddol a warchodir. Mewn achosion o'r fath, dylid rhoi'r mesurau ar waith cyn i unrhyw effaith bosibl droi'n ffaith.

- 4.134 Polisi Gwerthfawrogi ein Hamgylchedd 6, Rheoli Dŵr - Bydd yn ofynnol i'r cynnig gynnwys cadwraeth dŵr a mesurau i ddileu neu leihau llif dŵr wyneb o'r safle, lle bo hynny'n ymarferol. Dylai cynigion datblygu mawr (dros 1,000 metr sgwâr neu 10 annedd) gynnwys Datganiad Cadwraeth Dŵr. Mae arweiniad ar systemau draenio cynaliadwy er mwyn rheoli dŵr wyneb ar gael ym mharagraff 8.2 Nodyn Cyngor Technegol 15, 'Datblygu a Pherygl o Lifogydd'. Mae paragraff 8.2 yn nodi y gall systemau draenio cynaliadwy gyflawni swyddogaeth bwysig o ran rheoli dŵr ffo ar safleoedd ac y dylid eu cynnwys, lle bynnag y byddant yn effeithiol, mewn cynigion datblygu newydd, waeth ym mha le y maent wedi'u lleoli. Yn ogystal, mae Dogfen Gymeradwy Rhan H Rheoliadau Adeiladu 2000 yn nodi, pan fo'n ymarferol, mai'r dewis cyntaf ar gyfer gwaredu dŵr wyneb yw systemau draenio cynaliadwy.
- 4.145 Polisi Cyflawni Hygyrchedd Cynaliadwy 2, Darparu Cyfleusterau Cludiant Cynaliadwy - Gall cynigion datblygu arwain at yr angen i gyflwyno gwelliannau i gludiant cyhoeddus neu isadeiledd cerdded neu feicio. Mewn achosion o'r fath, mae'r polisi hwn yn gofyn i gynigion ymgorffori neu gyfrannu at gost eu darparu. Gallai hyn gynnwys gwelliannau capasiti neu gysylltiad â rhwydwaith beicio, darparu cysylltiadau cerdded a beicio gyda chyfleusterau cludiant cyhoeddus a gwella gwasanaethau cludiant cyhoeddus.
- 4.156 Polisi Cyflawni Hygyrchedd Cynaliadwy 3, Safonau Parcio - Mae'r polisi hwn yn ceisio sicrhau y darperir mannau parcio priodol ar gyfer ceir a beics fel rhan o'r cynigion datblygu. Bydd yr ardal gyfagos yn cael ei hystyried o ran mynediad ac argaeledd cludiant cyhoeddus, dwysedd poblogaeth a llefydd parcio, ac a oes mathau eraill o gludiant yn cael eu cynnig. Trafodir gofynion parcio yn ymhellach yn adran 5.6.

5. Arfarniad safle a gofynion

5.1 Mae'r adran hon yn disgrifio'r cyfyngiadau hysbys ar y safleoedd a byddai'n rhaid i unrhyw gais cynllunio eu hystyried a'u goresgyn. Mae'r ystyriaethau fel a ganlyn .

5.2 Mynediad a Pharcio

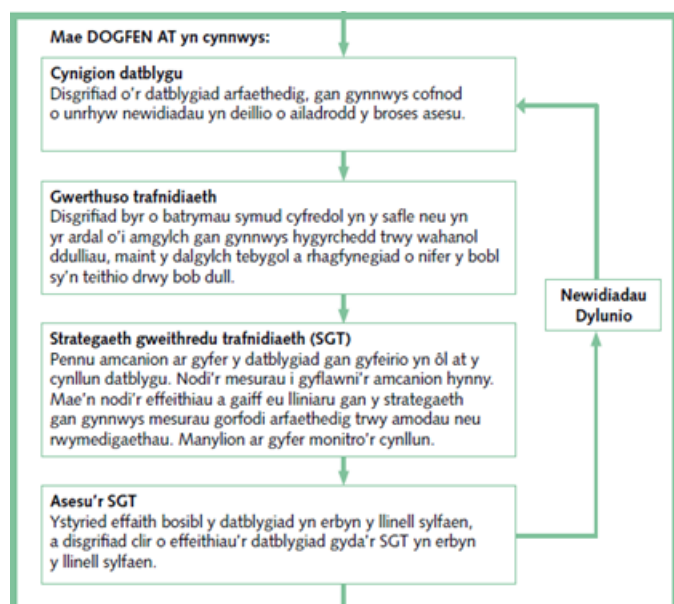
Bydd unrhyw gynnig i ddatblygu yn gofyn am Asesiad Cludiant (AC) yn unol â meini prawf y polisi PNU1 vii), gan y gallai clustnodiad tai gyda'u gilydd fod yn fwy na 100 o dai (PPW adran 8.7.2). Yn ogystal, mae'r Cyngor yn ystyried y gymdogaeth i fod yn sensitif i bwysau priffyrdd ychwanegol, sydd hefyd yn arwain at fodloni gofynion Polisi Cynllunio Cymru ynglŷn ag

ATODIAD 1

Asesiadau Cludiant. Dylai'r Asesiad Cludiant nodi sut y byddai'r cynnig datblygu yn lliniaru effaith cludiant trwy ddylunio ac amodau cynllunio neu rwymedigaethau. Mae ffigur 5 (isod) yn amlinellu cynnwys nodweddiadol Asesiad Cludiant .

- 5.3 Byddai angen Asesiad Cludiant pe gyflwynir ceisiadau cynllunio ar wahân ar gyfer y ddau safle. Mewn achos o'r fath, dylai'r asesiad ystyried y safle cyfagos a pheidio ag atal ei ddatblygiad. Byddai'n rhaid asesu effaith gyfunol y ddau safle ar ôl iddynt gael eu cwblhau (ar ystod o ddwyseddau tai) ar briffyrdd lleol. Mae adran 8.7.2 Polisi Cynllunio Cymru ac Atodiad D Nodyn Cyngor Technegol 18: Cludiant, yn rhoi arweiniad pellach ar yr asesiadau hyn. Mae gofynion o ran cerdded a beicio wedi'u hamlinellu yn adran 5.6 isod.

Ffigur 5: Cynnwys dogfen AC nodweddiadol, o Nodyn Cyngor Technegol 18, Llywodraeth Cymru, 2007



- 5.4 Mae'r llun lloeren o'r safle (y dudalen nesaf) yn nodi manau cludiant problemus hysbys (nodiadau coch). Mae hefyd yn dangos lleoliad bras y mynediad fwyaf addas i gerbydau (cylch oren). Mae'r nodiadau hyn wedi'u hamlinellu ymhellach ar y dudalen nesaf.

ATODIAD 1

Ffigur 6: Llun o'r awyr (2009) gyda'r ystyriaethau priffyrdd



5.5 Yn ogystal ag unrhyw ystyriaeth a amlygir yn ystod trafodaethau gyda'r Awdurdod Priffyrdd, dylai'r Asesiad Cludiant ystyried y materion cymunedol isod :

1. Cylchfan Parc Myddleton

Capasiti'r cylchfan ar yr adegau prysur i ddarparu ar gyfer trafndiaeth ychwanegol yn sgil y datblygiad ar y safleoedd. Dylai'r asesiad hwn hefyd ystyried y math o drafnidiaeth a fydd yn defnyddio'r gylchfan. Bydd hyn yn cynnwys loriâu mawr a chyflymder y ceir sy'n teithio yn eu blaenau oherwydd llwybr cymharol syth yr A525. Bydd gwelliannau i ddiogelwch cerddwyr hefyd yn cael eu hystyried, megis drwy gynyddu maint ynsoedd holltwr y gylchfan (yn amodol ar y model ARCADY/CYFFORDD 9 sy'n dangos bod digon o gapasiti geometrig i ganiatáu hyn).

2. Hen Ffordd Rhuthun a Chyffordd Heol Eglwyswen

Digonolrwydd gwelededd i gerbydau sy'n gadael ac yn mynd i mewn i Hen Ffordd Rhuthun, a'r effaith a gaiff y cynnydd mewn trafndiaeth ar y gyffordd hon. Ar hyn o bryd, nid yw defnyddwyr Ffordd Eglwyswen yn gweld y cerbydau sy'n agosáu at y gyffordd hon.

3. Hen Ffordd Rhuthun (ael y llethr)

Sicrhau bod trefniadau mynediad a phriffyrdd yn ystyried topograffi Hen Ffordd Rhuthun, sy'n mynd ar i lawr o'r gorllewin i'r dwyrain. Mae hyn, yn ogystal â cherbydau sydd wedi'u parcio ar y ffordd, yn creu man dall i ddefnyddwyr y ffordd ar ael y bryn. Mae diogelwch y

ATODIAD 1

briffordd yn y gornel hon yn waeth yn ystod glaw trwm oherwydd y llifogydd. Gall cyfyngiadau ar barcio fod yn angenrheidiol i wahardd parcio ar y stryd yn y lleoliadau hynny sy'n lleihau gweledded ymlaen neu yn ei gwneud yn ofynnol i gerbydau symud i lôn y cerbyd sy'n dod tuag atoch lle mae gweledded ymlaen yn cael ei amharu.

4. Lleoliad bras mynediad y ddau safle

Yn dilyn trafodaethau gyda'r Awdurdod Priffyrdd, rhagwelir y byddai modd creu mynediad i gerbydau ar gyfer y ddau safle oddi ar Hen Ffordd Rhuthun. Mae gan y ffordd hon derfyn cyflymder o 30 milltir yr awr.

5. Ffordd Eglwyswen / Eglwys y Santes Farchell

Dylai'r Asesiad Cludiant ystyried a fyddai'r cynnig datblygu yn rhoi straen ychwanegol ar yr ardal hon. Dylai hyn gynnwys ystyried anghenion trafndiaeth a pharcio ar ddiwrnodau addoli, priodasau ac angladdau ac ati. Dylai'r Asesiad Cludiant asesu addasrwydd creu mynediad oddi ar Ffordd Eglwyswen os cynigir y pwynt mynediad hwn.

6. Hen Ffordd Rhuthun (cornel)

Gan fod Hen Ffordd Rhuthun yn gul, mae cerbydau mawr a bysiau yn tueddu i ddefnyddio'r ddwy lôn er mwyn mynd rownd y gornel gyferbyn â Chapel Brwcws (rhif 6). Mae diogelwch y briffordd ar y gornel hon yn waeth yn ystod glaw trwm oherwydd y llifogydd. Defnyddir Capel Brwcws yn rheolaidd ac felly'n cynhyrchu trafndiaeth a'r angen am barcio ar y ffordd. Dylai'r TA gynnwys dadansoddiad llwybr teithio o'r tro ger y Capel ac ystyried a allai'r llwybr troed ar ochr allanol y tro gael ei wrthbwysu i ganiatáu i ledi'r ffordd gerbydau yn lleol. Bydd darpariaeth ar gyfer rhywfaint o le parcio i'r Capel yng nghornel de-ddwyrain o Safle 2. Dylai'r Asesiad Cludiant ystyried y pwyntiau hyn a darparu atebion dylunio yn ôl yr angen.

7. Hen Ffordd Rhuthun a chyffordd Ffordd Newydd Rhuthun

Dylai'r Asesiad Cludiant ystyried capasiti'r gyffordd hon a'r posibilrwydd o symud yr arwydd 30mya ymhellach i'r de. Dylai'r gwaith o symud yr adleoli'r arwydd 30mya ystyried darpariaeth darparu goleuadau stryd i nodi'r newid mewn derfyn cyflymder ac er mwyn gwneud yn siŵr nad oes angen gwneud Gorchymyn cyfreithiol. Dylid hefyd ystyried capasiti pwysau Pont Brwcws.

ATODIAD 1

5.6 Gofynion Parcio

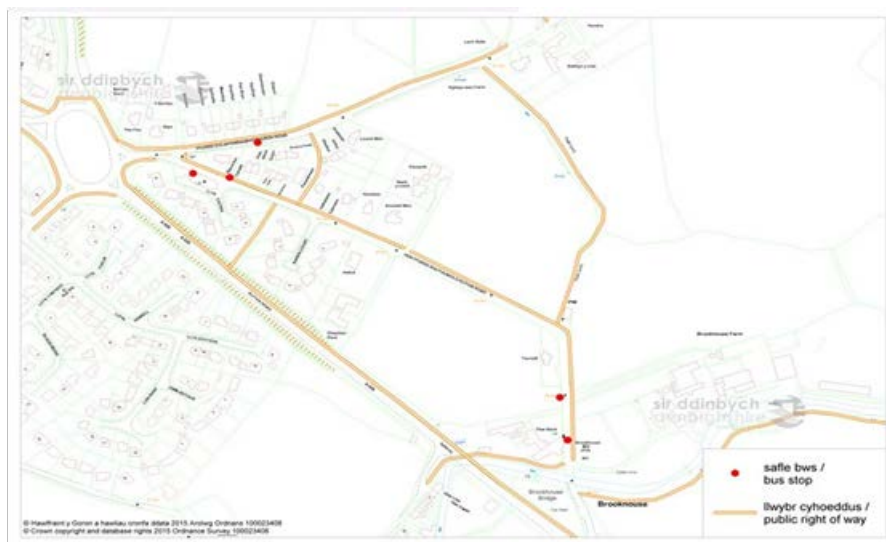
Mae CCA Gofynion Parcio mewn Datblygiadau Newydd Sir Ddinbych yn rhannu'r sir yn ddau barth parcio (yn seiliedig ar ardaloedd trefol a gwledig) er mwyn gosod safonau. Mae'r safle ym mharth parcio 1 (ardal drefol ac anheddiad a ddyrannwyd yn y CDLI). Felly mae'r gofynion parcio a amlinellir yn adran 6.13 o'r CCA yn berthnasol. Mae adrannau perthnasol eraill o'r CCA yn cynnwys: adran 7 sy'n amlinellu gofynion mynediad ar gyfer pobl anabl, adran 8 sy'n nodi safonau ar gyfer cyfleusterau cadw beics, adran 9 sy'n nodi safonau parcio beiciau modur ac adran 10 sy'n ymwneud â thirlunio .

5.7 Hygyrchedd

Mae mynediad cerddwyr o'r safleoedd i ganol Dinbych yn anfoddhaol ar hyn o bryd. Nid yw'r cylchfan, yr A525 na Hen Ffordd Rhuthun yn rhoi profiad croesawgar, dymunol na chadarnhaol o gerdded yn ddiogel i ganol Dinbych. Mae hyn yn rhwystr i drigolion newydd sydd eisiau mynd i Ddinbych ar gyfer cyfleoedd cymunedol, cyflogaeth, addysg a manwerthu. Mae'n debygol y bydd y rhwystr hwn yn cynyddu dibyniaeth ar geir.

5.8 Mae ffigur 4 isod yn dangos palmentydd a hawliau tramwy cyhoeddus yn yr ardal (mewn gwyrdd) a lleoliad arosfannau bws cyfagos (mewn coch). Mae'r gwasanaethau bws hyn yn cynnig gwasanaeth i Wrecsam, Llangollen, Corwen, Rhuthun a Llangwyfan.

Ffigur 7: Hawliau tramwy cyhoeddus a phalmentydd



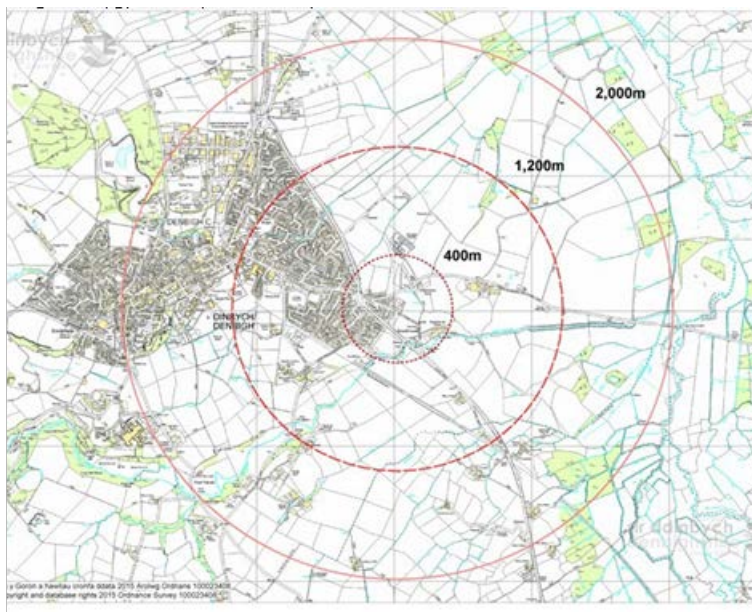
5.9 Dylai'r cynllun safle arfaethedig gyd-fynd â llwybrau cerdded sydd eisoes yn bodoli a'u gwella (gweler ffigur 4). Dylai cynllun y safle annog cerdded a'i gwneud yn haws ac yn well mynd o amgylch yr ardal ar droed. Dylid rhoi ystyriaeth i ofynion Deddf Teithio Llesol (Cymru) 2013, a gefnogir gan fesurau gwella a nodweddion dylunio a anelwyd at welliannau i'r rhwydwaith

ATODIAD 1

cerdded a beicio lleol. Dylai cynigion gynnwys palmant ychwanegol ar ochrau Hen Ffordd Rhuthun sy'n ffinio'r Rhaid darparu troedffyrdd 2.0 metr o led ar bob ochr i Hen Ffordd Rhuthun ar hyd ffyrntiau'r ddau safle . I wneud cerdded a beicio i ganol Dinbych yn haws, dylid ystyried Fel y nodir ym Mharagraff 5.5.1, bydd gwelliannau i ardal y eglchfan yn cael eu hystyried. Mae ffigur 5 ar y dudalen flaenorol yn dangos pellter y ddau safle o ganol Dinbych.

- 5.10 Mae nifer o amwynderau lleol (gweler ffigur 8 ar y dudalen nesaf) o fewn 1.6km i'r safle (ysgol uwchradd, siop, ysgol gynradd, Ysbyty Dinbych, archfarchnad, lle chwarae, pwll nofio). Mae Stryd Fawr Dinbych, ac archfarchnad arall o fewn 2km o'r safleoedd. Gallai'r amwynderau hyn fod o fewn pellter cerdded, fel yr amlinellir yn adran 4.41 Llawlyfr Strydoedd 2007 (sef rhwng 0.8km a 2km) pe bai'r gwelliannau a nodwyd yn adran 5.9 yn cael eu gwneud.
- 5.11 Dylid dylunio unrhyw ddatblygiad o fewn y safle ac yn yr ardal gyfagos fel ei fod yn creu cymdogaeth gerddadwy. Bydd hyn yn helpu i leihau'r angen i ddefnyddio car ar gyfer teithiau byr, rhoi budd i fusnesau lleol yn ogystal â gwella iechyd a lles y gymuned ehangach. Mae Sefydliad Iechyd y Byd wedi creu Offeryn Asesu Economaidd er Budd Iechyd yn ddiweddar (HEAT – gweler <http://heatwalkingcycling.org/> am fwy o wybodaeth). Mae'r offeryn hwn yn amlinellu manteision economaidd cerdded a beicio.

Ffigur 8: Hygyrchedd y safle i amwynderau lleol



- 5.12 Mae Asesiadau o'r Effaith ar Iechyd yn cydnabod y duedd gynyddol o sylweddoli rôl yr amgylchedd wrth siapio iechyd pobl. Mae'r asesiad hwn yn ystyried holl benderfynyddion ehangach iechyd a lles. Mae'r Uned Gymorth Asesu'r Effaith ar Iechyd Cymru yn cynnig canllawiau ar Asesiadau o'r Effaith ar Iechyd ('HIA A Practical Guide' – sydd ar gael yn www.whiasu.wales.nhs.uk). Nid yw darparu Asesiad o'r Effaith ar Iechyd yn ofyniad statudol.

ATODIAD 1

Fodd bynnag, anogir datblygwyr i gyflwyno cynigion sy'n cydnabod manteision dylunio datblygiad sy'n cyfrannu at iechyd dynol.

- 5.13 Dylid gweithredu egwyddorion Llawlyfr Strydoedd 2007 wrth ddylunio'r cynigion datblygu. Mae hyn yn golygu rhoi blaenoriaeth ddylunio i gerddwyr yn unol â'r tabl isod a gymerwyd o'r Llawlyfr Strydoedd:

Table 3.2: User hierarchy

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

- 5.14 Mae adran 8.1.34 Polisi Cynllunio Cymru yn cefnogi'r dull hwn, ynghyd â'r angen i hyrwyddo cerdded, beicio a gwella mynediad i gludiant cyhoeddus, siopau lleol a chyfleusterau (adran 8.1.4 Polisi Cynllunio Cymru, adran 3.6 Nodyn Cyngor Technegol 18).

5.15 Mynediad i bawb

Yn unol â pholisi Parchu Nodweddion Unigryw 1, dylai'r cynnig datblygu sicrhau mynediad diogel a hwylus i bobl anabl, cerddwyr a beicwyr. Wrth gynllunio mynediad, mae polisi cynllunio cenedlaethol yn nodi y dylid ystyried yr holl bobl a ellir eu heffeithio arnynt gan y datblygiad. Mae hyn yn cynnwys pob grŵp oedran a phobl â nam ar eu synhwyrac ac anawsterau dysgu. Mae adran 5.3 Nodyn Cyngor Technegol 12: Dylunio (2014), tudalen 18, yn rhoi arweiniad pellach ar fynediad cynhwysol. Mae adran 7 CCA Gofynion Parcio mewn Datblygiadau Newydd (2014) y Cyngor yn amlinellu'r gofynion o ran hygyrchedd i bobl anabl.

5.16 Archeoleg

Nid oes gan Archeolegwyr y Cyngor unrhyw dystiolaeth o archeoleg ar y safle o fewn y Cofnod Amgylchedd Hanesyddol. Fodd bynnag, mae'r Archeolegwyr y Cyngor yn nodi bod tystiolaeth o weithgarwch Mesolithig, Oes Efydd a chanoloesol cynnar mewn wrth ymyl Kilford Farm. Ceir hefyd cofnodion o ymgysylltiad arfog yn yr ardal yn 1645. Felly, ni ellir diystyru'n llawn nad oes unrhyw archeoleg yn yr ardal. Byddai angen gwerthuso hynny fel cam cyntaf cyn penderfynu er mwyn asesu archeoleg bresennol y safle. Dylai unrhyw gais gael ei gyflwyno gydag asesiad desg ac, os oes angen, arolygon geoffisegol.

ATODIAD 1

5.17 Bioamrywiaeth

Nid oes gan Swyddog Bioamrywiaeth y Cyngor unrhyw gofnod o rywogaethau neu gynefinoedd a ddiogelir ar safle 1 a 2, ond mae'n nodi nad yw hyn yn golygu nad oes ystlumod ac adar yn nythu yn y gwrychoedd a'r coed. Yn ogystal, mae gan safle 1 gofnod o ddraenog, sef rhywogaeth adran 42 dan Ddeddf yr Amgylchedd Naturiol a Chymunedau Gwledig 2006. Mae'n debygol y bydd draenogod yn bresennol ar safle 2 hefyd. Byddai angen arolwg manwl i gyd-fynd ag unrhyw gais cynllunio ar gyfer y safleoedd. Mae'r Swyddog Bioamrywiaeth yn cynghori y dylid cynnwys coridor bywyd gwyllt yn y datblygiad ac mae'n awgrymu'r lleoliad a amlinellir yn ffigur 6 sydd ar y dudalen. Bydd yn ofynnol cynnwys coridor(au) bywyd gwyllt yn y datblygiad yn unol â chyngor gan y Swyddog Bioamrywiaeth ac mae'r lleoliad a awgrymir wedi ei amlinellu yn ffigur 6. Bydd coridorau bywyd gwyllt mewn lleoliadau amgen sy'n darparu'r un swyddogaeth hefyd yn cael eu hystyried.

5.18 Dylai'r arolygon ecolegol gynnwys Arolwg Estynedig Cam 1 ac arolwg ystlumod. Dylai'r arolygon gynnwys asesiad o'r gweithgarwch mewn coed a dylid eu cynnal yn fuan er mwyn eu defnyddio i gynllunio'r safle ac i fodloni'r gofynion dylunio. Dylid trafod amseru unrhyw arolygon gyda swyddog Bioamrywiaeth y Cyngor cyn cychwyn unrhyw waith tirlfesur. Dylid cyflwyno canlyniadau'r arolygon ynghyd â mesurau osgoi, lliniaru a digolledu (fel y bo'n briodol) gydag unrhyw gais cynllunio. Dylai unrhyw gynnydd datblygu geisio sicrhau bod nodweddion ecolegol sensitif yn cael eu cadw, e.e. gwrychoedd, coed aeddfed.

5.19 Os ystyrir bod effeithiau ar ystlumod yn debygol, yna dylai'r coed hynny fod yn destun arolygon ymddangosiad ar adeg briodol o'r flwyddyn. Os canfyddir bod ystlumod yn defnyddio'r coed fel safleoedd clwydo yna byddai Cyfoeth Naturiol Cymru yn disgwyl i'r cynnig gyflwyno cynlluniau lliniaru a/neu ddigolledu priodol, ynghyd â Mesurau Osgoi Rhesymol, i sicrhau y cedwir statws cadwraeth ffafriol y rhywogaeth. Os canfyddir ystlumod, bydd angen trwydded gan Gyfoeth Naturiol Cymru i ganiatáu gwaith a fydd yn effeithio ar ystlumod a chlwydi ystlumod.

ATODIAD 1

Ffigur 9: Coridor bywyd gwyllt – lleoliad arfaethedig



5.20 Disgwylir y bydd y coridor bywyd gwyllt yn darparu llwybr drwy'r safle ar gyfer bywyd gwyllt, gan gynnwys draenogod ac ystlumod. Byddai angen plannu gwrych o blanhigion brodorol ar hyd y coridor bywyd gwyllt (o stoc leol). Dylid diogelu gwrychoedd sydd newydd eu plannu, yn ogystal â pherthi presennol, a datblygu mesurau gwella. Awgrymir y dylid cael byffer 3-5 metr rhwng y gwrychoedd arfaethedig a'r cwrtillau preswyl, ac na ddylid goleuo'r coridor bywyd. Dylid ystyriaeth rheolaeth tymor hir y coridor bywyd gwyllt yn gynnar yn y broses ddatblygu.

5.21 Ffiniau

Mae ffin de ddwyreiniol y safle ar hyd Ffordd Rhuthun (A525) yn cynnig golygfeydd cyhoeddus pwysig i'r safle. Felly, dylai'r dyluniad preswyl, y gosodiad a'r tirlunio adlewyrchu hyn. Oherwydd topograffeg, mae angen lefel dda o breifatrwydd ar y gerddi wrth ymyl y ffin hon. Er budd amwynder gweledol, dylid cynnwys planhigion brodorol (a threfniadau cynnal a chadw dilynol) fel dewis amgen i ffensys pren i guddio'r safle a'r gerddi ar hyd y ffin hon.

5.22 Mae Hen Ffordd Rhuthun yn rhannu safle 1 a 2. Dylid ystyried alinio'r prif ddrychiadau gyda gofod amddiffynadwy gyfochrog â Hen Ffordd Rhuthun. Bydd hyn yn cysylltu'r safle yn weledol â'r ardal o'i gwmpas ac yn atal y safleoedd rhag bod ar wahân ac wynebu tuag at i mewn.

5.23 Mae safle 2 yn wynebu Ffordd Eglwyswen. Mae waliau'r fynwent gyferbyn â safle 2 yn waliau rhestredig gradd II. Mae gan y waliau yn werth grŵp gyda gydag adeilad rhestredig gradd 1

ATODIAD 1

Eglwys y Santes Farchell yn y gofrestr o adeiladau rhestredig. Dylai datblygiadau barchu a gwella gosodiad yr adeilad rhestredig a waliau'r fynwent. Dylid ystyried plannu coed a llystyfiant ar hyd ffin y safle er mwyn lleihau effaith weledol y cynnig. Dylid cynnwys rheolaeth ddilynol o goed a llystyfiant fel rhan o unrhyw gynnig. Gellir cael mynediad i'r hawl tramwy cyhoeddus wrth ymyl y safle o Ffordd Eglwyswen. Bydd y coridor bywyd gwyllt awgrymedig i'r ffin gogledd ddwyrain hefyd yn helpu i leihau golygfeydd o'r safle o gefn gwlad agored.

5.24 Treftadaeth Adeiledig a chymeriad yr ardal o gwmpas

Adeiladau Rhestredig gerllaw

Fel y nodwyd, i'r gogledd o safle 2 mae adeilad rhestredig gradd I Eglwys y Santes Farchell a waliau gradd II y fynwent. Nid oes gan Swyddog Cadwraeth y Cyngor unrhyw wrthwynebiad i'r egwyddor o ddatblygiad preswyl ar y safle yn amodol ar farn yr eglwys. Felly, mae angen coridor gweledol i ddiogelu'r olygfa o'r eglwys o Hen Ffordd Rhuthun a Ffordd Newydd Rhuthun. Dylid adlewyrchu'r gofyniad hwn yn nyluniad a gosodiad y safle a gallai hefyd fod yn goridor bywyd gwyllt. I'r dwyrain o'r safle mae Brookhouse Farm, adeilad rhestredig gradd II, a allai fod yn ddylanwad dylunio ar gyfer y cynnig.

5.25 *Adeiladau cyfagos gyda dylanwadau dylunio nodedig*

Mae'r tai i'r gogledd-orllewin o'r safle yn fwy modern ac yn annhebygol o fod yn ddylanwad dylunio ar gyfer y cynllun. Mae toeau llechi, deunyddiau adeiladu allanol a dyluniad sympathetig i Felin Brwcws, Bythynnod Brwcws, Brookhouse Farm (adeilad rhestredig) ac Eglwys y Santes Farchell yn darparu'r cyd-destun dylunio. Dylai'r dwysedd tai ac uchder adeiladau gyd-fynd â'r ardal o gwmpas, sef tai pâr ac adeiladau ar wahân deulawr. Mae safle 2 ar lethr ac felly mae angen dyluniad topograffig sensitif. Ystyrir y gofynion dylunio hyn yn rhai pwysig oherwydd gwelededd uchel y safleoedd. Mae paragraff 8.18 CCA Estyniadau i Anheddau a thudalen 15-16 CCA Arweiniad Dylunio Datblygiad Deiliaid Tai yn cynnwys pellteroedd gwahanu ar gyfer ceisiadau cynllunio am estyniadau. Ystyrir y safonau hyn yn safonau defnyddiol ar gyfer llywio manylion dylunio unrhyw gynnig cynllunio.

5.26 Diogelwch cymunedol

Dylai unrhyw gynnig creu manau cyhoeddus deniadol a diogel a llwybrau symud. Mae hyn yn cynnwys llwybrau i gerddwyr a beicwyr a gwneud y mwyaf o wylidwriaeth naturiol dros fannau cyhoeddus. Lle bo'n briodol, dylid mabwysiadu mesurau Diogelu Drwy Ddylunio. Dylai ffryntiadau gweithredol yr holl strydoedd gael eu cynllunio i mewn i'r cynllun. Bydd y dull hwn yn osgoi drychiadau gwag a waliau gwag (gan gynnwys ar gyffyrdd a strydoedd cefn) yn creu'r argraff o stryd marw a gofod anniogel. Mae'r diagramau ar y dudalen nesaf yn dangos egwyddorion hyn.

ATODIAD 1

- 5.27 Dylai mannau agored fod â gwyliadwriaeth naturiol drwy alinio mannau o'r fath yn briodol a sicrhau bod anheddau yn edrych drostynt. Dylai datblygiadau sicrhau bod anheddau yn cael eu halinio fel eu bod yn edrych dros fannau agored a hawliau tramwy cyhoeddus i sicrhau gwyliadwriaeth naturiol. Dylai datblygiadau ar gorneli fod wedi'u halinio â'r briffordd a'r parth cyhoeddus o'r ddau ddrychiad ac yn edrych drostynt. Mae'r dull hwn yn osgoi codi wal wag sy'n wynebu'r parth cyhoeddus a drychiadau nad ydynt yn cynnig unrhyw wylidwriaeth naturiol a all ddenu fandaliaeth.
- 5.28 Halogiad
- Yn seiliedig ar gofnodion desg, nid yw'r Cyngor yn ymwybodol o unrhyw halogiad tir sy'n ymwneud â defnydd tir hanesyddol ar y safleoedd.
- 5.29 Addysg
- Byddai datblygu'r safleoedd yn creu galw ychwanegol ar gyfleusterau addysg cyfagos. Mae'r ysgolion cynradd cyfagos yn cynnwys Ysgol Twm o'r Nant, Ysgol Frongoch, Ysgol y Parc ac mae'r ysgolion uwchradd cyfagos yn cynnwys Ysgol Uwchradd Dinbych (Cymraeg ail iaith), Ysgol Brynhyfryd (Rhuthun) ac Ysgol Glan Clwyd (Llanelwy). Mae'r ysgolion cyfagos eraill yn cynnwys Ysgol y Santes Ffraid, Ysgol Plas Brondyffryn ac Ysgol Tan y Fron.
- 5.30 Mae Adran Addysg y Cyngor wedi cadarnhau bod capasiti ysgolion cynradd yn ~~uchel~~ gyfyngedig yn yr ysgolion addysg cyfrwng Cymraeg a Saesneg yn Ninbych. Felly, byddai angen cyfraniad y datblygwr i gynyddu capasiti ysgolion cynradd Dinbych ac i osgoi defnyddio dosbarthiadau symudol. Mae canllawiau pellach ar gyfrifo'r cyfraniadau hyn wedi'u nodi yn atodiad 1.
- 5.31 Llifogydd
- Mae Afon Ystrad yn llifo i'r de o'r safle ac wedi'i hamgylchynu gan barth llifogydd C2 dynodedig. Nid yw'r safle o fewn ardal perygl llifogydd fel y diffinnir gan Nodyn Cyngor Technegol 15 Datblygu a Pherygl Llifogydd a mapiau cysylltiedig (gweler ffigur 2).
- 5.32 Fodd bynnag, yn ddiweddar cafwyd llifogydd ym Mythynnod Brwcws ac mewn eiddo wrth ymyl Afon Ystrad (yr holl eiddo ym mharth llifogydd C2 fel y'i diffinnir gan Nodyn Cyngor Technegol 15). Yn ogystal, mae llifogydd ar Hen Ffordd Rhuthun, gan gynnwys y gornel wrth ymyl Capel Brwcws. I leihau'r risg, byddai'n ofynnol i'r cynnig leihau dŵr ffo er mwyn cynnal neu leihau cyfraddau cyn datblygu yn unol â pholisi Gwerthfawrogi ein Hamgylchedd 6 Rheoli Dŵr. Dylid ystyried Systemau Draenio Cynaliadwy ochr yn ochr ag atebion dylunio eraill. Dylid cyflwyno manylion mabwysiadu a rheoli ar gyfer y systemau draenio cynaliadwy arfaethedig i sicrhau bod y cynlluniau/systemau yn parhau'n effeithiol yn ystod oes y datblygiad.

ATODIAD 1

5.33 Tirlunio, coed a gwrychoedd a manau agored

Dylid cadw a gwella'r gwrych presennol sy'n ffinio â'r A525, a'r gwrych bob ochr i Hen Ffordd Rhuthun, drwy blannu planhigion a choed ychwanegol. Os bydd angen gwaredu perthi oherwydd unrhyw waith priffyrdd, rhaid i'r rhain gael eu hailosod. Byddai hyn yn lleihau effaith weledol y safle o'r llecyn manteisiol hwn. Byddai coed a phlanhigion ychwanegol yn yr ardal hon hefyd yn creu rhwystr acwstig naturiol i helpu i leihau sŵn cerbydau sy'n teithio ar yr A525. Mae gwrychoedd sefydledig yn ffinio Ffordd Eglwyswen ac yn nodi ffin ddwyreiniol y safle. Mae'r nodweddion hyn yn chwarae rôl bwysig o ran sgrinio'r safleoedd a chreu cynefinoedd i fywyd gwylt lleol.

- 5.34 Polisi Creu Cymunedau Cynaliadwy 11 - Mannau Hamdden a Mannau Agored. Mae'r sefyllfaoedd lle derbynir symiau gohiriedig wedi'u hamlinellu yn y polisi. Disgwylir y bydd unrhyw gynnig datblygu yn darparu man agored ar y safle. Dylai manau agored a ddarperir fod yn hygyrch i bawb ac yn cysylltu'n dda â hawliau tramwy cyhoeddus sydd eisoes yn bodoli. Gallai'r coridor bywyd gwylt sy'n ofynnol gyflawni swyddogaethau lluosog, fel: sicrhau bod golygfeydd allweddol o Eglwys y Santes Farchell yn cael eu cadw, ardal draenio naturiol (system ddraenio gynaliadwy) a sgrinio'r olygfa o'r safleoedd o'r dwyrain. Dylai'r datblygwr sicrhau bod trefniadau cynnal a chadw yn eu lle ar gyfer hamdden a manau agored a ddarperir, ochr yn ochr â'r coridor bywyd gwylt, systemau draenio.



Enghraifft dda 'le chwarae naturiol'. Mae'r math hwn o ofod hamdden yn rhoi mwy o werth chwarae na darpariaeth draddodiadol, ac yn annog plant i ymgysylltu â natur. Anogir cynnwys y math hwn o ofod hamdden ac agored fel rhan o unrhyw gynnig.

ATODIAD 1

5.35 Gwasanaethau

Peilonau trydan

Mae peilonau trydan yn croesi'r safle ac argymhellir cysylltu â'r Grid Cenedlaethol cyn cyflwyno unrhyw gais cynllunio.

5.36 Mae Dŵr Cymru wedi cadarnhau'r canlynol mewn perthynas â'r safleoedd:

- Cyflenwad Dŵr: dim materion.
- Carthffosiaeth/draenio dŵr budr: ~~dim materion.~~ Angen carthffosydd oddi ar y safle. Mae carthffos dŵr wyneb yn rhedeg ar hyd ffin ddeheuol y safle a byddai angen mesurau diogelu/hawddfreintiau.
- Trin dŵr gwastraff: dim materion.

Yn amodol ar Waith Trin Dŵr Gwastraff Dinbych yn perfformio ar y lefelau presennol, mae Dŵr Cymru yn nodi y gallai dyraniadau tai'r CDLI yn Ninbych gael eu cyflenwi. Nodir hefyd y byddai angen cysylltu carthffosydd oddi ar y safle â'r rhwydwaith carthffosiaeth. Mae ffigur 7 yn amlinellu rhwydwaith ddŵr a charthffosiaeth yr ardal. Mae Cyfoeth Naturiol Cymru yn nodi bod y safle wedi'i leoli dros brif ddyfrhaen, a byddai cysylltiad prif gyflenwad â'r rhwydwaith garthffos fudr yn well. Mae Dŵr Cymru wedi cadarnhau nad oes unrhyw fater mewn perthynas â chysylltu â'r rhwydwaith garthffos fudr.

Ffigur 10: Rhwydweithiau dŵr a charthffosiaeth lleol



5.37 Y Gymraeg

ATODIAD 1

Mae oddeutu 40% o siaradwyr Cymraeg yn ward etholiadol Dinbych Isaf ac mae 58% o'r boblogaeth â sgiliau Cymraeg (Cyfrifiad 2011). Bydd angen 'Asesiad Effaith Cymunedol ac Ieithyddol' gyda'r cais cynllunio. Fel lleiafswm, dylai cynigion datblygu geisio defnyddio enwau Cymraeg lleol a pherthnasol ar gyfer strydoedd a'r datblygiad yn ei gyfanrwydd.

5.38 Adeiladu

Bydd y Cyngor yn gofyn am 'Gynllun Adeiladu' gydag unrhyw geisiadau cynllunio, sy'n cynnwys materion megis oriau gwaith ar y safle, llwybrau mynediad adeiladu, darparu deunyddiau, sŵn, llwch ac aflonyddwch yn ystod y gwaith adeiladu a chyflwyniad graddol y datblygiad.

6. **Amcanion dylunio**

Yng nghyd-destun y disgrifiad o'r safle a'r gofynion a amlinellwyd yn flaenorol, mae'r adran hon yn nodi amcanion dylunio y dylai cynigion hefyd eu bodloni. Y 6 amcan dylunio yw:

1. Datblygiad sy'n blaenoriaethu cerdded, beicio a chludiant cyhoeddus dros gerbydau preifat. Caiff hyn ei gyflawni drwy greu llwybrau deniadol a diogel sy'n cysylltu â mannau agored arfaethedig, coridor bywyd gwyllt, hawliau tramwy cyhoeddus ac arosfannau bws presennol. Hefyd, bydd cyfraniadau at welliannau mynediad di-gerbyd i'r ardal gyfagos a chanol tref Dinbych yn cynorthwyo i gyflawni'r amcan hwn.

2. Cynllunio mynediad, dwysedd tai a chynllun y safle yng nghyd-destun yr ardal o gwmpas. Dylai hyn ystyried capasiti'r rhwydwaith priffyrdd, dyraniad tai gyferbyn, cymeriad lleol, treftadaeth adeiledig, a'r amcan i flaenoriaethu dylunio o amgylch symudiadau di-gerbyd.

3. Dyluniad sy'n ystyried edrychiad y safle ar gyrion y dref a threftadaeth adeiledig bresennol. Bydd hyn yn cael ei gyflawni yn defnyddio dyluniad a deunyddiau adeiladu allanol sy'n cyd-fynd â'r ardal. Bydd cynllun y safle a lleoliad yr adeiladu yn parchu lleoliad Eglwys y Santes Farchell a'r golygfeydd o'r ffyrdd o amgylch. Bydd tirweddu da yn sicrhau trosglwyddiad di-dor o gefn gwlad i'r ffurf adeiledig.

4. Dyluniad sy'n gwella iechyd pobl a bioamrywiaeth bresennol. Caiff hyn ei gyflawni drwy ddarparu coridor bywyd gwyllt, mannau cyhoeddus gwyrdd, llwybrau cerdded a chynefinoedd naturiol newydd ar draws y safle. Dylai'r cynnig hefyd leihau llif dŵr wyneb i leihau perygl llifogydd Afon Ystrad.

ATODIAD 1

5. Datblygiad sy'n sicrhau isadeiledd boddhaol i ymdrin â dŵr, carthffosiaeth, casglu gwastraff a darpariaeth addysg.

6. Cynllun Cymreig gyda thai fforddiadwy i helpu'r gymuned a'r iaith Gymraeg i ffynnu yn yr ardal.

7. Ystyriaethau Pellach

7.1 *Ymgynghori*

Ar adeg ysgrifennu'r ddogfen hon, nid oes gan y System Gynllunio yng Nghymru ofyniad statudol i ddatblygwyr gynnal ymgynghoriad cyn ymgeisio gyda budd-ddeiliaid allweddol a'r gymuned leol. Fodd bynnag, anogir unrhyw ymgeisydd yn gryf i gysylltu â'r gymuned, aelodau ward lleol cyfagos a'r cyngor tref. Dylid hefyd cysylltu â'r budd-ddeiliaid allweddol a amlinellir yn adran 8 cyn cyflwyno unrhyw gais cynllunio. Dylid ystyried unrhyw sylw lleol a ddarperir yn y broses cyn ymgeisio wrth ddylunio'r cynllun.

7.2 *Asesiad o'r Effaith Amgylcheddol*

Cynghorir ymgeiswyr i ganfod a yw eu cais cynllunio yn cydymffurfio â Rheoliadau Deddf Cynllunio Gwlad a Thref (Asesu Effaith Amgylcheddol) (Cymru a Lloegr) 1999 ac, felly, yn 'ddatblygiad Asesu Effaith Amgylcheddol'. Pwrpas Asesiad o'r Effaith Amgylcheddol yw canfod a yw datblygiad yn debygol o gael effaith sylweddol ar yr amgylchedd a pha fath o fesurau lliniaru a allai fod yn ofynnol er mwyn lleihau'r effeithiau hynny.

7.3 Mae'n rhaid i bob cynnig sydd o ddisgrifiad a grybwyllir yn Atodlen 1 y rheoliadau fod yn destun Asesiad o'r Effaith Amgylcheddol. Nid oes yn rhaid i gynigion sydd o ddisgrifiad a grybwyllir yn Atodlen 2 y rheoliadau fod yn destun Asesiad o'r Effaith Amgylcheddol, yn dibynnu ar ganlyniad yr ymarfer sgrinio Asesiad o'r Effaith Amgylcheddol. Mae rhagor o wybodaeth am y broses i'w gweld yng Nghylchlythyr 11/99 y Swyddfa Gymreig ('Asesiad o'r Effaith Amgylcheddol) neu gan yr Adran Gynllunio / 'Rheoli Datblygu'.

7.4 *Gofynion dilysu*

Mae Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012 a Chylchlythyr 002/2012 Llywodraeth Cymru: 'Canllawiau i Awdurdodau Cynllunio Lleol ar ddefnyddio'r ffurflen gais safonol ('1app') a dilysu ceisiadau' yn gosod y cyd-destun ar gyfer gofynion dilysu ceisiadau cynllunio yng Nghymru.

ATODIAD 1

- 7.5 Yng ngoleuni'r cyd-destun deddfwriaethol a'r gofynion polisi a amlinellir yn y CDLI, bydd angen atodi'r dogfennau a amlinellir yn y blwch ar y dde gydag unrhyw gais cynllunio. Awgrymir hefyd cyflwyno cynllun adeiladu fel rhan o unrhyw gais.

Gofynion dilysu (dogfennau ategol)

- Datganiad Dylunio a Mynediad
- Asesiad Cludiant
- Arolwg ac Adroddiad Bioamrywiaeth
- Arolwg Coed
- Asesiad o'r Effaith Ieithyddol a Chymunedol
- Datganiad Cadwraeth Dŵr
- Adroddiad Ymgynghori (dewisol)

8. Cysylltiadau

Cyngor Sir Ddinbych

Cynllunio a Gwarchod y Cyhoedd

Tîm Rheoli Datblygu

Caledfryn

Ffordd y Ffair

Dinbych

LL16 3RJ

Ffôn: 01824 706727

E-bost: planning@denbighshire.gov.uk

Cyngor Sir Ddinbych

Cynllunio a Gwarchod y Cyhoedd

Cynllunio Strategol a Thai

Caledfryn

Ffordd y Ffair

Dinbych

LL16 3RJ

Ffôn: 01824 706916

E-bost: ldp@denbighshire.gov.uk

ATODIAD 1

Cyngor Sir Ddinbych

Gwasanaethau Priffyrdd ac Amgylcheddol

Caledfryn

Ffordd y Ffair

Dinbych

LL16 3RJ

Ffôn: 01824 706882

E-bost: highways@denbighshire.gov.uk

9. ~~Ffynonellau / Llyfryddiaeth~~

ATODIAD 1

Atodiad 1

Canllawiau ar Gyfraniadau i Addysg

1. Cynllunio Addysg yn Sir Ddinbych
 - 1.1 Mae Cyngor Sir Ddinbych, fel pob Awdurdod Lleol arall yng Nghymru, wrthi'n adolygu ei ysgolion fel rhan o'n hymrwymiad i foderneiddio addysg a sicrhau bod ein hysgolion yn darparu'r amgylchedd dysgu gorau posibl. Yn unol â gofynion Llywodraeth Cymru, mae'n ofynnol i Sir Ddinbych ddarparu'r nifer cywir o lefydd, o'r math cywir yn y lleoliad cywir.
 - 1.2 Oherwydd natur ddaearyddol Sir Ddinbych mae rhai ardaloedd, yn bennaf yn ne'r Sir, sydd â nifer sylweddol o leoedd dros ben, ac mewn ardaloedd eraill, yn bennaf yn y Gogledd, mae problemau capasiti sylweddol, ac mae hyn yn cynnwys Ysgol Twm o'r Nant, Ysgol Frongoch and Ysgol y Parc yn Nibych. Mae Polisi Mynediad Cyngor Sir Ddinbych yn rhoi dewis i rieni os oes digon o lefydd ar gael. Mewn rhai achosion, nid yw 'llefydd gwag' mewn ysgol yn cyfateb i gapasiti yn yr ysgol oherwydd bod y llefydd hyn wedi'u cyfyngu i rai grwpiau blwyddyn penodol.
 - 1.3 Gellir defnyddio cyfraniadau ar gyfer y canlynol;
 - Darparu ystafelloedd dosbarth newydd ar gyfer y cynnydd mewn lleoedd disgyblion yn yr ysgolion sy'n bodoli eisoes;
 - Amnewid a/neu wella cyfleusterau presennol yr ysgol i hwyluso cynnydd mewn lleoedd i ddisgyblion yn ddigonol;
 - Darparu tir ar gyfer ysgol newydd lle bo angen ac yn ymwneud â maint y datblygiad;
 - Darparu cyfleusterau ychwanegol (h.y. caeau chwarae) sy'n angenrheidiol oherwydd y cynnydd yn nifer y disgyblion.
2. Meini Prawf
 - 2.1 Bydd y gofyniad ar gyfer cyfraniadau datblygwyr yn seiliedig ar y meini prawf canlynol:
 - i) ~~Datblygiadau sy'n cynnwys 5 neu fwy o dai neu, lle nad yw'n absoliwt, arwynebedd safle o 0.2 hectar neu fwy.~~

ATODIAD 1

- i) Bydd Cyngor Sir Ddinbych yn gofyn am gyfraniadau mewn achosion lle mae gan ysgolion lai na 5% o lleoedd dros ben ar ôl ystyried y datblygiad arfaethedig. Dylid ceisio cyfraniadau dim ond mewn perthynas â nifer y disgyblion a fyddai'n mynd â lleoedd gwag yn is na 5%, yn hytrach na chyfanswm y nifer a ddisgwylir gan y datblygiad. Bydd y cyfraniadau yn cael eu cynnal gan Sir Ddinbych i ariannu gwaith yn yr ysgolion yr effeithir arnynt.
- i) Gofynnir am gyfraniadau gan ddatblygiadau arfaethedig sy'n cynnwys 5 neu fwy o dai, neu safle ag arwynebedd o 0.2 hectar neu fwy, sydd â'r posibilrwydd o gynyddu'r galw ar ysgolion lleol. Bydd hwn ar gyfer darpariaeth gynradd ac uwchradd lle mae mater capasiti wedi cael ei amlygu gan Wasanaethau Addysg, Cyngor Sir Ddinbych. Dylid nodi nad yw lleoedd gwag o reidrwydd yn golygu nad oes digon o le yn yr ysgol honno. Efallai y bydd angen buddsoddiad i'w godi i'r safon angenrheidiol i'w wneud yn addas ar gyfer y disgyblion a gynhyrchir gan y datblygiad arfaethedig.
- iii) Dim ond yr ysgolion hynny yr effeithir arnynt gan y datblygiad fydd yn cael budd y cyfraniad ariannol. Lle mae nifer o ddatblygiadau yn cael eu cynnig mewn lleoliad agos, a fydd yn golygu bod angen cyfleusterau ychwanegol, gall Sir Ddinbych gyfuno cyfraniadau yn ôl yr angen er mwyn gwneud iawn am yr effaith gronrus.
- iv) Bydd cyfraniadau a dderbyniwyd gan Sir Ddinbych yn cael eu cadw mewn cyfrifon llog gyda chod cyllid unigryw i'w ddefnyddio dim ond ar gyfer y diben a nodir yn y rhwymedigaeth. Os nad yw'r cyfraniad hwn yn cael ei wario o fewn amserlen y cytunwyd arni, bydd y cyfraniad yn cael ei ad-dalu gyda llog.
- v) Ar gyfer cyfraniadau cynllunio, bydd y capasiti disgyblion yn cael ei gyfrifo yn net o unrhyw gapasiti sydd wedi cael ei gyflawni drwy ddefnyddio ystafelloedd dosbarth symudol.

3. Eithriadau

3.1 Yr eithriadau i'r ddarpariaeth llefydd ysgol fydd y math canlynol o ddatblygiad preswyl lle na fydd awdurdodau cynllunio yn ceisio cyfraniadau:-

- Tai a gynlluniwyd yn benodol i'w meddiannu gan bersonau oedrannus (h.y. wedi'u cyfyngu drwy amod cynllunio neu gytundeb i feddiannu gan unigolion 55 mlwydd oed neu hŷn)
- anheddau 1 ystafell wely neu fflatiau 1 ystafell wely.

4. Cyfrifo Cyfraniadau

ATODIAD 1

- 4.1 Bydd cyfraniadau tuag at gyfleusterau ysgol ychwanegol neu well yn seiliedig ar y ffactorau canlynol:
1. **Y nifer o unedau annedd cymwys yn y datblygiad** - Bydd y polisi yn berthnasol i ddatblygiadau gyda 5 neu fwy o unedau neu dros 0.2 hectar.
 2. **Nifer y plant oed ysgol sy'n debygol o gael eu cynhyrchu gan bob uned breswyl.** Mae hyn yn seiliedig ar y data a gasglwyd gan awdurdodau lleol i amcangyfrif y disgyblion tebygol o ddatblygiadau. Byddai hyn yn cynhyrchu ffigur o 0.24 fel y lluosydd fformiwla ysgol gynradd a 0.174 fel y lluosydd fformiwla ysgol uwchradd 0.174 fel y lluosydd fformiwla ysgol uwchradd. Bydd hyn yn cael ei adolygu gan yr awdurdod lleol.
 3. **Canllawiau Cost.** Mae Sir Ddinbych wedi awgrymu swm o £16,000 am bob lle disgybl yn yr ysgol gynradd a swm o £15,000 am bob lle disgybl yn yr ysgol uwchradd. Mae'r costau hyn yn seiliedig ar ddata m2 cyfartalog datblygiad ysgol gynradd 420 ac ysgol uwchradd 1500, o'r Gwasanaeth Gwybodaeth Cost Adeiladu, ac maent ar hyn o bryd yn 4Q 2013.

Enghreifftiau wedi'i gweithio

Disgyblion Ysgol Gynradd

Er enghraifft, os yw capasiti'r ysgol yn 240, byddai 5% yn 12 o ddisgyblion fel bod y spardun ar gyfer cyfraniadau yn 228.

Ac os yw gwir nifer y disgyblion yn 230:

Datblygu 140 o dai $140 \times 0.24 = 33.6$ o ddisgyblion (talgrynnu i 34)

$$230 + 34 = 264$$

$$264 - 230 = 34$$

Rydym ond yn gofyn am gyfraniadau ar gyfer 34 o ddisgyblion. $34 \times$

£16,000

=£544,000

Disgyblion Ysgol Uwchradd

Er enghraifft, os yw capasiti'r ysgol yn 1480, byddai 5% yn 74 o ddisgyblion fel bod y spardun ar gyfer cyfraniadau yn 1406.

Ac os yw gwir nifer y disgyblion yn 1395:

ATODIAD 1

Datblygu 140 o dai $140 \times 0.174 = 24.36$ o ddisgyblion (talgrynnu i 24)

$$1395 + 24 = 1419$$

$$1419 - 1406 = 13$$

Rydym ond yn gofyn am gyfraniadau ar gyfer 13 o ddisgyblion. $13 \times$

$$£15,000 =$$

$$£195,000$$

DRAFT SITE DEVELOPMENT BRIEF: Brookhouse sites, Denbigh

CONSULTATION REPORT MARCH 2015

1. CONSULTATION UNDERTAKEN

1.1 Consultation on the draft Site Development Brief: Brookhouse sites, Denbigh, ran for over 12 weeks from 3rd August 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
- 2 drop-in events were held in Denbigh library (Saturday 5th September 9.30am – 12.30pm and Saturday 3rd October 9.30am – 12.30pm), one in Brookhouse Mill (Thursday 24th September 12pm – 7pm) and one in HWB Dinbych (Thursday 20th August 12pm – 7pm). Drop-ins were attended by officers from planning policy and housing strategy. Attendees had the opportunity to put comments on maps of the site.
- Approximately 2,000 leaflets advertising the consultation and drop-in events were delivered to properties in the neighbouring areas (including, but not limited to, all properties in the Brookhouse area and Myddleton Park, Crud y Castell, Erw Salusbury, Trewen/Parc Alafowlia, Llys Gwydyr and Colomendy estates)
- 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, for a second time, during the consultation period.

- 1.2 A total of 59 written responses were received, largely from local residents and 167 comments were placed on the maps at the drop- in sessions. Representations included comments from Denbigh Town Council, Home Builders Federation, Clwyd-Powys Archaeological Trust, Dwr Cymru Welsh Water, Sustrans Cymru, Campaign for the Protection of Rural Wales and Cadw. 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.

2. SUMMARY OF KEY ISSUES RAISED

PRINCIPLE OF DEVELOPMENT

Key issues

Main concerns raised related to the need for the proposed level of housing development in Denbigh and the suitability of the Brookhouse sites, and surrounding area, to accommodate this growth.

- 2.1 A large proportion of the responses objected to the principle of housing development both in Denbigh generally and/or, more specifically, on the allocated sites.
- 2.2 The general level of housing growth in Denbigh was not part of this consultation but had previously been determined through the LDP preparation process, previous public consultation, LDP examination and eventual adoption of the development plan by Denbighshire County Council.
- 2.3 The principle of the allocation of the sites for housing was also 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.
- 2.4 Responses were also received querying the need for greenfield sites to be allocated for housing ahead of vacant brownfield sites, for example the former North Wales Hospital, Station Yard and Middle Lane sites. However, account has already been taken of the potential housing contribution from brownfield sites in determining growth levels and allocations through the LDP preparation process. As the Brookhouse

sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.

FLOOD RISK

Key issues

Main concerns raised related to potential increase in flood risk to existing, and new, properties, which may occur from increased surface water run-off as a result of the loss of greenfield sites.

- 2.5 A number of responses expressed concerns regarding the potential for increased risk of flooding due to the loss of greenfield sites and referenced previous flooding issues in the local area. It is recognised that there is an area of flood risk (as defined by Welsh Government's Development Advice Maps and shown in figure 2 of the Site Development Brief) to the south of the sites, associated with the Afon Ystrad. However, the allocated sites do not fall within this area of flood risk.
- 2.6 Flooding is also known to occur at Old Ruthin Road and concerns were raised that the introduction of built development in this area would increase the levels of surface water run-off and exacerbate the risk of flooding. Paragraph 5.32 of the Site Development Brief addresses the issues of flood risk and requires that any proposed development at least maintain, or improve, pre-development run-off rates.

HIGHWAY ISSUES

Key issues

Main concerns relate to the capacity and suitability of the existing highway network to accommodate increased traffic. Safety of vehicles and pedestrians is also raised as a concern due the characteristics of existing roads.

- 2.7 The principle of development in this location has been established through the Local Development Plan and included consideration of highways capacity and access issues. Newly generated traffic on Old Ruthin Road would be expected to be in the order of an extra 95 vehicles per hour (3 extra vehicles every 2 minutes) during the morning peak hour (0800-0900). This is still very low in comparison with the level of traffic on the A525 in this location and is unlikely to have a significant impact upon road safety. Old Ruthin Road has sufficient capacity to accommodate the newly generated traffic from both sites. Nonetheless, the Transport Assessment will be expected to consider the impact of the development upon road capacity and safety.

- 2.8 The Site Development Brief requires any potential developer to carry out a Transport Assessment as part of any development proposal for the sites. The development brief highlights the areas of particular concern raised by local residents which should be addressed as part of any Transport Assessment. Several responses highlighted the corner on Old Ruthin Road by Brookhouse Chapel as a particular concern, and the Transport Assessment requirements have been amended to include the need for swept path analysis of this location and consideration of off-setting the footway to allow for localised widening. Most peak times at the Chapel (i.e. Sunday mornings and weekday funerals) would not coincide with peak times for traffic generated by the new development. However, provision should be made for some additional parking for the Chapel in the southeast corner of Site 2 and the development brief has been amended accordingly. The development brief has also been amended to include pedestrian safety improvements at Myddleton Park roundabout, possible on-street parking restrictions on Old Ruthin Road and the provision of 2 metre wide footways on either side of Old Ruthin Road.
- 2.9 Concerns were also received regarding the impact of construction traffic and the suitability of the bridge adjoining Brookhouse Mill for increased traffic. Developers would be required to provide a Construction Management Plan which would include construction access routes, and the development brief has been amended accordingly. The bridge is in sound condition structurally and is rated at 40 tonnes. Furthermore, increasing the number of vehicles travelling over the bridge will not have a material impact upon the strength of the bridge.
- 2.10 Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of Welsh Government's Technical Advice Note 18 'Transport'. The 30 mph limit on Whitchurch Road is due to be extended by approximately 150 metres towards Llandyrnog which should further reduce the speed of traffic. Paragraph 5.5 of the development brief also makes provision for the existing 30 mph speed limit to be extended further towards the A525. The capacity and safety of the Old Ruthin Road/A525 junction and Myddleton Park roundabout will be considered as part of the Transport Assessment. Paragraph 5.9 of the development brief includes provisions to improve pedestrian facilities, including the provision of additional footways and it highlights the need to improve provision for pedestrians to improve access to the town centre. This will include consideration of ways to improve pedestrian facilities at the Myddleton Park roundabout. Road Safety Audits (which are an independent assessment of road safety) are carried out for all developments which necessitate improvements.

INFRASTRUCTURE CAPACITY

Key issues

Concern was expressed about the capacity of local primary schools, primary health care facilities and sewerage systems to accommodate the proposed levels of growth.

- 2.11 The development brief acknowledges that there is limited capacity for both English and Welsh medium education in Denbigh, and requires any developer to make a financial contribution towards education provision. Appendix 1 of the development brief sets out the formula for calculating the amount of contribution required.
- 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.
- 2.13 Dwr Cymru Welsh Water have confirmed that there is sufficient capacity within the sewerage and wastewater treatment systems to accommodate development of the Brookhouse sites.

CHARACTER & WELSH LANGUAGE

Key issues

Concerns were raised regarding the impact of new development on the rural character and historic setting of Brookhouse, and use of the Welsh language in the local area.

- 2.14 Several responses identified Brookhouse as a separate hamlet, distinct from Denbigh and characterised by its rural setting, high quality historic and natural environment and high levels of Welsh speaking. Concerns were also expressed on the density of any proposed development.
- 2.15 The Brookhouse area has been considered as part of the town of Denbigh throughout the LDP preparation process and is within the Denbigh development boundary, as set out in the adopted LDP. The development brief recognises the local context, with regards to house types, density and edge-of-settlement location, and that a lower density could be justified through the submission of a planning application (para. 4.4). The LDP was subject to Sustainability Appraisal throughout its preparation, which included assessment of issues around language and culture arising from housing growth. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37). The development brief requires any

development to take account of local character and provides guidance in relation to the surrounding built heritage, archaeology and character (para. 5.24). This is further reflected in the design objectives for the site.

LANDSCAPE & BIODIVERSITY

Key issues

Concerns were raised regarding the potential loss of wildlife and habitats on the sites, and the impact on local views.

- 2.16 The development brief provides guidance on issues around biodiversity on the sites (para. 5.17), including the requirement for ecological surveys, mitigation/compensation measures, the retention of existing hedgerows and the need for a wildlife corridor within any development proposal. This requirement for, and suggested location of, a wildlife corridor has been informed through consultation with the Council's Biodiversity Officer and is considered the most appropriate due to the species and habitats on the sites. The wildlife corridor will also function as a visual corridor to safeguard the views towards St Marcella's Church (para. 5.24). The quality of the surrounding landscape is acknowledged and the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21).

Analysis of comments received during the consultation on the Draft Site Development Brief: 'Brookhouse' sites

59 responses were received, by email and post, from individuals and organisations during the consultation period. A number of late responses were received and these have been included in the responses summary table. From the 59 responses:

- 42 or 71% objected to the principle of development on the site
- 36 or 61% raised concerns about highways issues/impacts
- 15 or 25% raised concerns about flood risk
- 23 or 39% raised concerns about local infrastructure capacity (schools, education, sewerage etc.).

Comments were also received on concerns over landscape impact, loss of greenfield sites, impact on public amenity, impact on the historic environment/character, loss of biodiversity, lack of employment opportunities and impact on the Welsh language.

Officers were aware of an online petition against development on the sites, with approximately 400 supporters, but this was not submitted by any individual/organisation at any time during or after the consultation period and therefore has not been counted in the number of responses.

The table below sets out the comments that were made on the maps at the drop-in sessions:

ISSUE	NO. OF TIMES COMMENT MADE
Site allocation	
Brownfield should be built on first before green field sites (e.g NW Hospital, Kwik Save, Middle Lane and Empty Buildings on Vale Street and Chapel Street)	28
The top area of Denbigh needs regeneration, there are field there already allocated in the LDP which have not received any objections – develop these sites first.	1
Site is in the Area of Outstanding Natural Beauty and is an important part of Denbigh.	1
Has Denbighshire not met its quota with housing in Bodelwyddan and other areas?	1
The land is green fields and grade 3.	1
These fields should be kept as grade 2 vale grazing land	1
This area is green belt land	2
Changes have already been made in HM Stanley to what was planned, no doubt this will happen here and everything will not be adhered to.	1

ATODIAD 2

Brookhouse is an idyllic rural hamlet is situated on greenfield/belt and goes against the Rural Development Plan, where its aims are to 'Care for the Environment'. The construction of this site will damage the environment and the countryside.	1
There should be no development at all	1
No no no no. No more ruining our town.	1
TOTAL	39
Local services	
The site will impact on Doctors, Education (school spaces) and the environment including sewerage, water and electric.	3
There are no GPS, Dentists or District Nurses to take on all of the new residents.	4
Bus routes / access to town?	1
Developer will contribute to schools – we do not see how this can be achieved	1
There are no social services to support the people	1
A pumping station will be required to pump the sewerage uphill.	1
Local services will not be able to cope	1
Who pays for schools? Initial payment and for additional pupils in the future	2
There is no employment for new residents	1
Twm o'r Nant school cannot cope with the number of extra pupils	2
TOTAL	17
Highways	
Transport and highways surrounding the site are not suitable	4
The increase in traffic could cause problems with the access onto the main Denbigh to Ruthin road	3
The existing road floods on the corner and down the road near to the access to the sites.	1
Serious traffic issues along Ruthin Road	4
The Section 106 agreement should provide parking and turning for the Chapel and Whitchurch	
The Old Ruthin Road could not cope with the proposed traffic volumes	3
The top of the hill on the Old Ruthin Road is a blind spot for cars and the footpaths are narrow	6
The bend in the road by the Brookhouse Chapel was dangerous when this road was the main route – hence the bypass. The increase in traffic would likely reinstate that danger.	1
The old Ruthin Road is too dangerous for access to a housing estate	2

ATODIAD 2

The corner at the Brookhouse Chapel on the Old Ruthin Road is dangerous for large vehicles and Chapel Cars	3
There is a blind spot in the road near to Drws – y – Coed, Ffordd Eglwyswen	1
The existing access to the site on Ffordd Eglwyswen is perfectly acceptable (people don't usually park this high up from the Church) and has good visibility.	1
Can roads and pavements cope with the amount of extra vehicles?	3
The Ruthin road was built due to the number of accidents on the Old Ruthin Road, why with increased housing is it now safe?	4
The roads around the site are bottlenecks	1
Parking on the road is a problem most days especially when the Brookhouse carpark overflows onto the road	1
Parking is an issue on the Road when there is a funeral at Eglwys Wen Fawr.	1
Provision of chapel parking – s106 obligation	1
Creamy Lorries have issues on these roads.	1
There are few suitable pavements on the roads around the site.	1
Cars drive on the opposite side of the road on the Old Ruthin Road when the road is flooded.	1
The road is very dangerous on the brow of the hill, buses use both lanes (Old Ruthin Road), lack of visibility, pedestrian safety	1
The old Ruthin Road is a dangerous road and junction.	1
How will the bridge cope with all the lorries bringing building supplies to the site? So if they build 174 houses it will mean 1300 car journeys every day!	1
Pull-in for buses? (Old Ruthin Road)	1
Roads already dangerous at both ends and on brow (Old Ruthin Road)	1
Not being able to get into school in the mornings	1
TOTAL	49
Housing	
No more housing in Denbigh	3
More houses will reduce the existing house prices in Denbigh.	1
Smaller houses and bungalows needed for single people	1
The 10% affordable housing must be insisted on as there is a proven need.	1
Affordable Housing should be minimised and moved to central Denbigh	1
There are currently 127 houses for sale in Denbigh	2

ATODIAD 2

Empty homes should be filled first	1
Over 100 empty houses in Denbigh use them	1
This development will not generate affordable housing!	1
No houses. Too many in Denbigh already for sale.	1
There should be provision for older people: bungalows, older people's homes on site and older people's transport arrangements.	1
TOTAL	14
Design and density	
The density should be kept low and in keeping with the local houses. There should also be height restrictions on these houses	2
The density should be lowered by using larger houses	2
Can adequate open space be incorporated if the density is too high?	1
Density – reflective of existing housing	1
The density is too high	10
TOTAL	16
Open space/ landscaping	
Need for adequate recreational space on site	1
A recreation site for older people is needed.	1
Will there be park land and open space for children and young adults?	1
A play area for children is required – is there an allocation for this?	1
The area of land alongside Hafod and Clwydian view should not be built on and left as a buffer to the site	1
The site should be kept as green as a possible.	1
Landscaping for amenity of existing neighbours	1
TOTAL	7
Wildlife	
How will the crested newts and bats on the site be treated, will this stop the development proceeding?	1
The green corridor needs to be preserved	2
The wildlife corridor should reach to the Whitchurch Road	1
TOTAL	4
Footpaths	
The footpath alongside the site should be protected for local walkers.	1
The footpath from the Chapel to the Whitchurch Road (adjacent to the wildlife corridor) should be upgraded to a cycleway (which already goes by the Brookhouse Pub).	1
Re-align footpath and incorporate nature corridor	1
TOTAL	3
Flooding	

ATODIAD 2

There needs to be plenty of grass and ponds on site to absorb the water that at present is absorbed by the field. The slope would increase the speed of the water heading towards Ystrad, increasing flooding problems for those already living by the river.	1
TOTAL	1
Welsh Language	
Has a Welsh language assessment been carried out?	3
This proposal will definitely have a detrimental impact on the Welsh language and the culture of Denbigh	3
Yr Iaith Gymraeg	1
The immediate area is very strong Welsh Speaking community. Has a Welsh language assessment been carried out specifically for Brookhouse/Denbigh	1
Welsh language	1
Concerns about: BSC4 affordable housing, RD5 Welsh language. Still oppose the development	2
TOTAL	11
Impact on the church & chapel	
Development should reflect the listed status of church (Grade A) and the Chapel	1
People need to get to Whitchurch and the Church graves – will this be affected?	1
Drws – y – Coed is spelt incorrectly on the map.	1
This site will affect the Chapel, the setting of the Chapel should be protected	1
Protect Eglwyswen church	1
Parking provision for church (St Marcella) – s106 obligation. Landscaping?	1
TOTAL	6

Denbighshire County Council

Draft Site Development Brief Brookhouse,
Denbigh: Consultation Report :

Summaries of representations received & Council's responses

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
751	Mark Harris, Home Builders Federation (HBF)	<p>Considers that it would have been more appropriate to prepare an SDPG on s106 contribution including education, POS, etc rather than deal with this in each site development brief.</p> <p>Satisfied with the design information included and the identification of areas of highway concern. Considers that the need to assess the Myddleton Park roundabout seems excessive and should have been assessed when allocating 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> <p>The development of both sites would increase the amount of traffic using Myddleton Park Roundabout. The local community have raised concern regarding the impact of increased traffic on the roundabout.</p>	No changes proposed
4575	Mrs Christine Morris	<p>Object to any housing development on these sites. Brownfield sites should be developed first.</p> <p>Any new housing should reflect density of the surrounding area and include several open areas and play space. Bungalows would be a suitable house type.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The development brief makes reference for any proposal to be in keeping with housing density in the surrounding area (section 5.25).</p> <p>The development brief outlines the Council's requirements for open space in paragraph 4.9.</p>	<p>No changes proposed</p> <p>Add additional paragraph 4.6 as follows: LDP Policy BSC 1 – Growth Strategy for Denbighshire. Both sites are allocated for residential development in the adopted Denbighshire Local Development Plan</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Concerned regarding access to the sites owing to the narrowness of the road. Considers that the volume of traffic would be equally dangerous to all walkers and cyclists who use this route for recreational facilities.</p>	<p>The development brief highlights such highway issues (pages 10 -14) that the developer will have to overcome.</p> <p>LDP policy BSC 1 requires that new housing developments provide a range of house types and sizes to meet the current and future needs of the local community. The development brief will be amended to clarify the Council's requirements for a mix of dwelling types and sizes to be provided on these sites.</p> <p>In accordance with design guidance such as the <i>Manual for Streets</i>, the existing road width is adequate for the likely level of traffic once the sites are fully developed, including the low numbers of heavy goods vehicles that would be expected. Improvements to footways are identified as a requirement within Section 5.9 of the Brief.</p> <p>Most of Old Ruthin Road is subject to a 30 mph limit. The 30 mph limit and low traffic flows mean this is a suitable location for on-road cycling.</p>	<p>2006 – 2021 (LDP), and labelled 'BSC 1' on the LDP Proposals Map for Denbigh.</p> <p>LDP Policy BSC 1 also sets out the requirement to provide a range of house types, sizes and tenure to reflect the local need and demand. The Local Housing Market Assessment provides further details on individual areas in the County.</p> <p>Amend paragraph 5.9 as follows: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites.</p>
3236	Mark Walters, Clwyd-Powys Archaeological Trust	<p>Possible, though unrecorded, evidence of:</p> <ul style="list-style-type: none"> - post/medieval dwellings along Whitchurch Road frontage - post/late medieval ridge & furrow field system - other features in south west corner. 	<p>Comments noted. The development brief requires any application to be accompanied by a desk-based assessment and, if necessary, geophysical surveying (page 15). The development brief will be amended to</p>	<p>Amend paragraph 5.16 as follows: Therefore it cannot be fully ruled out that there has not been any archaeological activity in the area. A pre-</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		Advise that a pre-determination evaluation be completed prior to any development.	clarify that a pre-determination evaluation will be required.	determination evaluation would be needed as a first step to assess the archaeology present on the site. Any application should be accompanied by a desk based assessment and if necessary, geophysical surveying.
2908	Mr Gwilym Hartley Williams	<p>Object to development on the site:</p> <ul style="list-style-type: none"> - No need for housing due to North Wales Hospital site - Character would be destroyed - Brownfield sites should be developed. 	<p>The development brief requires any development to take account of local character and is reflected in the design objectives for the site (page 21).</p> <p>Account has already been taken of the potential housing contribution from brownfield sites through the Local Development Plan process. The Brookhouse sites have been allocated for housing and the Council cannot restrict their delivery ahead of brownfield sites.</p>	No changes proposed
2860	Kim Cooke	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Availability of brownfield sites - Lack of need for housing - Traffic impacts and safety - Insufficient infrastructure and services. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs. Account has already been taken of the potential housing contribution from brownfield sites. The Brookhouse sites have been allocated for housing and the</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Council cannot restrict their delivery ahead of brownfield sites.</p> <p>Infrastructure requirements are highlighted in the development brief in order to ensure developers are aware of potential costs before submitting any planning application.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>The Transport Assessment should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>Consideration should also be given to the provision of parking for the Chapel in the south east corner of Site 2.</p>	<p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>
3141	Dewi Griffiths, Dwr Cymru Welsh Water	<p>Recommend the following amendment to paragraph 5.36:</p> <p>“- sewerage/foul drainage – off site sewers required.</p> <p>A surface water sewer runs along the southern boundary of the site and protection measures/easements would be required.”</p>	Comments noted.	<p>Amend paragraph 5.36 (page 20) as follows: Dwr Cymru Welsh Water have confirmed the following in relation to the sites:</p> <ul style="list-style-type: none"> - Water Supply : no issues

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
				<ul style="list-style-type: none"> - Sewerage/foul drainage : off site sewers required. A surface water sewer runs along the southern boundary of the site and protection measures/easements would be required.
4576	Mrs Janice Jones	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Unsuitable location - Problematic access - Loss of rural area – other sites should be developed first - Lack of education and health service capacity. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs. Account has already been taken of the potential housing contribution from brownfield sites. The Brookhouse sites have been allocated for housing and the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>In accordance with design guidance such as the <i>Manual for Streets</i>, the existing road width is adequate for the likely level of traffic once the sites are fully developed, including the low numbers of heavy goods vehicles that would be expected.</p> <p>As detailed in the development brief, a Transport Assessment (TA) will be required for the site which will identify how much of the newly generated traffic will be likely to use Whitchurch Road. This proportion is likely to be low. The junction of Old Ruthin</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Road/Whitchurch Road will need to be assessed as part of the TA.</p> <p>The 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 facilities.</p> <p>The development brief highlights that a contribution towards education provision will be required in connection with this development site (para. 5.29).</p>	
993	Dr John C. Madoc-Jones	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Unnecessary - Brownfield sites should be developed first - Insufficient medical and social services capacity <p>Development should include:</p> <ul style="list-style-type: none"> - Mix of house types, similar to nearby developments - Play ground - Trees - Cycle and footpath links to surrounding area - Bus service. <p>Disappointed with lack of action by County/Town & Community Councillors in rejecting Welsh Government plans.</p>	<p>LDP policy BSC 1 requires that new housing developments provide a range of house types and sizes to meet the current and future needs of the local community. The development brief will be amended to clarify the Council's requirements for a mix of dwelling types and sizes to be provided on these sites.</p> <p>The development brief states that existing hedgerows and trees should be retained and enhanced (para. 5.33), open space should be provided on site (para. 5.34) and that cycle/footpaths should be incorporated to allow access to the wider area (page 21).</p> <p>Existing bus services presently run along Old Ruthin Road such as the X50 and the 14A. Further residential development in this</p>	<p>Add additional paragraph 4.6 as follows: LDP Policy BSC 1 – Growth Strategy for Denbighshire. Both sites are allocated for residential development in the adopted Denbighshire Local Development Plan 2006 – 2021 (LDP), and labelled 'BSC 1' on the LDP Proposals Map for Denbigh.</p> <p>LDP Policy BSC 1 also sets out the requirement to provide a range of house types, sizes and tenure to reflect the local need and demand. The Local Housing Market Assessment</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>location should strengthen use of these services.</p> <p>Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs. Account has already been taken of the potential housing contribution from brownfield sites. The Brookhouse sites have been allocated for housing development and the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The 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 facilities.</p> <p>The LDP was adopted by the Council in 2013 and a review will commence by 2017.</p>	<p>provides further details on individual areas in the County.</p>
4578	Fiona Gale, County Archaeologist, Denbighshire County Council	No comment to make at this stage.	Comment noted.	No changes proposed
2861	Mrs Edna Williams	<p>Objects to development on the sites:</p> <ul style="list-style-type: none"> - Housing should be provided on North Wales Hospital and Middle Lane sites - Loss of attractive area for walking - Increased traffic on Old Ruthin Road - Bats 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from</p>	<p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<ul style="list-style-type: none"> - Parking problems from church and chapel. 	<p>brownfield sites through the Local Development Plan process, including the former North Wales Hospital.</p> <p>Newly generated traffic on Old Ruthin Road would be expected to be in the order of an extra 95 vehicles per hour (3 extra vehicles every 2 minutes) during the morning peak hour. This is still very low in comparison with the level of traffic on the A525 in this location.</p> <p>Most peak times at the Chapel at church (i.e. Sunday mornings and weekday funerals) would not coincide with peak times for traffic generated by the new development. Nonetheless, consideration should be given to providing some additional parking for the Chapel in the southeast corner of Site 2.</p> <p>The development brief outlines the developer requirements in relation to bats or any other protected species/habitat (para. 5.17)</p>	<p>include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>
4579	Mr Ronald Blundell	<p>Object to housing development in Denbigh:</p> <ul style="list-style-type: none"> - Lack of doctors and schools - Traffic congestion. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p>	<p>No changes proposed</p>
2903	Nigel Morris	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Loss of green barrier - Brownfield and town centre sites should be developed first. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from</p>	<p>No changes proposed</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>brownfield sites, including the former North Wales Hospital.</p> <p>The Brookhouse sites have been allocated for housing and the Council cannot restrict their delivery ahead of brownfield sites.</p>	
4577	Mr Nigel Thomas	<p>A mix of 2/3/4 bedroom properties and bungalows should be provided.</p> <p>Support the inclusion of a wildlife zone.</p> <p>Play facilities are needed.</p> <p>Errors in the description and location of the town.</p> <p>The document addresses all the main issues about the site.</p>	<p>LDP policy BSC 1 requires that new housing developments provide a range of house types and sizes to meet the current and future needs of the local community. The development brief will be amended to clarify the Council's requirements for a mix of dwelling types and sizes to be provided on these sites.</p> <p>The development brief outlines the Council's requirements for open space in paragraph 4.9. Open space will be required to be provided as part of any development.</p> <p>Comments noted. Factual errors are noted and will be addressed.</p>	<p>Add additional paragraph 4.6 as follows: LDP Policy BSC 1 – Growth Strategy for Denbighshire. Both sites are allocated for residential development in the adopted Denbighshire Local Development Plan 2006 – 2021 (LDP), and labelled 'BSC 1' on the LDP Proposals Map for Denbigh.</p> <p>LDP Policy BSC 1 also sets out the requirement to provide a range of house types, sizes and tenure to reflect the local need and demand. The Local Housing Market Assessment provides further details on individual areas in the County.</p> <p>Amend paragraph 3.1 as follows: Denbigh is a market town located centrally in the north of the</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Suggest design features to help minimise loss of habitat.</p> <p>Separate entrance off Whitchurch Road and change to speed limit boundary are required.</p>	<p>Mitigation/compensation measures will be identified as part of the ecological surveys required for any planning application.</p> <p>Old Ruthin Road has ample capacity to accommodate the newly generated traffic from both sites. (Estimated 95 vehicles during morning peak of 0800-0900.)</p>	<p>administrative boundary of Denbighshire.It is linked by a dual carriageway section of the A525 which provides access to Ruthin, roughly 10km to the south and St Asaph to the north.</p>
3564	Mrs Anne Roberts	Oes angen tai yn Brwcws o gwbl? Mae 'na dir arall ar gael ar gyfer y tai yma? e.e. yr hen ysbyty.	Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi'i sefydlu ac mae tu allan i gylch gwaith yr ymgynghoriad hwn. Mae'r cyfraniad tai posibl o safleoedd tir llwyd eisoes wedi'i ystyried, gan gynnwys hen Ysbyty Gogledd Cymru. Gan fod safleoedd Brwcws wedi'u dyrannu ar gyfer tai, ni all y Cyngor gyfyngu eu cyflwyno o flaen safleoedd tir llwyd.	Dim newidiadau yn cael ei gynnig

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
3117	Medwyn Williams, Denbigh Town Council	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Safety - Flooding - Historical setting - Need for housing - Availability of brownfield sites - Pressure on existing public services. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing development, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The allocated sites are not within an identified flood zone – the development brief addresses issues of nearby flood risk (para. 5.32).</p> <p>The development brief provides guidance in relation to the surrounding built heritage and character (para. 5.24).</p>	No changes proposed
1088	Cllr Colin Hughes	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Loss of green fields - Surface water run-off and consequences for flooding - Surrounding roads and bridge unsuitable/unsafe for increased traffic - Lack of contribution to the economy and town centre - Impact on the setting of the church. 	<p>The development brief provides guidance in relation to flood risk and surface water run-off (para. 5.31).</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. The bend is approx. 120 degree and is within the 30 mph limit. The Transport Assessment should include swept path analysis of this bend and consider whether the footway on</p>	Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Developers need to be made aware of requirements and cost implications.</p>	<p>the outside of the bend could be offset to allow some localised widening. Consideration should also be given to the provision of parking for the Chapel in the south east corner of Site 2.</p> <p>The bridge is in sound condition structurally and is rated at 40 tonnes. Furthermore, increasing the number of vehicles travelling over the bridge will not have a material impact upon the strength of the bridge.</p> <p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The development brief provides guidance for developers in relation to the surrounding built heritage, archaeology and character.</p> <p>The development brief will ensure that potential developers are aware of site constraints and development requirements prior to the submission of any planning application. Once adopted, it will be used by the Council in the determination of such applications.</p>	<p>allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>
4581	Jo Hall	<p>What about Bodelwyddan? Much, much more happening here.</p>	<p>The Council adopted a Site Development Brief for the Bodelwyddan Key Strategic Site in July 2014.</p>	<p>No changes proposed</p>
2894 (18)	Hywel Watkin	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Surrounding roads are unsuitable/unsafe due to poor visibility, bends, width, bridge and on-street parking 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been</p>	<p>Amend paragraph 5.5, point 3 Old Ruthin Road: In combination with on road parked vehicles, this</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<ul style="list-style-type: none"> - Pedestrian and cyclist safety - Loss of popular walking route - Loss of rural setting - Flood risk from surface water run-off - Impact on Welsh language - Safety of pumping station - Impact on historic landscape - Biodiversity impacts - Lack of health and education infrastructure. <p>Open space and play areas should be provided.</p> <p>Density should reflect the surrounding area.</p> <p>The sites should be removed from the LDP.</p>	<p>established and is outside the remit of this consultation.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>The bend is approx. 120 degree and is within the 30 mph limit. The Transport Assessment should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>Consideration should also be given to the provision of parking for the Chapel in the south east corner of Site 2.</p> <p>The bridge is in sound condition structurally and is rated at 40 tonnes. Furthermore, increasing the number of vehicles travelling over the bridge will not have a material impact upon the strength of the bridge.</p> <p>The allocated sites are not within an identified flood zone – the development brief addresses issues of nearby flood risk (para. 5.32) and requires surface water run-off rates to be maintained or reduced (para.5.31).</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to</p>	<p>creates a blind spot for road users on the brow of the hill. Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales)</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>developers in relation to LDP policy RD5 (para. 5.37).</p> <p>Any requirement for a pumping station will depend upon the design of the drainage system, which will form part of any detailed planning application submission. The eventual design must be in accordance with approved document H1 of the Building Regulations.</p> <p>The development brief requires the site design and layout to fit in with, and enhance, existing walking routes (para. 5.9).</p> <p>The development brief provides guidance for developers in relation to the surrounding built heritage, archaeology and character.</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p> <p>Any amendments to the LDP, including changes to site allocations, can only be addressed through a formal review, which will commence before the end of 2017.</p>	<p>Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5.1, enhancements to the roundabout area shall be considered.</p>
4588 (19)	Mr Robert Owen	Rwy'n gwrthwynebu i'r datblygiad hwn yn gyfan gwbl. Fel un a anwyd, a fagwyd ac a gyflogir yn Ninbych, nid wyf yn teimlo bod angen y tai hyn.	Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi cael ei sefydlu ac mae y tu allan i gylch gwaith yr ymgynghoriad hwn.	Dim newidiadau yn cael ei gynnig

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Nid oes unrhyw waith i'w gynnig i'r darpar breswylwyr.</p> <p>Mae'r datblygiad yn siŵr o fod yn niweidiol i ardal hardd.</p> <p>Mae'n debygol y bydd pobl di-Gymraeg yn symud i'r ardal, gan gyfrannu dim at ein hiaith neu ddiwylliant ac mae hyn yn siŵr o fod o niwed i'r sefyllfa fregus gyfredol.</p>	<p>Roedd y CDLI yn destun Gwerthusiad Cynaliadwyedd, gan gynnwys materion yn ymwneud ag iaith a diwylliant. Mae'r Cyngor hefyd wedi mabwysiadu Canllawiau Cynllunio Atodol ar Gynllunio a'r Iaith Gymraeg, ac mae'r briff datblygu yn rhoi arweiniad i ddatblygwyr mewn perthynas â pholisi CDLI RD5 (para. 5.37).</p>	
4589 (20)	Mr Trefor Owen	<p>The site is a greenfield area that should be kept. Dim datblygiad o gwbl. Gwarthus fod y Cyngor yn cysidro adeiladu ar dir gwyrdd mewn lle mor beryg.</p>	<p>Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi'i sefydlu ac mae tu allan i gylch gwaith yr ymgynghoriad hwn.</p>	<p>Dim newidiadau yn cael ei gynnig</p>
4590 (21)	Mr Kevin Ringer	<p>Object to any housing on the site due to:</p> <ul style="list-style-type: none"> - Sufficient housing to meet local needs - Loss of open space - Busy roads and lack of parking - Lack of employment opportunities - Insufficient health infrastructure capacity - Unknown how much education contribution will be. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>Newly generated traffic on Old Ruthin Road would be expected to be in the order of an extra 95 vehicles per hour (3 extra vehicles every 2 minutes) during the morning peak hour. This is still very low in comparison with the level of traffic on the A525 in this location. Old Ruthin Road has ample capacity to accommodate the newly generated traffic from both sites Most peak times at the Chapel at church (i.e. Sunday mornings and weekday funerals) would not coincide with</p>	<p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>peak times for traffic generated by the new development. Nonetheless, consideration should be given to providing some additional parking for the Chapel in the southeast corner of Site 2.</p> <p>The 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 facilities.</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29), and the calculation is included in Appendix 1.</p>	
4556 (22)	Ellie Jane Roxburgh	<p>Object to development on the site due to:</p> <ul style="list-style-type: none"> - Loss of attractive view from my property - Increased accidents from increased traffic - Other sites available which don't impact on wildlife. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>Additional traffic generated by both developments during the busiest hour (0800-0900) is estimated to be 95 vehicles and is unlikely to have a significant impact upon road safety. Nonetheless, the Transport Assessment will be expected to</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			consider the impact of the development upon road capacity and safety The development brief provides guidance in relation to biodiversity on the sites (para. 5.17).	
4591 (23)	Mr Philip Hughes	As our fields are below the proposed development I would like to know what plans will be in place to deal with run off rain water?	The development brief provides guidance in relation to flooding and surface water run-off (para. 5.31).	No changes proposed
4592 (24)	Jacqueline Jones	Support the development of housing on the site, in meeting local needs. Affordable housing, particularly 2/3 bedroom properties, is lacking in the area. Request a green area and park included in the site.	The development brief requires a minimum of 10% affordable housing to be provided on the sites (para. 4.7). The development brief requires that open space be provided on-site (para. 5.33).	No changes proposed
4582 (25)	David R. Smith	Query the need for this size of development. Brownfield sites should be developed first. Concerns regarding: <ul style="list-style-type: none"> - Impact on local services - Increased traffic - Loss of green and safe environment for walking. 	The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs. Account has already been taken of the potential housing contribution from brownfield sites. The Brookhouse sites have been allocated for housing development and the Council cannot restrict their delivery ahead of brownfield sites.	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. Additional traffic generated by both developments during the busiest hour (0800-0900) is estimated to 95 vehicles and is unlikely to have a significant impact upon road safety. Nonetheless, the Transport Assessment will be expected to consider the impact of the development upon road capacity and safety.	
3156 (26)	Glyn Evans, Sustrans Cymru	Support the inclusion of reference to active travel and sustainable transport requirements in the development brief. Reference should be included to the Active Travel (Wales) Act, including ATA Design Guidance. 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.	Comments noted. The Development brief will be amended to include reference to the Active Travel (Wales) Act Design Guidelines.	Amend paragraph 5.9: The proposed site layout should fit in with and enhance existing walking routes. The site layout should encourage walking and make it easier and preferable to get around the area by foot. Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of additional pavement
4607 (28)	Eiddwen Watkin	Object to development of the sites: - Surrounding roads are unsuitable/unsafe due to poor visibility, bends, width, bridge and on-street parking	Typically vehicle trip rates for residential developments in locations such as this (i.e. high car ownership and on the edge of an urban area) are in the region of 0.55 per	Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<ul style="list-style-type: none"> - Pedestrian and cyclist safety - Loss of popular walking route - Loss of rural setting - Flood risk from surface water run-off - Impact on Welsh language - Safety of pumping station - Impact on historic landscape - Biodiversity impacts - Lack of health and education infrastructure. <p>Open space and play areas should be provided.</p> <p>Density should reflect the surrounding area.</p> <p>The sites should be removed from the LDP.</p> <p>Photos of traffic problems x 7 attached.</p>	<p>dwelling during the morning peak hour. This would equate to approximately 95 trips during the morning peak between 0800 and 0900. As a rule of thumb the flow during the morning peak hour is 10% of the daily flow. In other words a total daily flow in the region of 950 vehicles would be expected. More exact forecasts for trip generation and distribution will be provided as part of a Transport Assessment.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. However, damage to the grass verge on the inside of the bend by the Chapel does demonstrate some overrunning. The TA should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Flows would be much lower on a Sunday morning or at the times of day when a funeral would be likely to be held. Nonetheless, consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2. Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of TAN 18. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Rd/Whitchurch</p>	<p>increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3 Old Ruthin Road: In combination with on road parked vehicles, this creates a blind spot for road users on the brow of the hill. Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Road junction. Nonetheless, the Transport Assessment will assess the junction for capacity and safety, including how much traffic generated by the development would be expected to use Whitchurch Road. The 30 mph limit on Whitchurch Road is due to be extended by approximately 150 metres towards Llandyrnog which should further reduce the speed of traffic (as it will have been travelling in a lower limit for longer by the time it reaches the Old Ruthin Road junction). Section 5.5 of the Brief also makes provision for the existing 30 mph speed limit to be extended further towards the A525. The capacity and safety of the Old Ruthin Road/A525 junction and Myddleton Park roundabout will be considered as part of the Transport Assessment. Improvements to pedestrian facilities will also need to be considered. Developers would also be required to provide a Construction Traffic Management Plan. Road Safety Audits (which are an independent assessment of road safety) are carried out for all developments which necessitate improvements.</p> <p>The bridge is in sound condition structurally and is rated at 40 tonnes. Furthermore, increasing the number of vehicles travelling over the bridge will not have a material impact upon the strength of the bridge. Section 5.9 of the Development Brief includes provisions to improve pedestrian</p>	<p>the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.5, point 7: The relocation of the 30mph sign should consider incorporate the provision of street lighting to mark the change in speed and so as to not require a legal Order to be made.</p> <p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>facilities, including the provision of additional footways.</p> <p>The additional traffic generated is estimated to be 95 vehicles during the morning peak (0800-0900). This equates to 3 additional vehicles every 2 minutes which still represents a relatively low flow of traffic. Increases in traffic flows outside of peak hours will be proportionately less.</p> <p>Even with the additional traffic, traffic flows will still be low and this fact, combined with low numbers of heavy goods vehicles and the 30 mph speed limit in place mean that this route will be suitable for on-carriageway cycling and will not require a separate, dedicated cycle path.</p> <p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The development brief requires open space to be provided as part of any future development (para. 5.33) and provides guidance for developers in relation to design and layout.</p> <p>The development brief requires development to at least maintain, if not minimise, the risk of flooding from surface water run-off (para. 5.32).</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p> <p>Any requirement for a pumping station will depend upon the design of the drainage system, which will form part of any detailed planning application submission. The eventual design must be in accordance with approved document H1 of the Building Regulations.</p> <p>The development brief provides guidance for developers in relation to the surrounding built heritage, archaeology and character.</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p> <p>A review of the LDP will commence before the end of 2017. Any amendments to the LDP, including changes to site allocations, can only be addressed through a formal review, which will commence before the end of 2017.</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
	Residents of Llys Clwyd, Denbigh	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Environmental impact - Increased traffic and safety concerns - Other areas more suitable for development. <p>Council should commission an independent environmental and safety study for the development.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Levels of housing need and demand, were discussed through the LDP examination, with the resultant allocations being made to meet these needs.</p> <p>The additional traffic generated by both developments is estimated to be 95 vehicles during the morning peak (0800 to 0900). This equates to an additional 3 vehicles every 2 minutes. This is still very low in comparison with the level of traffic on the A525 in this location.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. Road Safety Audits (which are an independent assessment of road safety) are carried out for all developments which necessitate improvements</p>	No changes proposed
(30)4616	Jill & Raymond Tunley	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Ecological impact - Increase in vehicular traffic and safety concerns - Capacity of sewerage system. <p>Development must carefully consider traffic and water run-off/sewerage issues.</p>	<p>The development brief provides guidance on issues around biodiversity on the sites (para. 5.17), including the requirement for ecological surveys, avoidance/mitigation measures and the need for a wildlife corridor.</p> <p>The development brief requires the site design and layout to fit in with, and enhance, existing walking routes (para. 5.9).</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Green links should be retained, with wide wildlife corridors.</p> <p>Public footpath should remain unaffected.</p>	<p>Development must maintain, or improve, current surface water run-off rates (para. 5.32).</p> <p>The additional traffic generated by both developments is estimated to be 95 vehicles during the morning peak (0800 to 0900). This equates to an additional 3 vehicles every 2 minutes. This is still very low in comparison with the level of traffic on the A525 in this location.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. Road Safety Audits (which are an independent assessment of road safety) are carried out for all developments which necessitate improvements</p> <p>Dwr Cymru Welsh Water have confirmed that there is sufficient capacity within the sewerage and wastewater treatment systems to accommodate development of the Brookhouse sites.</p>	
(31) 73	Dr James Davies MP	<p>Publication of a development brief, which should incorporate strict requirements for development, is welcomed.</p> <p>Review of the LDP at the first opportunity is to be encouraged, with the intention of removing the site allocations.</p>	<p>Comments noted.</p> <p>Any amendments to the LDP, including changes to site allocations, can only be addressed through a formal review, which will commence before the end of 2017.</p> <p>The additional traffic generated by both developments is estimated to be 95 vehicles</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Issues raised by residents, and requiring close attention in the development brief, include:</p> <ul style="list-style-type: none"> - Roads – safety and construction arrangements - Pedestrians – narrow pavements and distance from town - Nature of local community – hamlet, low density and Welsh language impacts - Environment – loss of farmland, landscape impact, biodiversity impact and flooding - Play – Play area/open space needed. - Viability – Impact on enabling housing proposal at North Wales Hospital. - Impact on local services – lack of capacity, particularly in schools, and sewerage systems. 	<p>during the morning peak (0800 to 0900). This equates to an additional 3 vehicles every 2 minutes. This is still very low in comparison with the level of traffic on the A525 in this location and is unlikely to have an impact on road safety. Nonetheless, the Transport Assessment will be expected to consider road safety and capacity issues. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road. During the same period there was one recorded injury accident on the A525 near to the Old Ruthin Road junction caused by a motorist failing to observe a cyclist when turning left. Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of TAN 18</p> <p>Road Safety Audits (which are an independent assessment of road safety) are carried out for all developments which necessitate improvements. Developers will also be required to provide a Construction Traffic Management Plan. Section 5.9 of the Development Brief includes provisions to improve pedestrian facilities, including the provision of additional footways and it highlights the need to improve provision for pedestrians to improve access to the town centre. This will include consideration of ways to improve pedestrian facilities at the Myddleton Park roundabout.</p>	<p>sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6: The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening of the carriageway. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.5, point 7: The relocation of the 30mph sign should consider incorporate the provision of street lighting to mark the change in speed and so as to not require a legal Order to be made.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>A construction plan will be required in conjunction with any planning application which sets out hours of operation, routes for construction vehicles etc. The development brief will be amended to include reference to this.</p> <p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The Brookhouse area falls within the Denbigh development boundary set out in the adopted LDP.</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p> <p>The development brief provides guidance on issues around biodiversity on the sites (para.</p>	<p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5.1, enhancements to the roundabout area shall be considered.</p> <p>Add new paragraph 5.38: The Council will require a 'Construction Plan' to be submitted with any planning applications, covering issues such as hours of work on site, construction access routes, delivery of materials, noise, dust and disturbance during construction and phasing of development.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>5.17), including the requirement for ecological surveys, avoidance/mitigation measures and the need for a wildlife corridor.</p> <p>The development brief requires open space to be provided as part of any future development (para. 5.33) and provides guidance for developers in relation to design and layout.</p> <p>As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of other sites, including the former North Wales Hospital.</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29).</p> <p>Dwr Cymru Welsh Water have confirmed that there is sufficient capacity within the sewerage and wastewater treatment systems to accommodate development of the Brookhouse sites. Any requirement for a pumping station will depend upon the design of the drainage system, which will form part of any detailed planning application submission.</p>	
(32) 4617	Alison Smith	Object to development on any greenfield site due to lack of need.	The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is	None

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Object to development on these sites:</p> <ul style="list-style-type: none"> - Proposed number of dwellings is too high - Increased traffic and accidents - Lack of capacity in health/social/education services - Brownfield sites in the town should be developed first - Landscape impact - Loss of grazing land. 	<p>outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites, including the former North Wales Hospital. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The 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 facilities.</p> <p>The development brief highlights that a contribution towards education provision will be required in connection with this development site (para. 5.29).</p> <p>The surrounding built heritage and landscape is acknowledged and the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21).</p> <p>The additional traffic generated by both developments is estimated to be 95 vehicles during the morning peak (0800 to 0900). This equates to an additional 3 vehicles every 2 minutes. This is still very low in comparison with the level of traffic on the A525 in this location and is unlikely to have</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>an impact on road safety. Nonetheless, the Transport Assessment will be expected to consider road safety and capacity issues. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p>	
(33) 3568	Richard Cattell	<p>Sites should be removed from the LDP at the review stage.</p> <p>Development would be better focussed on brownfield sites and upper Denbigh.</p> <p>Development must address:</p> <ul style="list-style-type: none"> - Access difficulties - Limited visibility for traffic - Sharp bend/blind corner. <p>Highways improvement costs must be met by the developer.</p> <p>Housing density should reflect adjoining areas, the number of houses proposed should be reduced and no three storey properties allowed in order to retain the character of the surrounding area. Bungalows should be included in the development.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The Transport Assessment (TA) will need to take account of both the capacity and the safety of the junctions at either end of Old Ruthin Road. This will include measurement of visibility which impacts on both capacity and safety. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction. During the same period there was one recorded injury accident on the A525 near to the Old Ruthin Road junction caused by a motorist failing to observe a cyclist when turning left. Despite the change in gradient and the slight bend part way along Old Ruthin Road,</p>	<p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>forward visibility still complies with the minimum standard set in Table A of TAN 18</p> <p>There have been no recorded injury accidents along Old Ruthin Road during the period stated above. However, damage to the grass verge on the inside of the bend does demonstrate some overrunning. TA should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>The likely traffic flows on Old Ruthin Road, even with the development, and 30 mph speed restriction mean that it is suitable for on-carriageway cycling and thus won't require a dedicated cycle path.</p> <p>Site constraints, including highway capacity issues, are highlighted in the development brief in order to ensure developers are aware of potential costs before submitting any planning application.</p> <p>The development brief provides guidance on matters of design and layout. Design objectives 2 and 3 (page 21) require the density and design to reflect the surrounding area and the edge-of-settlement location.</p> <p>LDP policy BSC 1 requires a mixture of house types and sizes to be provided to meet the needs and demands of local communities.</p>	<p>Add additional paragraph 4.6 as follows: LDP Policy BSC 1 – Growth Strategy for Denbighshire. Both sites are allocated for residential development in the adopted Denbighshire Local Development Plan 2006 – 2021 (LDP), and labelled 'BSC 1' on the LDP Proposals Map for Denbigh.</p> <p>LDP Policy BSC 1 also sets out the requirement to provide a range of house types, sizes and tenure to reflect the local need and demand. The Local Housing Market Assessment provides further details on individual areas in the County.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
(34) 3567	Rhian Cattell	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Loss of highest quality agricultural land - Availability of brownfield sites for development - Flood risk - Highways constraints and parking - Lack of employment - Pedestrian safety - Distance from town centre - Impact on green barrier and historic landscape - Harm to the hamlet of Brookhouse - Felling of oak trees. <p>Development brief should address:</p> <ul style="list-style-type: none"> - Welsh language impact - Landscape impact - Reduced number of houses - Highways safety. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The sites are not located within an identified flood plain and the development brief sets out requirements in regard to surface water run-off (para. 5.31). Development must maintain, or improve, current surface water run-off rates (para. 5.32).</p> <p>The Transport Assessment (TA) will need to take account of both the capacity and the safety of the junctions at either end of Old Ruthin Road. This will include measurement of visibility which impacts on both capacity and safety. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction. During the same period there was one recorded injury accident on the A525 near to the Old Ruthin Road junction caused by a motorist failing to observe a cyclist when turning left. Despite the change in gradient and the slight bend part way along Old Ruthin Road,</p>	<p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5.1, enhancements to the roundabout area shall be considered.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>forward visibility still complies with the minimum standard set in Table A of TAN 18</p> <p>There have been no recorded injury accidents along Old Ruthin Road during the period stated above. However, damage to the grass verge on the inside of the bend does demonstrate some overrunning. The TA should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>Consideration should also be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p> <p>Paragraph 5.9 of the Development Brief sets out the Council's requirements for improvements to pedestrian access.</p> <p>The surrounding built heritage and landscape is acknowledged and the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21).</p> <p>The Brookhouse area falls within the Denbigh development boundary set out in the adopted LDP.</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p>	
(35) 3561	Drs Phil and Meinir Michael	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Loss of green land - Impact on redevelopment of North Wales Hospital - Loss of character and walking route - Ribbon development - Highways constraints and safety - Distance from amenities - Flooding - Encourages car use - Impact on historical area. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>It is estimated that 95 additional vehicles would be expected to use Old Ruthin Road during the morning peak hour (0800-0900) once both sites are fully developed. This equates to approximately 3 extra vehicles every 2 minutes which in addition to the existing traffic would still represent a low traffic flow.</p> <p>The width of Old Ruthin Road is suitable for the level of traffic flow and low number of heavy goods vehicles that would be expected.</p> <p>The Transport Assessment should include swept path analysis of this bend and</p>	<p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of TAN 18</p> <p>Existing problems with surface water drainage should be investigated by Highways and Environmental Services irrespective of any proposed development.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction.</p> <p>Nonetheless, the Transport Assessment will assess the junction for capacity and safety.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre.</p> <p>The development brief provides guidance for developers in relation to the surrounding built heritage, archaeology and character.</p>	<p>for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(36) 3561	Drs Phil and Meinir Michael	The development brief should include an additional wildlife thoroughfare at the northern or north western border of the fields along the top hedgerows.	The suggested location of the wildlife corridor has been informed through consultation with the Council's Biodiversity Officer. The development brief sets out requirements in respect of ecological surveys, mitigation/compensation measures and the retention of existing hedgerows.	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
(37) 4618	Mrs M. K. Higginson, Voel Coaches Ltd	Concern over substantially increased traffic levels and resultant safety issues for road users. Request a traffic assessment be carried out before proposal goes any further.	The Development Brief requires a Transport Assessment to be carried out prior to any development taking place. Paragraphs 5.2 – 5.5 set out the Council's requirements.	No changes proposed
(38) 4619	Kate Meredith-Jones & Chris Roberts	Object to development on the sites: <ul style="list-style-type: none"> - Lack of highways capacity - Pedestrian safety - Insufficient parking for church and chapel - Impact on Welsh language. 	<p>The Development Brief requires a Transport Assessment to be carried out prior to any development taking place. Paragraphs 5.2 – 5.5 set out the Council's requirements. The TA should include swept path analysis of this bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction.</p> <p>Nonetheless, the Transport Assessment will assess the junction for capacity and safety. Consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre.</p> <p>Further to the pedestrian safety concerns that would be addressed under Section 5.9 of the Development Brief, the capacity of the Myddleton Park roundabout would be assessed as part of the Transport Assessment (TA) using the industry software, ARCADY.</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p>	<p>of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(39) 4620	Mr C Roberts	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Lack of highways capacity - Pedestrian safety - Insufficient parking for church and chapel - Impact on Welsh language. 	<p>The Development Brief requires a Transport Assessment to be carried out prior to any development taking place. Paragraphs 5.2 – 5.5 set out the Council's requirements. The TA should include swept path analysis of this bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction.</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Nonetheless, the Transport Assessment will assess the junction for capacity and safety. Consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre. Further to the pedestrian safety concerns that would be addressed under Section 5.9 of the Development Brief, the capacity of the Myddleton Park roundabout would be assessed as part of the Transport Assessment (TA) using the industry software, ARCADY.</p> <p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p>	<p>regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(40) 2912	Rev G. Graham Floyd & S.	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Loss of green space - Impact on development of brownfield sites 	The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is	Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
	Elizabeth M. Floyd	<ul style="list-style-type: none"> - Increased traffic and safety issues - Lack of school capacity. 	<p>outside the remit of this consultation. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29).</p> <p>The width of Old Ruthin Road is suitable for the level of traffic flow and low number of heavy goods vehicles that would be expected. The Development Brief requires a Transport Assessment to be carried out prior to any development taking place. Paragraphs 5.2 – 5.5 set out the Council's requirements. The TA should include swept path analysis of this bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standards set in Table A of TAN18.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction. Nonetheless, the Transport Assessment will assess the junction for capacity and safety.</p>	<p>be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre. Further to the pedestrian safety concerns that would be addressed under Section 5.9 of the Development Brief, the capacity of the Myddleton Park roundabout would be assessed as part of the Transport Assessment (TA) using the industry software, ARCADY.</p>	<p>for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(41) 4620	Rachel Pates-Jones	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Lack of benefit to Denbigh - Previous housing developments and resultant pressure on schools/services - Few employment opportunities - Impact on St Marcella's Church - North Wales Hospital site should be developed first. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The development brief requires the inclusion of a visual corridor to safeguard the views toward St Marcella's Church (para. 5.24). Design objectives 2 and 3 also require the development to be sensitive to the surrounding built heritage (page 21).</p>	No changes proposed
(42) 4621	Linda Kaye	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Loss of green fields/amenity - Highways capacity and safety concerns 	The sites have been allocated for housing in the LDP, therefore the principle of	Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<ul style="list-style-type: none"> - Flooding - Infrastructure. 	<p>development has been established and is outside the remit of this consultation.</p> <p>In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>It is estimated that 95 additional vehicles would be expected to use Old Ruthin Road during the morning peak hour (0800-0900) once both sites are fully developed. This equates to approximately 3 extra vehicles every 2 minutes which in addition to the existing traffic would still represent a low traffic flow.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre, including the Myddleton Park roundabout. Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of TAN 18. Please note that parking restrictions could be considered if on-street parking was considered to create a particular hazard, however, it should also be recognised that on-street parking can also have a traffic calming effect and so this would need to be considered in detail before any changes are made. However, consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p>	<p>be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The sites are not located within an identified flood plain and the development brief sets out requirements in regard to surface water run-off (para. 5.31).</p> <p>Site constraints and infrastructure requirements are highlighted in the development brief in order to ensure developers are aware of the development requirements before submitting any planning application.</p>	<p>Amend paragraph 5.9: Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(43) 4622	Goronwy Owen, Pure Residential and Commercial Ltd.	<p>Welcome the publication of the draft Site Development Brief.</p> <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>The requirement for a wildlife corridor will reduce the developable area and the proposed location makes little sense. Long-term maintenance should not be necessary. The requirement for a wildlife corridor should be removed from the development brief.</p> <p>Disagree with introduction of financial contribution to education provision. Feel it should be subject to</p>	<p>Comments noted.</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 not part of the consultation on this site development brief.</p> <p>The requirement for, and suggested location of, the wildlife corridor has been informed through consultation with the Council's Biodiversity Officer and is considered the most appropriate due to the species and habitats on the sites. Details of maintenance arrangements are considered necessary to ensure the wildlife corridor continues to function as such into the future.</p> <p>The site development brief refers to a specific site allocation contained in the Plan</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>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>Archaeology – concern that site investigations should have been carried out at LDP site selection stage. The cost of investigations should not be transferred to the developer.</p> <p>Affordable housing – welcome confirmation of 10%, feel higher levels would impact negatively on viability.</p> <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>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'. 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>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> <p>Comment noted.</p> <p>Individual schemes are discussed with developers on a scheme by scheme basis. Highways will provide advice free of charge at an early stage to ensure that the road will be designed and specified to a standard that will be suitable for adoption.</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Flooding – Council should implement an adoption regime for SuDS to support its use within new development schemes.</p> <p>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.</p>	<p>Comment noted.</p> <p>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.</p>	
(44) 3555	G. Williams	<p>Object to the development of the sites:</p> <ul style="list-style-type: none"> - Lack of highways capacity - Safety concerns for vehicles and pedestrians due to existing road/pavements - Flooding from surface water run-off - Bats and badgers on site - Sewage capacity - School and healthcare capacity - Loss of walking area - Loss of Brookhouse hamlet - Impact on Welsh language. 	<p>The busiest period during the day is expected to be the morning peak hour (0800-0900). It is estimated that an additional 95 vehicles would use Old Ruthin Road during this period, once both sites are fully developed. This equates to an additional 3 vehicles every 2 minutes which when added to the existing traffic flows, still represents a low flow of traffic.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre, including the Myddleton Park roundabout. TA should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening.</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2.</p> <p>The development brief requires surface water run-off rates to be maintained or reduced (para.5.31).</p> <p>Ecological surveys (including bats) and mitigation/avoidance measures will be required alongside any planning application (para. 5.17).</p> <p>Dwr Cymru Welsh Water have confirmed there is sufficient capacity to accommodate the proposed housing developments (para. 5.36).</p> <p>Financial contributions towards increasing the capacity of local schools will be required as part of any development (para. 5.29).</p> <p>The 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 facilities.</p> <p>Any development will have to fit in with, and enhance, existing walking routes (para. 5.9).</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language</p>	<p>where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p>	<p>sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>
(45) 2861	Edna Williams	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Empty homes should be brought into use - Several sites in local area in development/with planning permission or planned for development - Lack of infrastructure, particularly schools, health/social care and highways - Loss of greenfield in an area of outstanding natural beauty, and walking route - Lack of support by local community - Flooding - Pedestrian safety. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites in the local area. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The 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 facilities.</p> <p>Financial contributions towards increasing the capacity of local schools will be required as part of any development (para. 5.29).</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5,</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network.</p> <p>Paragraph 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve links to the town centre, including the Myddleton Park roundabout.</p> <p>The sites are not located within an identified flood plain and the development brief sets out requirements in regard to surface water run-off (para. 5.31)</p>	<p>enhancements to the roundabout area shall be considered.</p>
(46) 4623	Geraldine Jones	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Proposed density and number of homes is out of keeping with the surrounding area - Impact on the historic environment - Loss of recreation/walking route - Impact on Welsh language. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p> <p>The surrounding built heritage and landscape is acknowledged and the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21).</p>	<p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>Open space will be provided on site and any development will have to fit in with, and enhance, existing walking routes (para. 5.9).</p> <p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37). The use of Welsh street names are identified as a minimum requirement.</p>	
(47) 4624	Carole Roxburgh	<p>Objection to any development on the two sites.</p> <p>Following comments/objections made:</p> <ul style="list-style-type: none"> - Unacceptable landscape harm as set out in policy VOE 2 - Lack of evidence of housing need in Denbigh - Availability of brownfield sites in Denbigh – no justification for development of greenfield sites - Loss of the Brookhouse hamlet and countryside - Increase in carbon emissions from increased housing - Does not address the principles of 'good design' as set out in TAN 12 and lacks a collaborative approach to design - Lack of consideration of local history and possible archaeological findings 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>Para 4.5 of the development brief refers to the principles of good design set out in TAN 12 and states that development proposals must demonstrate how these are applied.</p> <p>Cadw, Clwyd-Powys Archaeological Trust and the County Archaeologist have informed the requirements of the development brief. The development brief requires any</p>	<p>Amend paragraph 5.17: The Biodiversity Officer advises that wildlife corridor(s) are incorporated into the development and suggests the location outlined in figure 6. Wildlife corridor(s) will be required to be incorporated into the development in line with advice from the Biodiversity Officer and the suggested location is outlined in figure 6...</p> <p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<ul style="list-style-type: none"> - Existing roads are unable to accommodate increased housing due to on-street parking from church/chapel, lack of pavements, sharp bends, blind spots, volume/type of existing traffic and strength of the bridge by Brookhouse Mill - Lack of infrastructure (health, education and utilities) to accommodate development - Need for connection to the main sewer - Lack of mitigation measures/financial contribution towards Welsh language impacts - Need for SuDS to be required and submission of a water conservation statement - Detailed biodiversity assessments and a wildlife corridor are required <p>The development brief needs to request additional assessments and contributions from any developer in regards to safety, roads, infrastructure, flooding, biodiversity, health & well-being, Welsh language, greenfield land, the merging of Brookhouse with Denbigh and history.</p> <p>(Several photos attached to demonstrate highways issues)</p>	<p>application to be accompanied by a desk-based archaeological assessment and, if necessary, geophysical surveying (para. 5.16).</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>Despite the change in gradient and the slight bend part way along Old Ruthin Road, forward visibility still complies with the minimum standard set in Table A of TAN 18. However, damage to the grass verge on the inside of the bend does demonstrate some overrunning. TA should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Flows would be much lower on a Sunday morning or at the times of day when a funeral would be likely to be held. Nonetheless, consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2</p>	<p>increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road: Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The bridge is in sound condition structurally and is rated at 40 tonnes. Furthermore, increasing the number of vehicles travelling over the bridge will not have a material impact upon the strength of the bridge.</p> <p>Paragraph 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve links to the town centre, including the Myddleton Park roundabout.</p> <p>Site constraints and infrastructure requirements are highlighted in the development brief in order to ensure developers are aware of the development requirements before submitting any planning application.</p> <p>The 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 facilities.</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29).</p> <p>Dwr Cymru Welsh Water have confirmed that there is sufficient capacity within the sewerage and wastewater treatment</p>	<p>Amend paragraph 5.5, point 7: The relocation of the 30mph sign should consider incorporate the provision of street lighting to mark the change in speed and so as to not require a legal Order to be made.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>systems to accommodate development of the Brookhouse sites (para. 5.36). Any foul drainage system must be designed in accordance with part H1 of the Building Regulations.</p> <p>Any requirement for financial contributions or mitigation measures towards impacts on the Welsh language will be dependent upon the outcome of the Community & Linguistic Impact Assessment required as part of any eventual planning application.</p> <p>Para. 4.13 of the development brief requires that a water conservation statement be submitted for proposals of 10 or more dwellings. The requirement for SuDS as the first option for surface water disposal is required by building regulations and reflected in the development brief.</p> <p>Paragraphs 5.17-5.20 include requirements for ecological surveys and assessments. The relevant paragraphs will be amended to provide clarity on the requirement for a wildlife corridor.</p> <p>The development brief sets out the assessments needed to accompany any planning application on these sites, as identified by national and local planning policies. Specific developer contributions will be dependent upon the outcome of these assessments.</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
(48) 4625	N. Roxburgh	<p>Objection to any development on the two sites.</p> <p>Following comments/objections made:</p> <ul style="list-style-type: none"> - Unacceptable landscape harm as set out in policy VOE 2 - Design objectives cannot be delivered without the required assessments - Sites not feasible due to highways capacity - Density needs to be less than 35dph to reflect surrounding area - Doesn't meet the principles of 'good design' as set out in TAN 12 - Lack of health and education infrastructure capacity, and assessments to ensure the correct contributions are secured. 	<p>The sites are not located within an AONB/AOB. The development brief sets out the design objectives considered particular to the Brookhouse sites. The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>The development brief recognises the local context and that a lower density could be justified through the submission of a planning application (para. 4.4).</p> <p>Para 4.5 of the development brief refers to the principles of good design set out in TAN 12 and states that development proposals must demonstrate how these are applied.</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The 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 facilities.</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29).</p> <p>The development brief sets out the assessments needed to accompany any planning application on these sites, as identified by national and local planning policies. Specific developer contributions will be dependent upon the outcome of these assessments.</p>	
(49) 4626	Mr & Mrs Darren & Annick Cummings	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Flood risk - Highways capacity and safety - Lack of school and health service capacity - Loss of greenfield sites when brownfield sites are available - Impact on wildlife and newts - Impact on the hamlet of Brookhouse - Loss of historic site. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation.</p> <p>The site are not within an identified area of flood risk and the development brief requires surface water run-off rates to be maintained or reduced (para.5.31).</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents on Old Ruthin Road.</p> <p>The 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 facilities.</p> <p>Financial contributions towards increasing the capacity of local schools will be required as part of any development (para. 5.29). A</p> <p>Account has already been taken of the potential housing contribution from brownfield sites in the local area, including the former North Wales Hospital. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The development brief requires the inclusion of a wildlife corridor as part of any development. Ecological surveys (including bats) and mitigation/avoidance measures</p>	

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>will be required alongside any planning application (para. 5.17).</p> <p>The Brookhouse area falls within the Denbigh development boundary set out in the adopted LDP.</p> <p>The development brief requires any application to be accompanied by a desk-based archaeological assessment and, if necessary, geophysical surveying (para. 5.16).</p>	
(50) 3346	Heather Prydderch, Don't Destroy Dyserth Group	<p>Development sites are far from the town centre and will encourage car use, making the levels of traffic worse.</p> <p>Linking the houses to surrounding areas is pointless.</p> <p>Location of the wildlife corridor is odd as it adjoins fields, however it is supported if it limits the number of houses to be built.</p> <p>Flood risk will worsen as the area available for water to soak away will be reduced. More than a desk-top survey should be carried out. Climate change will further extend the existing flood risk zones.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>There are already two existing bus services that use Old Ruthin Road (the X50 and the 14A). Further residential development will strengthen those existing services.</p> <p>The capacity of the Myddleton Park roundabout will be assessed as part of the Transport Assessment that will be required for the developments.</p> <p>The Development Brief recognises that footway links to the Town Centre need to be improved and Section 5.9 of the Brief includes a requirement for the provision of new footway on Old Ruthin Road and improvements to pedestrian facilities at the Myddleton Park roundabout.</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The development brief recognises the importance of the surrounding built heritage and providing sustainable good-quality development, which should be key feature in any future design proposal.</p> <p>The proposed location for the wildlife corridor has been informed through consultation with the Council's Biodiversity Officer as the most suitable.</p> <p>The sites are not within an identified area of flood risk and the development brief requires surface water run-off rates to be maintained or reduced (para.5.31).</p> <p>Dwr Cymru Welsh Water have confirmed there is sufficient capacity to accommodate the proposed housing developments (para. 5.36).</p>	
(51)	Mrs Kathleen Mee	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - No demand locally for housing - Historic hamlet and agricultural land - Insufficient services and unsuitable road network - Alternative brownfield sites closer to the town centre should be developed first - Impact on nearby holiday let business. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites in the local area.</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network.</p> <p>The surrounding built heritage and landscape is acknowledged and the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21).</p>	
(52)	Mrs Glenda Bibby	<p>Angen gadeal fel y mae, yn agored I natur – ddim tai.</p> <p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Impact on Welsh language and the need for an impact assessment - Increased traffic and accidents due to narrow bend and access onto A525 - Impact on wider road network and pedestrian safety - Poor visibility at existing junctions - Impact on a rural hamlet and loss of hedgerows - Loss of habitat and wildlife - Loss of valuable agricultural land - Loss of open space/amenity - Empty homes should be utilised first - Alternative brownfield sites should be developed first - Water and sewage system already full to capacity - High unemployment area. 	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p> <p>The 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 facilities.</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6 Old Ruthin Road:</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network.</p> <p>The Transport Assessment will also need to take account of both the capacity and the safety of the junctions at either end of Old Ruthin Road. This will include measurement of visibility which impacts on both capacity and safety. In the five year period between 22/11/10 and 21/11/15 there were no recorded injury accidents at the Old Ruthin Road/Whitchurch Road junction. During the same period there was one recorded injury accident on the A525 near to the Old Ruthin Road junction caused by a motorist failing to observe a cyclist when turning left.</p> <p>The width of Old Ruthin Road is considered suitable for the level of traffic flow and low number of heavy goods vehicles that would be expected.</p> <p>Section 5.9 of the Development Brief states that any development proposals will need to include improvements to pedestrian access to improve access to the Town Centre, including the Myddleton Park roundabout. Despite the change in gradient and the slight bend part way along Old Ruthin Road,</p>	<p>Brookhouse Chapel is used regularly generating traffic and a need for on road parking. The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>forward visibility still complies with the minimum standard set in Table A of TAN 18. The Transport Assessment should include swept path analysis of this bend and consider whether the footway on the outside of the bend could be offset to allow some localised widening. Consideration should be given to whether a small area of parking could be provided in the southeast corner of Site 2</p> <p>The sites are not within an identified area of flood risk and the development brief requires surface water run-off rates to be maintained or reduced (para.5.31).</p> <p>A construction management plan will be required as part of any planning application to ensure negative impacts on residents amenity are minimised during construction.</p> <p>Account has already been taken of the potential housing contribution from brownfield sites. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites and empty homes.</p> <p>Dwr Cymru Welsh Water have confirmed there is sufficient capacity to accommodate the proposed housing developments (para. 5.36).</p>	<p>Add new paragraph 5.38: The Council will require a 'Construction Plan' to be submitted with any planning applications, covering issues such as hours of work on site, construction access routes, delivery of materials, noise, dust and disturbance during construction and phasing of development.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
(53)	Miss Elen Bibby	Ei adael yn fon agored – y fel y mae rwan.	Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi'i sefydlu ac mae tu allan i gylch gwaith yr ymgynghoriad hwn.	Dim newidiadau yn cael ei gynnig
(54)	Mr Glyn Jones	I'w Gadw fel y mae. Fel a nodyn a restrwd yn blaenorol yn yr yngynghoriad cyhoeddus.	Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi'i sefydlu ac mae tu allan i gylch gwaith yr ymgynghoriad hwn.	Dim newidiadau yn cael ei gynnig
(55)	Mrs Carys Jones	Dim tai o gwbl. Y safle l'w aros yn safle agored a naturiol – dim yn safle l godi tai o gwbl – hinllaf. Fel awqrymwyd yn yr yngynghoriad chyhoeddus yn Ninbych	Mae'r safleoedd wedi'u dyrannu ar gyfer tai yn y Cynllun Datblygu Lleol, felly mae'r egwyddor o ddatblygu yn y lleoliad hwn wedi'i sefydlu ac mae tu allan i gylch gwaith yr ymgynghoriad hwn.	Dim newidiadau yn cael ei gynnig
(56) 3121	M.W. Moriarty, Campaign for the Protection of Rural Wales (CPRW)	<p>No reference is made to the Agricultural Land Classification of the sites. Development of best and most versatile agricultural land should be in accordance with the requirements of Planning Policy Wales and Technical Advice Note 6.</p> <p>Lack of highways capacity to safely cater for the proposed development. Addressing this may impact on the financial viability of the sites.</p> <p>The SPG must require developers to demonstrate how the proposed development will relate to local routes created, or planning, in the area as a result of the Active Travel (Wales) Act 2013.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network.</p>	<p>Amend paragraph 5.9: The proposed site layout should fit in with and enhance existing walking routes. The site layout should encourage walking and make it easier and preferable to get around the area by foot. Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>Photograph 1 on page 5 is incorrectly captioned and fails to present an accurate view.</p> <p>Development of the sites will adversely affect the setting of St Marcella Church. Mitigation through tree planting would be difficult to achieve due to the width required and the number of years needed to attain a screening effect.</p> <p>Any study of the history of the area should include the post-medieval period, with records describing an armed engagement in 1645. An archaeological watching brief is required during the groundwork phase of any development on both sites.</p>	<p>The Transport Assessment will also need to take account of both the capacity and the safety of the junctions at either end of Old Ruthin Road.</p> <p>Site constraints and infrastructure requirements are highlighted in the development brief in order to ensure developers are aware of the development requirements before submitting any planning application.</p> <p>Comment noted. The development brief will be amended to include reference to Active Travel (Wales) Act.</p> <p>Comment noted. The caption for photograph 1 will be amended accordingly.</p> <p>The development brief provides guidance for developers in relation to the surrounding built heritage, archaeology and character, including a requirement for a visual/wildlife corridor to safeguard the views toward St Marcella's church (para. 5.24). Specific details relating to tree planting on the site will form part of any eventual planning application on the site.</p> <p>Cadw, Clwyd-Powys Archaeological Trust and the County Archaeologist have informed the requirements of the development brief. The development brief requires any application to be accompanied by a desk-</p>	<p>at improvements to the local walking and cycle network.</p> <p>Amend Photo 1 caption: View from Brookhouse Chapel towards St Marcella's Church</p> <p>Amend paragraph 5.16: ... However, the Council's Archaeologist notes that in an area close to Kilford Farm there was evidence of Mesolithic, bronze age, and early medieval activity. There are also records of an armed engagement in the area in 1645.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			based archaeological assessment and, if necessary, geophysical surveying (para. 5.16). The development brief will be amended to include reference to records of historic battle.	
(57)	Hedd ap Emlyn	<p>Object to development of the sites:</p> <ul style="list-style-type: none"> - Available brownfield sites should be developed instead of greenfield sites - Support the reasons submitted by other residents in objecting. <p>Request that the sites be removed from the LDP at the earliest opportunity.</p>	The sites have been allocated for housing in the LDP, therefore the principle of development has been established and is outside the remit of this consultation. Account has already been taken of the potential housing contribution from brownfield sites in the local area. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.	No changes proposed
	Suzanne Whiting / Helen May, Cadw	<p>The development brief highlights the potential archaeological impacts in section 5.13 and the need for further archaeological assessment.</p> <p>The nearest scheduled monument, Denbigh Friary, will not be affected. There is likely to be some degree of impact on the settings of higher lying monuments (castle, town walls, Leicester's church) from which there will be views over the proposed site towards the prominent late medieval tower of St Marcella's. At a distance of over 2km from these monuments, residential development of this site would normally have no significant impact on their setting in itself, but would in our view have potential to affect views of the contemporary parish church from the castle and town walls through encroachment onto its rural setting. Such impacts should be evaluated as part of any proposals for this site.</p>	<p>Comments noted.</p> <p>Clwyd-Powys Archaeological Trust and the County Archaeologist have informed the requirements of the development brief, which has been amended as necessary. The development brief requires any application to be accompanied by a desk-based archaeological assessment and, if necessary, geophysical surveying (para. 5.16).</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
		<p>The development control archaeologist at the Clwyd Powys Archaeological Trust should be closely consulted over potential undesigned archaeological remains in the vicinity of Llanfarchell.</p>		
	Non ap Emllyn	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Loss of good quality agricultural land - Lack of need given development land at the hospital site - Impact on delivery of redevelopment at the hospital site. <p>Concern over the last minute inclusion of the sites in the LDP, without proper consultation with residents.</p> <p>Sites should be removed from the LDP at the earliest opportunity.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>Account has already been taken of the potential housing contribution from brownfield sites, including the former North Wales Hospital. As the Brookhouse sites have been allocated for housing, the Council cannot restrict their delivery ahead of brownfield sites.</p> <p>The sites were included in the LDP following the Planning Inspector's request for additional housing sites during the LDP examination process. The Inspector considered that the consultation on these additional housing allocations was adequate.</p> <p>Any amendments to the LDP, including changes to site allocations, can only be addressed through a formal review, which will commence before the end of 2017.</p>	No changes proposed

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
	Cllr. Raymond Bartley	<p>Object to development on the sites:</p> <ul style="list-style-type: none"> - Principle of development - Loss of good agricultural land - Highways - Infrastructure - Biodiversity - Impact on the Welsh language and culture - Footpaths must be protected - Pressure on primary and secondary nursing care - Flooding issues - Number of school places - Detrimental to the area and hamlet - Loss of amenity. <p>Oppose any form of development on the site and supports local residents in their objections.</p>	<p>The sites have been allocated for housing in the LDP, therefore the principle of development in this location has been established and is outside the remit of this consultation.</p> <p>The likely amount of traffic generated once both sites are fully developed is estimated to be 95 vehicles during the busiest hour which would be a weekday between 0800 and 0900. Traffic congestion is unlikely to be an issue, however, the developer(s) will be required to produce a Transport Assessment to fully assess the impact of the additional traffic on the highway network. The Transport Assessment will also need to take account of both the capacity and the safety of the junctions at either end of Old Ruthin Road.</p> <p>Site constraints and infrastructure requirements are highlighted in the development brief in order to ensure developers are aware of the development requirements before submitting any planning application.</p> <p>The development brief provides guidance on issues around biodiversity on the sites (para. 5.17), including the requirement for ecological surveys, avoidance/mitigation measures and the need for a wildlife corridor.</p>	<p>Amend paragraph 5.5, point 1: Improvements to pedestrian safety shall also be considered, such as by increasing the size of the roundabout splitter islands (subject to the ARCADY/JUNCTIONS 9 model indicating there is sufficient geometric capacity to allow this).</p> <p>Amend paragraph 5.5, point 3: Parking restrictions may be necessary to prohibit on-street parking in those locations which reduce forward visibility or require vehicles to manoeuvre into the oncoming vehicle lane where forward visibility is impaired.</p> <p>Amend paragraph 5.5, point 6: The TA should include swept path analysis of the bend by the Chapel and consider whether the footway on the outside of the bend could be offset to allow some localised widening of the carriageway. Provision shall be made for some parking for the Chapel in the south east corner of Site 2.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>The LDP was subject to Sustainability Appraisal, including issues around language and culture. The Council has also adopted Supplementary Planning Guidance on Planning & the Welsh Language, and the development brief provides guidance to developers in relation to LDP policy RD5 (para. 5.37).</p> <p>The development brief requires the site design and layout to fit in with, and enhance, existing walking routes (para. 5.9).</p> <p>The 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 facilities.</p> <p>The sites are not located within an identified flood plain and the development brief sets out requirements in regard to surface water run-off (para. 5.31). Development must maintain, or improve, current surface water run-off rates (para. 5.32).</p> <p>The development brief requires a financial contribution from the developer towards improving the capacity of local schools, where this is required (para. 5.29).</p> <p>The importance of the surrounding built heritage and landscape is acknowledged and</p>	<p>Amend paragraph 5.5, point 7: The relocation of the 30mph sign should consider incorporate the provision of street lighting to mark the change in speed and so as to not require a legal Order to be made.</p> <p>Amend paragraph 5.9: Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming at improvements to the local walking and cycle network. Provision of 2.0 metre wide footways on either side of Old Ruthin Road shall be provided along the frontages of both sites. As detailed in Paragraph 5.5, enhancements to the roundabout area shall be considered.</p>

Rep No.	Organisation	Comment (summary)	Council's response	Changes proposed
			<p>the development brief includes requirements and design objectives which address this (para. 5.24, 5.33 and page 21). The Brookhouse area falls within the Denbigh development boundary set out in the adopted LDP.</p>	

Photographs submitted by Eiddwen Watkin (rep. number 4607(28))

Photo 1 – Parking by church on Whitchurch Road



Photo 2 – Old Ruthin Road



Photo 3 – Old Ruthin Road



Photo 4 – Parking on Old Ruthin Road (by Brookhouse Mill)



Photo 5 – Old Ruthin Road

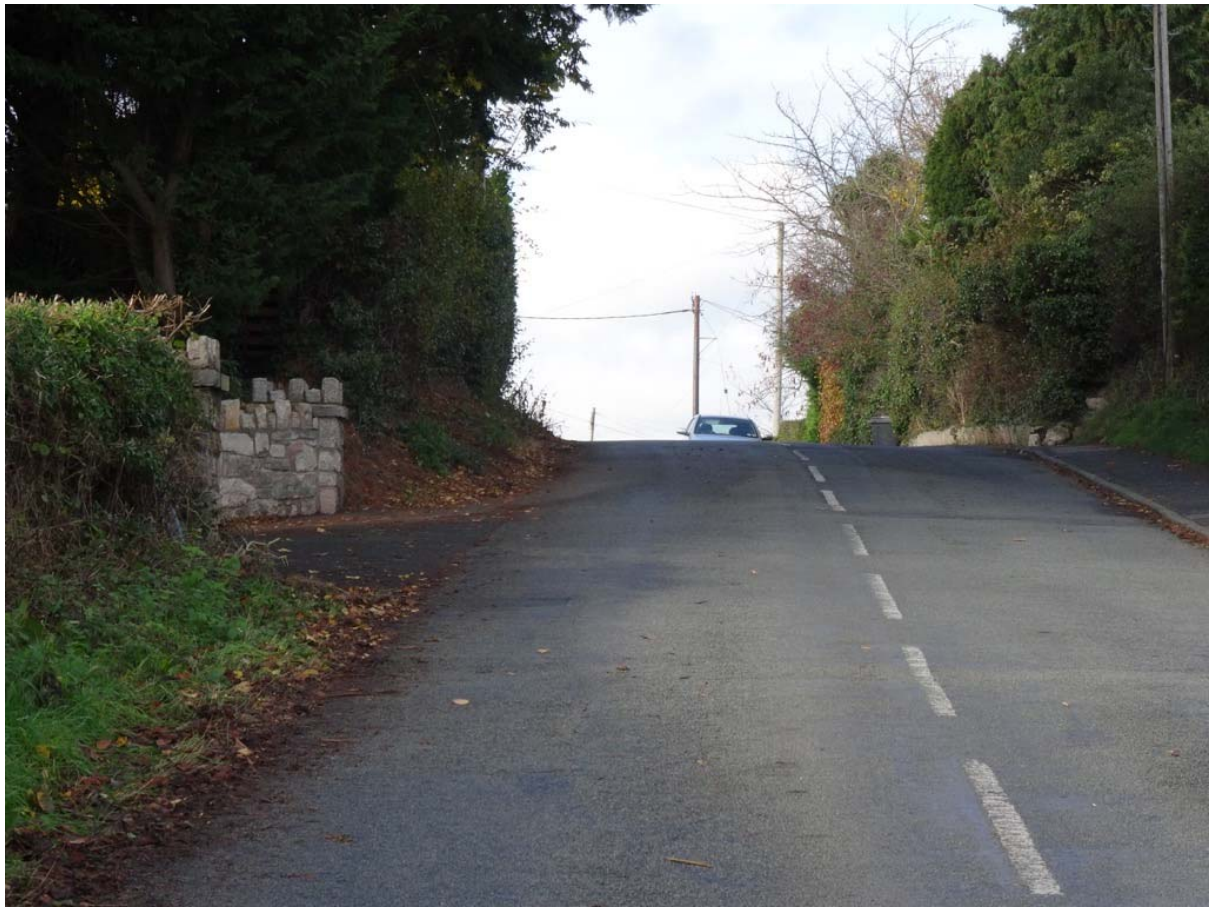


Photo 6 – Junction from Old Ruthin Road to Whitchurch Road



Photo 7 – Junction from Old Ruthin Road to Whitchurch Road



Photographs submitted by Carole Roxburgh (rep. number 4624(47))

Note – Captions as provided by the representor

Photo 1 – Site 2 (left) and site 1 (right)



Photos 2 & 3 - As you come to this junction there is a blind spot around the corner.





Photo 4 – Traffic often turns onto the Old Ruthin Road on the wrong side of the road



Photo 5 – On-street parking makes it impossible to turn



Photo 6 – When there is a funeral in Whitchurch Church, cars park along Whitchurch Road and Old Ruthin Road making access to this junction even more difficult to negotiate



Photo 7 – There is a blind spot over the brow of the hill, above the anticipated entrance to the two sites.



Photos 8, 9 & 10 – There is a pavement on one side of the road only and this is narrow in parts making it difficult for prams. Wheel chair access is very difficult. When buses are on the right side of the road they come very close to pedestrians.



Photo 11 – This corner was apparently the cause of many accidents prior to the new Ruthin Road being built. It remains a problematic corner. It is exacerbated when people park on the road during Chapel services, weddings and when there are functions at Brookhouse Mill.



Photo 12 – Traffic frequently comes around the corner on the wrong side of the side from the Brookhouse direction.



Photo 13 – Traffic frequently comes around the corner on the wrong side (from Denbigh direction).

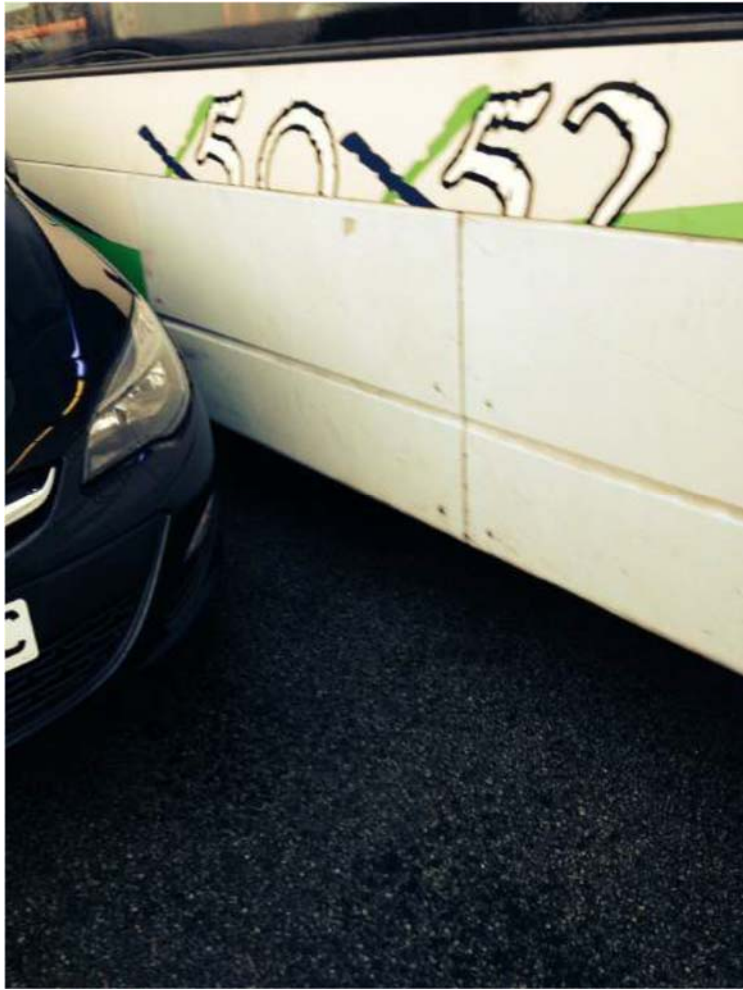


Photo 14 – Seconds after the bus (above) was on the wrong side a trailer drives down the middle of the road.



Photos 15, 16 & 17 – Road unfeasible due to parking, traffic on the wrong side, large trucks trying to turn etc.







Photos 18-22 – The bridge cannot take two large vehicles at once, they frequently go on the wrong side or in the middle and can cause accidents when coming around the corners.







Atodiad 3
Site Development Brief:
'Brookhouse sites', Denbigh
16th March 2016

Equality Impact Assessment

Site Development Brief: Brookhouse sites, Denbigh

Contact: Angela Loftus

Updated: 16/03/2016

1. What type of proposal / decision is being assessed?

A new or revised policy

2. What is the purpose of this proposal / decision, and what change (to staff or the community) will occur as a result of its implementation?

The proposal is to seek approval from Planning Committee to adopt the Site Development Brief for the allocated 'Brookhouse' housing sites at Denbigh. The Site Development Brief supports the planning policies contained within the Denbighshire Local Development Plan and sets out the principles of development for the site in order to guide future proposals. If adopted, the Site Development Brief will be used in determining applications for planning permission on the sites.

3. Does this proposal / decision require an equality impact assessment? If no, please explain why.

*Please note: if the proposal will have an impact on people (staff or the community) then an equality impact assessment **must** be undertaken*

No

The proposal is to adopt planning guidance relating to development on the 'Brookhouse' allocated housing sites in Denbigh. The content of the Site Development Brief does not set policy but consolidates, and provides site-specific guidance on, the relevant LDP policies. The LDP, including all policies, underwent a full EqlA prior to adoption.

4. Please provide a summary of the steps taken, and the information used, to carry out this assessment, including any engagement undertaken

(Please refer to section 1 in the toolkit for guidance)

The Denbighshire LDP is the overarching policy document under which all Site

Development Briefs sit and this underwent an EqlA prior to adoption by Council.

5. Will this proposal / decision have a positive impact on any of the protected characteristics (age; disability; gender-reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation)?
(Please refer to section 1 in the toolkit for a description of the protected characteristics)

No

6. Will this proposal / decision have a disproportionate negative impact on any of the protected characteristics (age; disability; gender-reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation)?

No

7. Has the proposal / decision been amended to eliminate or reduce any potential disproportionate negative impact? If no, please explain why.

No	Not required
----	--------------

8. Have you identified any further actions to address and / or monitor any potential negative impact(s)?

No	Not required
----	--------------

Action(s)	Owner	By when?

9. Declaration

Every reasonable effort has been made to eliminate or reduce any potential disproportionate impact on people sharing protected characteristics. The actual impact of the proposal / decision will be reviewed at the appropriate stage.

Review Date:	March 2017
--------------	------------

Name of Lead Officer for Equality Impact Assessment	Date
Angela Loftus	16/03/2016

Please note you will be required to publish the outcome of the equality impact assessment if you identify a substantial likely impact.
