

Denbighshire County Council

Draft Site Development Brief:  
Residential development at  
Ffordd Hendre & Maes Meurig,  
Meliden

Consultation report, including summaries of  
representations received and the Council's  
responses

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### **1. Background**

- 1.1 This report accompanies the draft Site Development Brief: Residential development at Ffordd Hendre & Maes Meurig, Meliden which will be submitted to Denbighshire County Council (DCC) Planning Committee when considering adoption of the draft Site Development Brief (draft document) on *17 February 2016*. It outlines actions and events carried out by the Council as part of the 13 week public consultation, and, importantly, lists proposed changes to the draft document as the result of the process.
- 1.2 Supplementary Planning Guidance and Site Development Briefs should only be adopted by a local planning authority and, hence, regarded as a material consideration if they have been subject to comprehensive public consultation. Accordingly, this report also aims at compliance with Welsh Government LDP Manual 2, paragraph 7.3.1 and Planning Policy Wales (PPW) Edition 8, paragraph 2.4.4.
- 1.3 The next section sets out the general arrangements for the public consultation on the draft document, followed by more detailed information on the four drop-in sessions (section 4), and a summary of comments and representations received by the Council (section 5). To conclude, a table lists changes proposed to the draft document as an outcome of the public consultation.

### **2. Principles of public consultation**

- 2.1 This public consultation run from 3rd August 2015 to 30th October 2015 for a period of 13 weeks, which is five weeks longer than usual consultation period of 8 weeks. An extended period was deemed appropriate because many residents could have been away on vacation during the month of August. This allowed them with sufficient time to submit their views and comments.
- 2.2 The draft document was available at the Council's website ([www.denbighshire.gov.uk](http://www.denbighshire.gov.uk)) and the Local Development Plan website for interested

parties to view. Hardcopies were also available at Council libraries and one-stop-shops. Comments as part of the public consultation could be made by letter, email or comments form to the Strategic Planning & Housing team by the 30th October 2015. In addition to written representations (i.e. letter, email or comments form), comments left on so-called 'post-it' notes were also recorded and included in this consultation report.

- 2.3 All City, Town and Community Councils were consulted along with key stakeholders and people registered on the LDP database. The Prestatyn/ Meliden Member Area Group was kept informed throughout the consultation period about activities, progress and matters raised.
- 2.4 Planning Officers with support from Strategic Housing and other departments held 4 exhibition events in Meliden (see section 4) in addition to the principal elements of public consultation with members of the public and statutory consultees set out above. Planning Officers were also available for queries and questions at Caledfryn (Council Building) in Denbigh on a daily basis.
- 2.5 In addition, approximately 850 households in the area received a leaflet advertising the four consultation events held at Meliden Community Centre and information on how to respond to the consultation.

### 3. **Topics subject to media coverage**

- 3.1 During the public consultation period, local papers comprehensively reported about two topics that were mirrored in many comments and representations, and consequently raised concerns with the local community in Meliden: (1) Prestatyn GP surgeries are threatening to withdraw services from April 2016; and (2) obstruction of footpath no. 22, which is a designated Public Right of Way (PRoW), and runs along the southern boundary of the land proposed for residential development in the draft document.
- 3.2 (1) Two surgeries announced the termination of its contract on the delivery of local GP surgeries with the local health board 'Betsi Cadwaladr University Health Board' (BCUHB) in April 2016. Whilst both are located in the adjacent town of Prestatyn, a large number of Meliden residents use their services and facilities. The fear is that those patients will be without a local GP and no spaces available for new patients in the future. However, doctors clarified that they are seeking to change the contractual arrangements with BCUHB and a GP service will continue to be provided.
- 3.3 (2) The Council's Planning & Public Protection service and the local press were approached by residents from Meliden regarding the obstruction of a small lane / footpath linking Maes Meurig and Ffordd Gwilym with Ffordd Hendre to the north-west of the village. It was also alleged that unauthorised work to trees and hedges was carried out, i.e. removal, and fences have been damaged or removed to accommodate future development on two adjacent fields. All allegations were

thoroughly investigated, and, where justified, enforcement action was taken. Residents were alarmed that residential development had commenced and the consultation on the draft document was a mere tick-box exercise. The Council subsequently issued a statement reassuring residents that the incident was being investigated, actions were not linked to the public consultation, and what actions were taken to address local concerns, see Appendix 2.

#### **4. 4 Drop-in sessions at Meliden Community Centre**

- 4.1 The Council held four public consultation events/ drop-in sessions at Meliden Community Centre during the 13 week consultation period: (1) 28.08.2015, (2) 19.09.2015, (3) 02.10.2015, and (4) 24.10.2015. These events were attended in total by about 140 members of the public. This is an approximate figure because it was not possible to ensure every visitor signed-in at the entrance at all times. There were also members of the public that attended more than one drop-in session.
- 4.2 At every event, a brief summary of the consultation document with maps were provided on 12 large display boards, 6x Welsh/ 6x English. Members of the public had the opportunity to obtain a hard copy of the Draft Site Development Brief, comments forms and additional information. Large maps were also placed on tables in the centre of the room, showing the development sites in detail; an aerial view of the area; a Local Development Plan proposals map for Meliden; and a road-network map highlighting areas of importance for any transport assessment to be carried out in the future. Officers were present to brief the public, answer questions, and deal with queries.
- 4.3 Members of the public were encouraged to leave on-the-spot comments, written on post-it notes provided to them. The intention was to encourage interaction with people that generally have a view on development proposals but do not engage in the process for several reasons. This offer was taken-up by many visitors; expressing their opinion, and discussing their observations with Officers.
- 4.4 All the comments left on individual post-it notes were collected and categorised; a total of 152 comments. This figure does not reflect the number of total visitors because not everybody left a comment but some people raised the same matter on several occasions. Table 1 presents an overview of the comments and the number of people that raised individual matters. Some comments had to be summarised without changing the meaning/ intention to assist the categorisation of comments.
- 4.5 Five principal themes could be identified among all comments; reflecting similar topics raised in written representation (see next section): (1) Traffic / Road infrastructure – 49.3%; (2) Local infrastructure constraints – 17.1%; (3) Drainage / Flood risk – 10.5%; (4) Wildlife / Natural environment – 6.5%; and (5) Footpath no. 22 (PRoW) – 6.5%; 9.8% related to other issues.

Table 1 Comments collected on post-it notes at the four drop-in sessions

<b>Themes/ comments</b>	<b>Number of people raised that matter in comments</b>
<i>Traffic / Road infrastructure</i>	<b>75</b>
Meliden cannot accommodate additional traffic volume, lacks parking facilities and pavements along principal roads, and has dangerous roads.	19
There is poor access from Ffordd Ty Newydd onto the main road, Ffordd Talargoch, with parked cars along Ffordd Ty Newydd.	12
Ffordd Penrhwylyfa is a busy road that cannot accommodate additional traffic and lacks a pavement.	9
Principal road through Meliden, A547, cannot accommodate additional traffic towards the A55 via Dyserth and the retail park in Prestatyn	7
There is poor access from The Grove onto the main road, Ffordd Talargoch.	6
No site access to 'Maes Meurig' (site 2 no.) via Ffordd Gwilym	5
Dangerous s-shaped bend on Maes Meurig, opposite park	4
Substandard/ hazardous road junctions in the area: Ffordd Pennant, Isfryn Road South, Maes Meurig, Ffordd Gwilym, The Grove, Ffordd Ty Newydd	3
No site access to 'Maes Meurig' (site 2 no.) via Cefn-y-Gwrych	2
Insufficient road infrastructure in the School area	2
No site access to 'Maes Meurig' (site 2 no.) via Maes Meurig	1
There should be no access to either of the two sites from Roundwood Avenue.	1
Concern about Childrens' safety when crossing the road	1
Both sites should be accessed by a new road of Ffordd Talargoch.	1
Request for traffic counts to be conducted along Ffordd Talargoch and Ffordd Ty Newydd to determine daily usage	1
There have been no accidents on Ffordd Ty Newydd for 30 years.	1
<i>Local infrastructure constraints</i>	<b>26</b>
Meliden school cannot accommodate more pupils	15
Lack of doctor and dentist facilities in Meliden	7
Glan Clwyd hospital is not able to serve more residents	1
Insufficient sewer infrastructure in Meliden	1
No services or work opportunities in the area	1
Lack of youth facilities which will increase anti-social behaviour in the village	1
<i>Drainage / Flood risk</i>	<b>16</b>
New development has to address the existence and maintenance of soak aways, water run-off areas and drains to the north of the school and the playing fields.	6
Culvert under Ffordd Penrhwylyfa tends to block easily and causes flooding after heavy rainfall	4
Principal drains behind 'The Mallows', wildlife site 'Pwll-y-Bont', and along the site boundaries are poorly maintained and tend easily to flood.	4
Storm drains behind 120 Ffordd Hendre take water run-off	1
Fields to the north of Meliden are prone to flooding	1
<i>Wildlife / Natural environment</i>	<b>10</b>
Both sites habitat wildlife species, for example water voles, toads, small fish.	6
Concerns about adverse effects on local wildlife	3
Trees and vegetation to be maintained on site	1
<i>Footpath no. 22 (PRoW)</i>	<b>10</b>

Path is in poor condition and obstructed; including litter and glass.	2
It is an ancient highway.	2
Access from Ffordd Hendre has been blocked.	2
Access to and the usage of the path must be retained.	1
There is a Public Right of Way (PRoW) on that path.	1
Are there any Tree Preservation Orders (TPOs) along the path?	1
It's a private, undeveloped road.	1
<i>None specific</i>	<b>15</b>
Will the former 'Reema' houses (Ffordd Hendre) be replaced?	4
New development will not support local shops	3
New development is welcomed in Meliden.	2
Planning Application has already been granted for Plas Diva Caravan Park and Old Garage site.	2
Support for residential development in general but concerns about insufficient road infrastructure	1
Will new houses be available for local people or 'outsiders'?	1
Use of local labour during construction period?	1
There is no village life in Meliden anymore.	1

## 5. Representations received by the Council

- 5.1 The Council received 68 representations during the public consultations period, including a small number of them submitted after the deadline but accepted by the Council. Representations were made on comment forms (17), in letters (18) and emails (32), and a single post-it note containing full contact details.
- 5.2 Natural Resources Wales's (NRW's) comments were received prior to the commencement of the consultation period but with the purpose to inform document production. They have therefore been included in this report.
- 5.3 For ease of reference and identification of matters raised, individual representations were subdivided into individual comments. Accordingly, the number of comments surpasses the number of representations.
- 5.4 The following paragraphs discuss the principal topics that could be identified in the representations received by the Council. Despite the fact that selected topics are highlighted in this section of the report, all comments have been dealt with in the same manner, importance and diligence.
- 5.5 Appendix 1 contains a summary of every representation and its comments; including a Council's response and, where applicable, proposed changes to the draft document are outlined. All original representations are available for interested parties to view in full at the Council offices at Caledfryn, Denbigh.

### *Highway considerations (116 comments)*

- 5.6 Residents raised significant concerns about the volume of traffic already passing through Meliden on the A547 at present and the potential adverse effects caused

by the new development in the future. Capacity constraints at local junctions were highlighted, and arguments put forward why individual roads cannot be used as access roads to site no.1 or site no.2.

- 5.7 Throughout the year the Council carries out vehicle counts along the A547 trunk road. Figures obtained from the Highways department indicate that there is some capacity on the A547 to accommodate new development. However, the volume of traffic can be higher during the peak holiday period or when special events are taking place in Prestatyn.
- 5.8 Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment (TA) has to include the principal road junctions linking both sites in Meliden with the main road. Please refer to draft document; paragraphs 5.6 to 5.11. As well as causing long queues at junctions, for example Ffordd Ty Newydd/ The Grove and A547, there can also be road safety implications because, as main roads get busier, this creates fewer and smaller gaps in the main road traffic for the minor road traffic trying to join it, which can result in drivers taking greater risks as they become frustrated waiting in queues.
- 5.9 The developer is required to submit a TA with the planning application that should consider the existing estate roads and their junctions with the A547 to identify measures that address further traffic congestion. The Council does not wish to prescribe a particular route of access to site 1 or site 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development. Parking spaces have to be provided as part of the new development in line with the Council's Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12. This measure won't solve the parking problems alongside the existing local roads, it would however prevent an increase in the number of cars parked outside the development site.
- 5.10 The TA will also have to take into account potential development sites in the wider area.

#### *Flood risk (39 comments)*

- 5.11 Concerns were raised regarding a potential increase in flood risk due to the (surface) water run-off rates from south to north and a high water table towards the northern boundary of the two sites. There has been a query regarding who does publish flood risk maps. Individual properties have natural water running beneath them, and owners are concerned that building on those sites will naturally increase the risk of flooding.
- 5.12 Flood risk maps are published by Welsh Government on the basis of advice received from Natural Resources Wales. The draft document recommends the adoption and

maintenance of Sustainable Drainage Systems in the area to reduce the (surface) water run-off rates to maintain pre-development rates. (See draft document, paragraph 5.39) Furthermore, planning applications have to be accompanied by a Flood Consequence Assessment/ Water Drainage Strategy to establish the risks posed to new and existing dwellings and, crucially, which measures have to be implemented in order to prevent flood events from occurring. (See draft document, paragraph 7.5)

- 5.13 The Council received valuable information on existing drains, un-adopted sewer, and soak-away areas. This information has been included into the draft document to assist prospective developers in the preparation of drainage strategies. (See draft document, paragraph 5.42)

#### *Principle of development (29 comments)*

- 5.14 Comments received on the principle of development varied from strong objections to any form of development to the acknowledgement that some development will be required in the future but cannot be accommodated because of several infrastructure constraints prevailing in Meliden and surrounding areas.
- 5.15 The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation, regardless of the number of people raising this matter. Information to that extent was displayed at the drop-in sessions with Officers frequently reminding the public.

#### *Capacity constraints at local primary school (28 comments)*

- 5.16 Comments received in relation to capacity constraints and the need for infrastructure contributions from the development could broadly be divided into two groups: (1) Members of the public are primarily worried about the lack of spaces at the local primary school, and whether / where new pupils will be accommodated; whilst (2) the house building industry focussed on the presentation of and the need for contributions towards education. It was pointed out that the draft document does not contain any information on secondary education in the main text.
- 5.17 (1) Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the policy basis to request financial contributions towards works to be carried out at Ysgol Melyd, which aim at allowing additional pupils to attend the local primary school. Detailed guidance on the calculation method is provided in Appendix 1 to the draft document.



- 5.18 (2) The principal concern was the introduction of contributions towards education as part of individual site development briefs, instead of the production and presentation of a general supplementary planning guidance note on contributions towards education. As set out above, capacity constraints were identified at the local school and LDP Policy BSC3 provides the relevant link to planning policy. All information is provided in relation to two specific residential land allocations contained in the Local Development Plan. Notwithstanding, the Council is in the process of producing a supplementary planning guidance (SPG) note on Planning Obligations which will include guidance requirements for education contributions and is linked to LDP Policy BSC3.
- 5.19 Information on secondary school places was not included because there are no identified capacity constraints on either Rhyl High School or Prestatyn High School. However, since the Council received several requests for the figures on secondary education, a new paragraph 5.38 has been included in the draft document.

#### *Local health service (25 comments)*

- 5.20 The local community is generally concerned about the lack of local health service providers in the area, with existing facilities at full capacity. There is merely a branch GP surgery in the village. Fears were further raised by the announcement of two major health service providers in Prestatyn. (See paragraph 3.2 above). Accordingly, the principal question was where the new residents will be treated in case of ill-health or emergencies.
- 5.21 The Council regularly meets with the Betsi Cadwaladr University Health Board (BCUHB) to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. Regular meetings allow participating parties to plan for future need. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.
- 5.22 It is understood that the threat of closure of two GP surgeries in Prestatyn is based on dissatisfaction with the current model of running the business and not the desire to terminate the health service per se.

#### *Local Wildlife (21 comments)*

- 5.23 There have been worries about adverse effects on wildlife in the area, and the 'Pwll y Bont' wildlife site in particular. It was proposed by some comments to consider improving access to the wildlife site for educational purposes and enjoyment.
- 5.24 As set out in the validation requirements (see draft document, paragraph 7.5), planning applications have to be accompanied by an ecological report or biodiversity statement. The purpose of this document is to identify potential

adverse effects on the natural environment, and, where required, propose adequate mitigation measures to offset them. Development proposals have to be compliant with LDP Policy VOE5 and other legislation pertinent to the concerned species and habitats.

- 5.25 The draft document contains a section on biodiversity (see paragraphs 5.23 – 5.29) which outlines in greater detail which known protected species and plants are likely to be present on site. Prospective applicants may seek professional advice on potential protection measures. The Council welcomes any measure that aims to enhance biodiversity in the locality.
- 5.26 Design Objective No. 4 (see draft document, section 6) lays out the principal standards with regard to the protection and the enhancement of biodiversity that development proposals would have to meet. The council would not object to improving access to the wildlife site, subject to details. Groups/ Organisations concerned with nature conservation may wish to work with the local community to develop layout and projects.

#### *Design (17 comments)*

- 5.27 Representations on design were manifold in their specific topic, such as retaining and incorporating existing landscape features into the development design; potential adverse effects on the setting of the Area of Outstanding Beauty AONB); lack of details on design; and type and tenure of houses provided on site.
- 5.28 Residents expressed the strong desire to retain mature trees and hedgerows present on and adjacent to the two sites. The draft document, paragraphs 5.30 and 5.31, outlines that development proposals should retain and incorporate natural features into the design of the proposal, for example considering a line of trees and hedgerows as a natural boundary. The Public Right of Way (PRoW) on footpath no. 22 is not going to be affected by the development.
- 5.29 The AONB Joint Advisory Committee recommended the inclusion of LDP Policy VOE2 into draft document section 4 on relevant planning policies. The concern is that the development could adversely interrupt important views from within the AONB, and therefore have a negative impact on its setting. Reference to LDP Policy VOE2 has accordingly been included into the draft document, paragraph 4.14.
- 5.30 Criticism was received on the lack of advice on design principles for the actual housing development. However, Technical Advice Note (TAN) 12: Design (2014) states that site-specific supplementary planning guidance notes should avoid prescriptive design and any suggestion of a particular design should be avoided. (See TAN12, p.59). The draft document sets out 6 design objectives in section 6, and provides further guidance in section 5 without prescribing a specific design, layout or style.

- 5.31 Individuals enquired about the proposed types of houses, affordability criteria, and types of affordable housing provided on site. The Local Housing Market Assessment indicates that there is a need for all types of housing and tenure in Denbighshire. Affordability takes into account local income levels. Developers are expected to provide a range of house sizes, types and tenures to reflect in local need and demand in line with LDP Policy BSC 1. However, the Council is not in the position to prescribe a particular type of house to be provided on site. Reference to LDP Policy BSC1 has accordingly been included into the draft document, paragraph 4.6.

*Open Space (7 comments)*

- 5.32 Comments received with regard to the provision of open space as part of the new developments focus on the needs of different user groups that are likely to make use of it. Parents point out the need for a safe space for children to play, whilst other user groups would prefer a place of tranquillity with benches to enjoy the natural environment.
- 5.33 The draft document, see paragraph 4.11, outlines the policy requirement of open space provision on site, and the 'benchmark' standards with regard to size. The Council is not in the position to prescribe layout or features contained in a particular development. However, the Council can raise awareness that open space provided on site should cater for the need of different users and age groups. Paragraph 5.19 has accordingly been included in the draft document.

*Quality of public consultation (5 comments)*

- 5.34 Whilst not directly related to the draft document, issues were raised by individual members of the public with regard to the quality of public consultation. Dissatisfaction was expressed with regard to the number of people informed about the events, individual consultation arrangements, a lack of local knowledge, and questions about the seriousness of the entire consultation exercise with residents concerned that development will take place on site regardless of the public's opinion.
- 5.35 As outlined in section 2 above, the Council consulted for a period of 13 weeks on the draft document, 5 weeks longer than normally allowed for representations. Consultation material was advertised and placed in local libraries, Denbighshire County Council's One-Stop-Shops, and the Council's website. The local press contained articles advertising the consultation arrangements. Planning Officers were not only present at 4 drop-in session at Meliden Community Centre but dealt with enquiries from the public throughout the entire consultation period. Approximately 850 households adjacent to and in the vicinity of the two sites received a flyer through the door informing them of the four drop-in events and different means of communication with the Council.
- 5.36 Officers have visited the sites, and are familiar with site-specific constraints. Whilst they do not experience the traffic situation on a daily basis, the Highways Authority electronically gathers data on the volume of traffic using the A547 / Ffordd

Talargoch to assist in assessing the impact that previous developments had on the main road, for example the opening of Prestatyn Shopping Park.

5.37 Questions referring to the seriousness of the consultation exercise and allegations of conducting a tick-box exercise were primarily based on the strong desire to stop the entire development. However, as argued above, the principle of development has already been established at Local Development Plan production stage, and was out of scope.

5.38 All LDP site allocations were comprehensively discussed, consulted on and examined as part of the LDP production. The Planning Inspectors were satisfied that the Council complied with its Delivery Agreement and Community Involvement Scheme. It is acknowledged that the two sites in Meliden came into the LDP process at a fairly late stage, and the Council hoped not to include them. Nevertheless, they were subject to the same rules, tests and procedures as other site proposals.

## 6. **Changes proposed to the draft document**

6.1 The purpose of the public consultation was to seek input from the local community in Meliden and adjacent settlements into the draft document prior to requesting document adoption. Accordingly, the following principal changes are proposed as set out in table 2. Every single proposed change can be viewed in the amended draft document. They are shown as **bold** for text additions or ~~striketrough~~ for text deletions.

Table 2: Proposed changes to draft document

Paragraph	Change	Justification
document title	<del>Draft</del> Site Development Brief: <b>Residential development at Ffordd Hendre &amp; Maes Meurig, Meliden</b>	Clarification on the type of development proposed at the sites
Figures / maps	All maps were updated and amended to display a north arrow, scale, and improve the display of content.	Improvement / clarification of maps (representation ref. 4585)
n/a	Paragraph re-numbering	Editorial
n/a	Insert <b>Edition 8</b> after Planning Policy Wales (PPW)	Improved reference to document
n/a	Correction of spelling and grammar throughout the text	Editorial
2.1	Replace 'This site development brief was formally approved for public consultation by Denbighshire County Council's Planning Committee on July 15th July 2015.' with ' <b>This site development brief was formally adopted Denbighshire County Council's Planning Committee on XXXX.</b> '	To report progress in document production
3.4	Insert new paragraph: ' <b>The site lies outside of the Clwydian Range and Dee Valley Area of Natural Beauty (AONB) but is considered to be within the setting, i.e. uninterrupted views from higher grounds, of this protected landscape area. Design and landscaping of the proposed development should take particular account of potential adverse effects on views from the AONB.</b> '	Matter raised by Area of Outstanding Natural Beauty, Joint Advisory Committee (representation no. 760)
4.7 & 4.8	Insert two new paragraphs: <b>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 Gallt Melyd/ Meliden. The Policy Justification contains a table setting out the housing contributions expected from new allocations: Site 1 ('Rear of Maes Meurig, Meliden') – 30 dwellings and Site 2 ('Rear of Ffordd Hendre, Meliden') – 154 dwellings. These figures reflect development at 35 dwelling per hectare based on the gross site area.</b>  <b>LDP Policy BSC 1 sets also 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.</b>	Matter raised in representations (representation no. 3331, no. 4599, no. 4600, no. 4610)

4.9	Replace 'or by financial contribution on developments less than 10 residential units. In the interests of creating and maintaining sustainable mixed communities, proposals for 100% affordable housing sites will only be considered on sites of 10 units or less.' with <b>'The policy requirement of a minimum 10% contribution will be subject to annual monitoring of sales prices and could be increased to a minimum 30% when sale prices rise.'</b>	Provide clarity on the application of LDP Policy BSC 4 on development proposals for the two sites.
4.11	Delete 'Situations where commuted sums provision will be acceptable are outlined in the policy. Where there is no identified shortfall of open space in the local area, the Council will, where appropriate, expect developers to make a financial contribution. This contribution would be a commuted sum to mitigate the impact of increased usage on existing open space and equipment in the area. On larger sites, such as sites 1 & 2, the Council expect the majority of open space to be provided on site.'	Provide clarity on the application of LDP Policy BSC 11 on development proposals for the two sites.
4.14	Insert new paragraph: <b>'LDP Policy VOE 2 – Area of Outstanding Natural Beauty and Area of Outstanding Beauty: Both sites are within the setting of the Clwydian Range and Dee Valley AONB. There is a need to ensure that the overall approach to development, and particularly the landscaping of the site, pays regard to the need to mitigate any adverse effects on the AONB, notably on views from the higher ground within the protected area.'</b>	Matter raised by Area of Outstanding Natural Beauty, Joint Advisory Committee (representation no. 760)
4.16	Insert new paragraph: <b>'LDP Policy VOE6 – Water management. Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.'</b>	Matter raised in representations (representation no. 73, no. 4363, no. 4585, no. 4613, no. 4622, no. 4647)
4.17	Insert new paragraph: <b>'LDP Policy ASA 2 – Provision of sustainable transport facilities. Development proposals can result in a need to bring forward improvements to public transport, walking or cycling infrastructure. In such cases, this policy requires proposals to incorporate or contribute to the cost of their provision. This could include; capacity</b>	Provide clarity on potential contributions towards sustainable transport facilities

	<b>improvements or connection to the cycle network; provision of walking and cycling links with public transport facilities; improvement of public transport services.'</b>	
4.18	Insert new paragraph: <b>'LDP Policy ASA3 - Parking Standards. This policy seeks to ensure that appropriate parking spaces for cars and bicycles are provided as part of development proposals. The surrounding area in terms of access &amp; availability of public transport, population density, parking space availability, and whether alternative forms of transport are proposed, will be taken into account. Parking requirements are further discussed in section 5.12.'</b>	Provide clarity on the policy criteria regarding parking standards in the County.
5.11	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>	Matter raised in several representations (representation no. 3246, no. 4593, no. 4596, no. 4597, no. 4601, no. 4627, no. 4638)
5.18	Amend paragraph: 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. <b>Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming to improve the local walking and cycle network.</b> To make walking and cycling easier to local amenities in Meliden, the layout of the site should seek to integrate with the surrounding area including Public Right of Ways. Figure 4 7 on the previous page shows the distance of the two sites from local amenities outlined in section 5.5 <b>5.13.</b>	Matter raised in representations (representation no. 3121, no. 3156)
5.20	Insert new paragraph: <b>'Developers are encouraged to provide safe to use open space on site that caters for the needs of different users and age groups. Layout and design features should be drawn up to be as inclusive and accessible for all.'</b>	Matter raised in different representations (representation no. 3331, no. 4591, no. 4597, no. 4599, no. 4600)

5.22	Insert new paragraph: <b>'If planning permission is granted for development on either of the two sites, the Council will require the preparation and maintenance of an archaeological watching brief during construction phase.'</b>	Matter raised by the Campaign for the Protection of Rural Wales (CPRW) Clwyd Branch (representation no. 3121)
5.27	Insert new paragraph: <b>'If planning permission is granted for residential development on either site, the Council will require a Construction Management Plan prior to commencement of development. The document must set out the management measures which the contractors will be required to adopt and implement for the construction of the proposed development to manage any construction effects on the built and natural environment.'</b>	Matter raised by the Wildlife Trust North Wales (representation no. 142)
5.38	Insert new paragraph: <b>'Based on the latest figures provided by Denbighshire's Education department on secondary education provision in Prestatyn and Rhyl, there are sufficient school places available to accommodate additional pupils generated by these two developments. Considering the fact that both sites are likely to generate a demand for 32 places, it is expected that a surplus of 99 places is available at Prestatyn High School and a surplus of 427 places is available at Rhyl High School in 2017. Based on this information, the Council is unlikely to require secondary education contributions. These projections may change over the next two years. Prospective developers are therefore reminded to check the latest figures prior to submitting a planning application.'</b>	Matter raised by Home Builders Federation Ltd (representation no. 751)
5.42	Insert new paragraph: <b>'As part of the public consultation, Meliden residents provided the Council with valuable information that will assist prospective applicants in the preparation of a water drainage strategy and/ or flood consequence assessment. Both sites have been used as a 'soak away' to control surface water runs-off from Ysgol Melyd's school fields. Many of the surrounding properties have natural water running beneath them, which eventually run off into the fields allocated for residential development. Maes Meurig, properties no. 37 and no. 39 have unadopted sewers which need to be protected during the construction phase. There are two main drains in front of the wooden fence that forms the cul-de-sac at Ffordd Gwilym and a gully which are necessary for safety and removal of surface water. Any deep foundations required on</b>	Information received from Meliden residents. (representation no. 4580, no. 4611, and no. 4643)



	<b>either of the two fields should ensure that they do not contribute to drying out the area. The wildlife site should not be affected by significant changes to the water table.'</b>	
5.49	Amend paragraph: 'Welsh Water note that there are known problems with the existing sewerage network, and the impact of development on related flooding incidents should be assessed at pre- planning /application stage. In addition, it is noted that hydraulic modelling of the network may be required at the developer's expense to ascertain capacity of sewers. Any improvements required to the network can be requisitioned via the provisions of the Water Industry Act 1991. Figure <del>10</del> <b>11</b> outlines the water and sewerage network in the area. Protection measures/ easements would be required for the existing sewers <b>and water mains.</b> '	Matter raised by Dŵr Cymru/ Welsh Water (representation no. 3141)
5.50	Amend paragraph: 'Meliden is an historic village with a history of mining and quarrying. The 2011 Census recorded that 15.1% of the population of Meliden spoke Welsh which is below the County average of 24.6%. 'A Community and Linguistic Impact Assessment' will be required to accompany a planning application. As a minimum, development proposals should seek to use locally relevant Welsh names for streets and the development as a whole. <b>Further information on 'Community and Linguistic Impact Assessments' can be found in the Council's SPG on 'Planning and the Welsh Language'.</b>	Provide further clarification regarding Welsh language requirements
7.5	Amend paragraph: 'In light of the above legislative context and policy requirements outlined in the LDP, the following documents will be required to accompany any planning application. <b>Please note that the validation requirements vary depending on the type of planning application and the proposal submitted to Denbighshire County Council.</b> '	Provide further clarification regarding validation requirements for planning applications.
7.5	List of validation requirements; delete 'Consultation report (optional)'.	If the submission of a document is optional, it cannot be a validation requirement. Topic is dealt with in paragraph 7.1
9.	Detailed reference to document sources.	Editorial
Appendix 1	Delete paragraphs A.4 i) and A.4 ii) and replace with ' <b>A.4 i) Contributions will be sought from proposed developments which comprise of 5 or more houses, or a site area of 0.2 hectares or more, that have the potential to increase demand on local schools. This will be for primary and secondary provision where a capacity issue has been highlighted by</b>	Simplification of pertinent calculation method.

	<p>Education Services, Denbighshire County Council. It should be noted that empty places does not necessarily equate to there being sufficient capacity at that school. Investment may be need to bring it up to the required standard to make it suitable for the pupils generated from the proposed development.'</p>	
<p>Appendix 1</p>	<p>Replace 'Examples' section with paragraphs A.10 to A.18:</p> <p><b><u>Contribution towards improvements at Ysgol Melyd</u></b></p> <p><b>A.10 Ysgol Melyd school capacity is 147 places and the actual number of pupils was 132 in 2015. That means that there is a spare capacity of 15 places at the local primary school.</b></p> <p><b>A.11 If both sites are approved for residential development at the same point in time, there would be a need for 44 additional places = <math>((154 + 30) \times 0.24)</math>.</b></p> <p><b>A.12 Contributions will only be sought for 29 spaces (44 additional places required to accommodate new development minus spare capacity of 15 places). Calculation: <math>29 \times \text{£}16,000 = \text{£}464,000</math></b></p> <p><b>A.13 The total amount of contributions sought towards primary education at Ysgol Melyd would be £464,000 in January 2015.</b></p> <p><b>A.14 Note: The amount of contributions sought towards primary education will vary depending on the time that planning permission is sought and whether both sites come forward for development at the same time.</b></p> <p><b><u>Contributions towards improvements at Prestatyn High School</u></b></p> <p><b>A.15 Prestatyn High School capacity is 1,774 places and the actual number of pupils was 1705 in 2015. That means that there is a spare capacity of 69 places at the nearest secondary education facility.</b></p> <p><b>A.16 If both sites are approved for residential development at the same point in time, there would be a need for 32 additional places = <math>((154 + 30) \times 0.174)</math>.</b></p> <p><b>A.17 The need for 32 additional places at Prestatyn High School can be accommodated due to the spare capacity of 69 places. No contributions will be sought towards secondary education.</b></p>	<p>To provide examples reflecting proposed housing numbers and capacity constraints at the local schools</p>

<b>A.18 Note: Prospective developers are reminded to check the latest figures prior to submitting a planning application.</b>	
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Appendix 1 – Summary of representations received on draft document

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
73	James Davies, Member of Parliament for Vale of Clwyd	The main road through Meliden (A547) cannot cope with additional traffic, with traffic to increase due to proposed residential development in Meliden and Dyserth.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment (TA) has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Concern is raised re the proposed vehicular access to the site, both in terms of the narrow existing estate roads and their junction with the A547.	The developer is required to submit a TA with the planning application that should consider the existing estate roads and their junctions with the A547 to identify measures that address further traffic congestions. See draft document, paragraph 5.5 to 5.11	No change proposed.
		There is worry about the risk of flooding and the impact of any development on the adjacent Pwll y Bont Wildlife Site.	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42). Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.  Planning applications have to be accompanied by an ecological report or	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is</b>

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
			biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	<b>welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</b>
		The topography of the sites, steep and relatively lengthy walk required from it to the village centre.	Local amenities and length of walk to the village centre (about 1km from ‘Ffordd Hendre’ site) are within walkable distances as outlined in Manual for Streets, section 4.41. (See also draft document, paragraph 5.13) Whilst some walks may include a gradual incline, any future development should prioritise walking and cycling over private vehicular. (See Design Objective 1 in draft document, section 6)	No change proposed.
		There are concerns upon the impact of a whole range of struggling local services if a large development is constructed.	LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning policy to request financial contributions towards the provision	No change proposed.

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Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	
142	Adrian Lloyd Jones, Wildlife Trust North Wales	Concerned about detrimental impacts upon the adjacent Wildlife site 'Pwll y Bont', notably, adverse impacts upon its hydrology.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	No change proposed.
		The development boundary at Maes Meurig encroaches upon part of the Wildlife Site and should be excluded from the development zone.	Building houses on that small piece of land is not supported but offers an opportunity to contribute towards open space provision on site. (See draft document, paragraph 5.44)	No change proposed.
		Wildlife Trust is keen to ensure that not only is the condition of the Wildlife Site protected but also existing biodiversity is conserved and enhanced so that there is a net benefit to wildlife as a result of any development.	The Council will principally support measures that aim at improving the quality of the wildlife site. (See LDP Policy VOE5 'Conservation of natural resources')	No change proposed.
		Wildlife Trust believes that any development proposed for this land requires a full Environmental Impact Assessment (EIA) to be undertaken including a full and robust study of the hydrological impacts of any proposal.	Prospective applicants are being made aware that an EIA could be required with a planning application depending on the nature of the proposal. (See draft document, paragraphs 7.2 and 7.3).	No change proposed.

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Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			Development proposals should ensure that there are no or little changes to the hydrology/ water table are made in the areas. (See draft document, paragraph 5.25)	
		The impact of any development during the construction phase needs to be carefully considered and addressed to avoid adverse harm to Wildlife Site and surrounding environment.	If planning permission is granted, the Council will request a Construction Management Plan / Statement to avoid adverse harm on the natural environment and the wildlife site in particular.	Insert new paragraph: <b>'If planning permission is granted for residential development on either site, the Council will require a Construction Management Plan prior to commencement of development. The document must set out the management measures which the contractors will be required to adopt and implement for the construction of the proposed development to manage any construction effects on the built and natural environment.'</b>
		Buffer strips between any housing and the Wildlife site boundaries should be firmly established.	Development proposals should retain and incorporate natural features into the design of the proposal, for example trees, hedgerows forming site boundaries. (See draft document, paragraphs 5.30 and 5.31)	No change proposed.
		With proper infrastructure the wildlife site could be developed as a publicly accessible	Improvements to and creation of public access to Pwll y Bont wildlife site are	No change proposed.

**Appendix 1 – Summary of representations received on draft document**

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		nature reserve and could be utilised by the adjacent Ysgol Melyd primary school for educational and nature engagement purpose.	encouraged. (See draft document, paragraph 5.44)	
		Consideration of wildlife should be incorporated into the design of any housing developments such as: the use of SUDS systems; bat-friendly lighting; the creation of ecological landscaping and habitat creation; planting of native hedgerows.	Objectives 2 and 4 specifically refer to design standards and site features responding to the natural environment in the locality, which the Council would be expected to be incorporated into the development proposal. (See draft document, section 6)	No change proposed.
246	Deborah Hemsworth, Natural Resources Wales (NRW)	<i>Note: Representation was received prior to public consultation period but informed the production of the draft document.</i>		
		Welcomes the surface water drainage comments provided in paragraph 5.12; recommends that any planning application is supported by a Surface Water Drainage Strategy/ Flood Consequences Assessment to demonstrate that a viable means of surface water disposal can be achieved.	NRW's recommendation is reflected in draft document, paragraph 5.40.	No change proposed.
		Advises that any proposed scheme should ensure that run-off from the proposed development is reduced or will not exceed existing runoff rates. Details of adoption and management should also be submitted to ensure that the scheme/systems remain effective for the lifetime of the development.	NRW's advice is reflected in draft document, paragraph 5.39.	No change proposed.
		Meliden Mine Drain is designated "main river" and the prior written consent of Natural Resources Wales is required for any works or structures located in, under, over or within 7 metres of the bank top of the watercourse. Any future development layouts should allow for an un-interrupted access strip between any	NRW's advice is reflected in draft document, paragraph 5.41.	No change proposed.



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Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		development and 7 metres of the bank top of the watercourse so that NRW is able to access the watercourse for the purposes of undertaking maintenance and/or improvement works.		
		Any planning application will need to demonstrate that the proposal will not impact on the Favourable Conservation Status of protected species (including bats). It is expected that any planning application to include surveys and/or assessments of protected species.	NRW's recommendation is reflected in draft document, paragraphs 4.15, 5.26 and 5.40.	No change proposed.
277	Mike Pender, Anwyl Construction Company Limited	The document contains insufficient detailed design guidance on scale, materials; means of access to and within the site, appearance and public open space provision in line with LDP requirement of 120 houses or the prescribed density of 35 dwellings per hectare.	Technical Advice Note (TAN) 12: Design (2014) states that site-specific supplementary planning guidance notes should avoid prescriptive design and any suggestion of a particular design should be avoided. (See TAN12, p.59). The draft document sets out 6 design objectives in section 6, and provides further guidance in section 5 without prescribing a specific design, layout or style. LDP Policy RD1 provides policy criteria to be considered when drawing up a site proposal, including density requirements. If prospective applicants wish to deviate from policy requirements than it must be fully justified with supporting evidence.	No change proposed.
		It is unreasonable and onerous to require the transport assessment to be submitted with any planning application to consider all the other	The principles of development and residential land allocations were discussed at Plan-making stage. It is not unreasonable to	No change proposed.

**Appendix 1 – Summary of representations received on draft document**

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		sites allocated/ with permission in Meliden and Dyserth. This exercise should have been carried out at LDP stage.	require transport assessments for these two sites to consider cumulative effects on the local road network arising from several development proposals in the area.	
		Delete the requirements for educational contribution and as these are invalid, prepare a separate SPG solely dedicated to substantiating the case for and scale of education contributions (as all other LPAs have done).	Capacity constraints were identified at the local school. All information is provided in relation to two specific residential land allocations contained in the Local Development Plan. Notwithstanding, the Council is in the process of producing a supplementary planning guidance (SPG) note on Planning Obligations including education contributions which will be linked to LDP Policy BSC3.	No change proposed.
		Draft document, including education contributions, should have been brought to the Developer/ Agent forum prior to any public consultation.	Members of the Developer/ Agent forum were invited to submit representations and propose changes or amendments during the 13 week public consultation period.	No change proposed.
423	Warren and Mary Ward	The intention is to have constructed a high quality development of architect designed two and three bedroom houses, at costs attractive to young families, in the form of a village within a village.	Comment noted.	No change proposed.
		Confident that the Transport Assessment to be undertaken as specified in the SPG will show that satisfactory access can be provided using the two access roads specified in the SPG (3.2), Ffordd Ty Newydd and Ffordd Gwilym.	Comment noted.	No change proposed.
		The statement in the SPG about emergency vehicles access (5.3(1)) is not understood. The development of the Ffordd Hendre site will not	Draft document, paragraph 5.5 outlines the requirement to ensure that safe access is provided to either of the two sites should	No change proposed.

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Denbighshire County Council Local Development Plan 2006 - 2021

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		increase parking in Ffordd Ty Newydd as sufficient parking spaces will be provided within the development. If there is a problem with emergency vehicles getting to the end of Ffordd Ty Newydd, then that would clearly need to be remedied now.	emergency vehicles have to attend an incident. Should the new development adversely affect the current situation at Ffordd Ty Newydd than pertinent measures need to be considered when determining where the site access will be.	
		The Ffordd Hendre site has very good connections to a number of footpaths and cycle routes and we will be consulting with appropriate organisations about how these can be of benefit. We will do all we can to discourage car driving to Ysgol Melyd, which is only a short walk or cycle ride from the development site along footpaths.	Comment noted.	No change proposed.
		Roads within the development will conform to the standards required for persons with a disability and level access to homes will be provided for any persons who wish to have it.	Comment noted.	No change proposed
		An Ecological Assessment was previously provided (SPG 5.17) and will be updated to further assess the matters in the SPG. Although the County Council's Archaeologist has no evidence of archaeology on the site we will arrange a further assessment together with awareness during the construction phase.	Comment noted.	No change proposed.
		The site is surrounded by hedgerows and a number of mature trees all of which will be retained. The main boundary between the Ffordd Hendre site and the Pwll-y-Bont wildlife site has a ditch and dense hedgerow. Following appropriate consultation, suitable	Development proposals should retain and incorporate natural features into the design of the proposal, for example trees, hedgerows forming site boundaries. (See draft document, paragraphs 5.30 and 5.31)	No change proposed.

**Appendix 1 – Summary of representations received on draft document**

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		wildlife friendly fencing will be provided along the whole of the boundary between the development site and the wildlife site to prevent human trespass from one to the other.		
		No flooding has occurred anywhere on the site in the last thirty years. No house will be built on or near the narrow strip of land at the lowest part of the Ffordd Hendre site which has been designated Zone B on the WAG map or which is required for maintenance by NRW.	Comment noted.	No change proposed.
		Any development, small or large, may require additional local facilities. In most cases additional people are welcome to ensure the viability of local shops, pharmacy, sports facilities, local groups and entertainment premises.	Comment noted.	No change proposed.
		Population statistics by the Wales Assembly Government show that Denbighshire will need to provide one or two additional places in each school per year on average over the next five years. It should be well within the capacity of the Education Authority to manage this small increase in numbers. It is not possible to comment on the request for educational contributions since the example given in the SPG does not relate to either the village school or to the development.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council’s education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 ‘Securing Infrastructure Contributions from Development’ provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aim at allowing additional pupils to attend the local primary school. Draft document, paragraph 5.37	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
			specifically refers to the local school, and is of relevance to the development proposal.	
751	Mark Harris, Home Builders Federation Ltd	The general need for education contributions could have been covered in a separate SPG on Section 106 contributions.	All information on contributions towards education is provided in relation to two specific residential land allocations. Notwithstanding, the Council is in the process of producing a supplementary planning guidance (SPG) note on Planning Obligations which will include reference to Education contributions.	No change proposed.
		The specific advice on the availability of school places is helpful but does not include information on secondary school.	Information on secondary school places was not included because there are no identified capacity constraints on either Rhyl High School or Prestatyn High School. However, a new paragraph 5.38 has been included in the draft document to outline the situation.	Insert new paragraph: <b>‘Based on the latest figures provided by Denbighshire’s Education department on secondary education provision in Prestatyn and Rhyl, there are sufficient school places available to accommodate additional pupils generated by these two developments. Considering the fact that both sites are likely to generate a demand for 32 places, it is expected that a surplus of 99 places is available at Prestatyn High School and a surplus of 427 places is available at Rhyl High School in 2017.</b>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<b>Based on this information, the Council is unlikely to require secondary education contributions. These projections may change over the next two years. Prospective developers are therefore reminded to check the latest figures prior to submitting a planning application.’</b>
		Draft SPG document lacks advice on design principles for actual housing development.	Technical Advice Note (TAN) 12: Design (2014) states that site-specific supplementary planning guidance notes should avoid prescriptive design and any suggestion of a particular design should be avoided. (See TAN12, p.59). The draft document sets out 6 design objectives in section 6, and provides further guidance in section 5 without prescribing a specific design, layout or style.	No change proposed.
		Concern is raised at the requirement to carry out a transport assessment for all the sites in the area. This should have been done at the LDP preparation stage as the Council themselves identified potential highway issues.	The principles of development and residential land allocations were discussed at Plan-making stage. It is not unreasonable to require transport assessments for these two sites to consider cumulative effects on the local road network arising from several development proposals in the area.	No change proposed.
760	Tony Hughes, Clwydian Range	The Joint Committee supports preparation of a site brief to guide future development.	Support welcomed.	No change proposed.

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
	and Dee Valley Area of Outstanding Natural Beauty (AONB) Joint Advisory Committee	The impact of development which can interrupt important views from the AONB, i.e. the setting of the AONB, should be considered in the site development brief.	Draft document to be amended accordingly.	Insert new paragraph 3.4: <b>The site lies outside of the Clwydian Range and Dee Valley Area of Natural Beauty (AONB) but is considered to be within the setting, i.e. uninterrupted views from higher grounds, of this protected landscape area. Design and landscaping of the proposed development should take particular account of potential adverse effects on views from the AONB.</b>
		Draft document section 4 which highlights the key LDP policies to be applied should specifically include Policy VOE2. Further reference to the setting of the AONB has to be included in sections 5 and 6.	Draft document to be amended accordingly.	Insert new paragraph 4.14: <b>LDP Policy VOE 2 – Area of Outstanding Natural Beauty and Area of Outstanding Beauty: Both sites are within the setting of the Clwydian Range and Dee Valley AONB. There is a need to ensure that the overall approach to development, and particularly the landscaping of the site, pays regard to the need to mitigate any adverse</b>

**Appendix 1 – Summary of representations received on draft document**

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
				<b>effects on the AONB, notably on views from the higher ground within the protected area.</b>
		The references to existing natural boundaries and the need to strengthen them with additional planting is supported (paras 5.19 – 5.20).	Support welcomed.	No change proposed.
		The colour and reflectivity of all wall finishes and roofing materials should be recessive in nature to help them blend into the rural scene in views from the higher ground of the AONB. The committee supports the suggestion that the materials (e.g. natural slate roofs and limestone walls) and built form of the development should reflect that of the nearby Meliden Ffordd Penrhwyfya Conservation Area (para 5.23).	Support welcomed.	No change proposed.
		The need for structural tree/hedge planting to be identified in the landscape strategy which should be implemented at the earliest possible opportunity and ideally in advance of development.	It is expected that existing boundary features, such as hedgerows and trees, are incorporated into the design of the development proposal. (See draft document, paragraphs 5.20 and 5.21)	No change proposed.
3108 3236 [1077]	Mark Walters, Clwyd-Powys Archaeological Trust	It is confirmed that there are no archaeological implications for development at this location.	Comment noted.	No change proposed.
3121	M W Moriarty, Campaign for the Protection of Rural Wales	Points out the need to carry out soil test in order to establish grade of land in accordance with Agricultural Land Classification (ALC), reference is made to Planning Policy Wales,	Both sites are Grade II in the established Agricultural Land Classification system, and development should only take place if no alternative site is available. However, the	No change proposed.



Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
	(CPRW) Clwyd Branch	Chapter 4, Section 4.10, and Technical Advice Note 6, Section 6.2	principles of residential development on these two sites was established at Plan-making stage.	
		Questions the adequacy of road infrastructure in the area, especially along the A547, to accommodate residential developments in Meliden and Dyserth	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Section 5.3: Consideration must be given to the construction of alternative access roads to the sites.	The Council does not wish to prescribe a particular route for an access road but it must be demonstrated that safe access/ egress can be achieved to the proposed development.	No change proposed.
		There must be a stated requirement within the draft SPG for any developer to demonstrate how any proposed development of the two sites will relate to local routes created or planned in the area as a result of the Active Travel (Wales) Act, 2013.	Comment noted. Reference to the Active Travel (Wales) Act 2013 to be inserted in paragraph 5.18.	Amend paragraph: 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. <b>Consideration should be given to the requirements</b>

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<p><b>of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming to improve the local walking and cycle network.</b> To make walking and cycling easier to local amenities in Meliden, the layout of the site should seek to integrate with the surrounding area including Public Right of Ways. Figure 4 7 on the previous page shows the distance of the two sites from local amenities outlined in section 5.5 5.13.</p>
		<p>In addition to the recommendations contained in section 5.12 of the draft SPG dealing with archaeology, a minimum requirement should be included for an archaeological watching brief to be maintained during the groundwork phase of development of the sites.</p>	<p>Noted. Paragraph 5.22 will be amended to reflect recommendation.</p>	<p><b>Insert new paragraph: ‘If planning permission is granted for development on either of the two sites, the Council will require the preparation and maintenance of an archaeological watching brief during construction phase.’</b></p>
		<p>Both sites should require an ecological assessment to be undertaken, because they</p>	<p>Planning applications have to be accompanied by an ecological report or</p>	<p>No change proposed.</p>

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		are bordering the 'Pwll y Bont' Wildlife site and previous ones will be outdated at planning application stage.	biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	
3130	Helen May, Welsh Government - Cadw	Development of this site is unlikely to have any significant impact on the setting of any scheduled monuments because it will represent infill set against a backdrop of extensive suburban development between Prestatyn and Meliden in full or partial views from FL136: Clive Engine House and FL130: Dyserth Castle.	Comment noted.	No change proposed.
3141	Dewi Griffiths, Dŵr Cymru/ Welsh Water	Draft document para 5.34 – Recommend the following additional wording in the last sentence 'Protection measures/ easements would be required for the existing sewers <i>and water mains.</i> '	Change agreed.	Amend last sentence in paragraph 5.49 as follows: 'Protection measures/ easements would be required for the existing sewers <b>and water mains.</b> '
3156	Glyn Evans, Sustrans Cymru	Notes the inclusion of active travel and sustainable forms of travel within the document, and hopes developers will have regard to this.	Comment noted.	No change proposed.
		Whilst there is reference to Manual for Streets in the draft document, the Active Travel	Comment noted. Reference to the Active Travel (Wales) Act 2013 to be inserted in paragraph 5.18.	Amend paragraph: The proposed site layout should fit in with and

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		(Wales) Act, including ATA Design Guidance, need to be talked about, too.		enhance existing walking routes. The site layout should encourage walking and make it easier and preferable to get around the area by foot. <b>Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and design features aiming to improve the local walking and cycle network.</b> To make walking and cycling easier to local amenities in Meliden, the layout of the site should seek to integrate with the surrounding area including Public Right of Ways. Figure 4 7 on the previous page shows the distance of the two sites from local amenities outlined in section 5.5 5.13.
3246	Adam Graham	Concerned about the negative impact that additional houses in Meliden will have on Ffordd Penrhwylyfa. As a prime gateway to the	The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and</b>

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		coast, the road is substandard and cannot cope with additional traffic.	road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.	<b>Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>
		Would like to know whether Cefn-y-Gwyrch can be blocked from traffic to avoid short-cuts to Ffordd Penrhwylyfa and Ffordd Talargoch.	The Council will consider the implementation of traffic management options to discourage car traffic using Cefn-y-Gwyrch as a short-cut.	No change proposed.
		Welcomes the consideration and improvement of additional walking routes, potentially linking Prestatyn and Meliden; enquires whether developers may pay for those facilities	It depends on the nature, location and function of the required facilities whether contributions are sought from developers.	No change proposed.

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3268	Robert Paterson	The need for local housing can be fulfilled from existing stock that has planning approval.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation	No change proposed.
		There should be sufficient play and leisure areas within the new housing site because of a 10% incline between the sites and the nearest existing leisure facilities.	Provision of open space on site will be required in line with LDP Policy BSC 11. (See draft document, paragraph 4.11) Local amenities and length of walk to the village centre (about 1km from 'Ffordd Hendre' site) are within walkable distances as outlined in Manual for Streets, section 4.41. (See also draft document, paragraph 5.13) Whilst some walks may include a gradual incline, any future development should prioritise walking and cycling.	No change proposed.
		The existing road cannot cope with any additional volume of traffic. Therefore, an alternative access road to the site will be required.	The Council does not wish to prescribe a particular route for an access road but it must be demonstrated that safe access/ egress can be achieved to the proposed development.	No change proposed.
		Any future development should cover the costs of new road, extension to doctor's surgery, and any additional school building.	LDP Policy BSC 3 'Securing Infrastructure Contributions from Development' provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the	No change proposed.

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			development. (See draft document, paragraph 4.8)	
3276	Nigel Acott, Prestatyn Town Council	Prestatyn TC inform Denbighshire County Council of serious concerns about inadequate highway access and egress, flood risk, lack of infrastructure to support large scale development, impact on local health services and Meliden surgery, lack of classroom capacity at local schools.	LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	No change proposed.
3331	Shirley Down	New development should provide mixed housing to cater for young couples, families and older people.	Developers are expected to provide a range of house sizes, types and tenures to reflect local need and demand in line with LDP Policy BSC 1 (Reference to be inserted in new paragraph 4.6)	Insert two new paragraphs: <b>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 Gallt Melyd/ Meliden. The Policy Justification contains a table setting out the housing contributions expected from new allocations: Site 1 (‘Rear of Maes Meurig, Meliden’) – 30 dwellings and Site 2 (‘Rear of Ffordd Hendre, Meliden’) – 154 dwellings. These figures</b>

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				<p>reflect development at 35 dwelling per hectare based on the gross site area.</p> <p>LDP Policy BSC 1 sets also 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>Points out the need for space for children to play but within the sight of their houses. Natural open space with trees should be made accessible for residents to improve everyone’s health.</p>	<p>The Council encourages developers to provide safe to use open space for children as part of the development.</p>	<p>Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the need of different users and age group. Layout and design features should be drawn up to be as inclusive and accessible for all as possible.</b></p>
		<p>Worries about additional pressure put on local health infrastructure and how it’s funded by new development, including specialist health professionals.</p>	<p>The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future</p>	<p>No change proposed.</p>



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			residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	
		Road access to proposed development is limited, and is expected to contribute to further traffic congestion.	The developer is required to submit a TA with the planning application that should consider the existing estate roads and their junctions with the A547 to identify measures that address further traffic congestion. See draft document, paragraph 5.5 to 5.11	No change proposed.
3347	Ken Prydderch	Queries the democratic decision-making basis for LDP site allocations.	All LDP site allocations were discussed, consulted on and examined as part of the LDP production. The Planning Inspectors were satisfied that the Council complied with its Delivery Agreement and Community Involvement Scheme.	No change proposed.
		The principal roads through Meliden (A547) and Dyserth towards the A55 cannot cope with additional volume of traffic, with traffic to increase due to proposed residential developments in Meliden and Dyserth.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.

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		Would like to know where are children going to be educated due to school capacity constraints in the Meliden/ Prestation area?	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aim at allowing additional pupils to attend the local primary school.	No change proposed.
		Would like to know where people are going to be treated with health problems due to GPs, dentists and hospital capacity constraints?	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	No change proposed.
4363	M.A. Edwards	The local Community does not support the proposed development.	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of	No change proposed.

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			development was outside the remit of this consultation.	
		Consultation exercise was dissatisfactory, all residents in the vicinity of the site should have been notified to get a genuine picture of the Communities' opinion.	Consultation material was advertised and placed in local libraries, Denbighshire County Council's One-Stop-Shops, and the Council's website. The local press contained articles advertising the consultation arrangements. Approximately 850 households adjacent to and in the vicinity of the two sites received a flyer through the door informing them of the four drop-in events and different means of communication with the Council.	No change proposed.
		Concerned about low lying areas with high water tables that are going to be problematic for building houses and roads on the site.	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management.</b> <b>Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of</b>

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				<p><b>Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</b></p>
		<p>Would like to know how the additional infrastructure required for new developments will be funded?</p>	<p>LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)</p>	<p>No change proposed.</p>
		<p>Worries about adverse effects on the wildlife in the area.</p>	<p>Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)</p>	<p>No change proposed.</p>

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4580	Roger Hamilton, Shirley McCardell	The scale of the proposed developments in Meliden and Dyserth will outstrip the amenities in the Meliden; for example GPs, and place greater dependence on cars for access to work, shopping and leisure.	LDP Policy BSC 3 'Securing Infrastructure Contributions from Development' provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	No change proposed.
		Concern is raised regarding safe access to 'Site 2' ('Maes Meurig) due to poor road layout and width, and poor visibility at junctions.	The Council does not wish to prescribe a particular point of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	No change proposed.
		Request to view a transport survey into achieving safe access to Maes Meurig before a final decision is made.	Any planning application for residential development at Maes Meurig will be accompanied by a transport assessment which contains data on existing and future volume of information. This information will be available for members of the public to comment on as part of the decision-making process.	No change proposed.
		The main road through Meliden (A547) cannot cope with additional traffic, with traffic to increase due to (1) proposed residential development in Meliden and Dyserth, (2) further development at Prestatyn Retail Park, and (3) the re-opening of the Nova Centre.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily	No change proposed.

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			appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
		Any development proposal should aim at improving the situation for cyclist and pedestrians in Meliden.	Planning proposals have to demonstrate how the principles of the ‘User hierarchy’ in draft document, paragraph 5.16 and design objective 1.	No change proposed.
		Draft document makes little mention of Meliden’s topography. Many residents have difficulty walking up the hillside to the main road, A547. The final yards up to Ffordd Talargoch (A547) become much steeper; and wheelchair users and people with walking difficulties struggle to navigate them. Development proposals should include plans to ameliorate these difficulties.	Local amenities and length of walk to the village centre (about 1km from ‘Ffordd Hendre’ site) are within walkable distances as outlined in Manual for Streets, section 4.41. (See also draft document, paragraph 5.13) Whilst some walks may include a gradual incline, any future development should prioritise walking and cycling over private vehicular. (See Design Objective 1 in draft document, section 6)	No change proposed.
		The ‘Maes Meurig’ site is rich in biodiversity but not all creatures are protected species. There needs to be explicit reference to wildlife protection in the draft document, including the requirement for further surveys and a biodiversity statement for both sites.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft	No change proposed.

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			document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	
		Draft document refers to the need to protect the wetland area. However, any deep foundations required to cope with the water logging could dry the area.	Information is gratefully received, and will be incorporated into a new paragraph. It is going to be used when drawing up the water drainage strategy/ flood consequence assessment accompanying planning proposals.	Insert new paragraph: <b>‘As part of the public consultation, Meliden residents provided the Council with valuable information that will assist prospective applicants in the preparation of a water drainage strategy and/ or flood consequence assessment. Both sites have been used as a ‘soak away’ to control surface water runs-off from Ysgol Melyd’s school fields. Many of the surrounding properties have natural water running beneath them, which eventually run off into the fields allocated for residential development. Maes Meurig, properties no. 37 and no. 39 have unadopted sewers which need to be protected during the construction phase. There are two main drains in front of the</b>
	Many of the surrounding properties have natural water running beneath them, which eventually run off into the fields considered for development. If the field is built on this could cause problems for the surrounding properties, with no natural drainage system.	Information is gratefully received, and will be incorporated into a new paragraph. It is going to be used when drawing up the water drainage strategy/ flood consequence assessment accompanying planning proposals.		
	Properties 37 and 39 on Maes Meurig are on an unadopted road, and have unadopted sewers. Should any development be agreed, what protection Denbighshire CC is going to insist on from a developer to protect the sewers and road from damage, particularly those which are unadopted.	Information is gratefully received, and will be incorporated into a new paragraph. Avoidance of damage to un-adopted sewers has to be addressed as part of the Water Drainage Strategy. If planning application is granted for development, the Council will require a Construction Management Plan/ Statement to avoid damage to un-adopted road.		

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				<b>wooden fence that forms the cul-de-sac at Ffordd Gwilym and a gully which are necessary for safety and removal of surface water. Any deep foundations required on either of the two fields should ensure that they do not contribute to drying out the area. The wildlife site should not be affected by significant changes to the water table.’</b>
		Most of these trees surrounding the fields in the area are mature and extremely old. The loss of these trees will have an adverse effect on wildlife, residents and, consequently, quality of health. Mature trees could be considered to be part of any screening.	Development proposals should retain and incorporate natural features into the design of the proposal, for example trees, hedgerows forming site boundaries. (See draft document, paragraphs 5.30 and 5.31)	No change proposed.
4581	Jo Hall	‘what about Bodelwyddan? much, much more happening here’	The Council produced a Site Development Brief for the Key Strategic Site in Bodelwyddan (July 2014) which has been used in determining planning application ref.: 40/2013/1585.	No change proposed.
4584	Stephen Walton	Object to the principle of residential development in Meliden, especially lack of housing need, because there are about 1,000 houses for sale in a 3mile radius of Prestatyn.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local	No change proposed.



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			Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	
		Consultation exercise is perceived as an undemocratic, tick-box exercise carried out by the local council.	Comment noted. Please refer to Consultation report main document, paragraphs 2.1 to 2.5.	No change proposed.
4585	Ihor Korowcewycz	Maps display no compass, making them difficult to read	Changes agreed.	All maps are updated and amended to display a north arrow, scale, and improve the display of content.
		Worries about adverse effects on the wildlife in the area, especially badgers.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	No change proposed.
		What will the impact be the development of site no.2 has on the river downstream?	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals</b>

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		<p>Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.</p>	<p>Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.</p>	<p><b>for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</b></p>
		<p>Concerned about the traffic impact on Meliden road, and enquires how the construction traffic will be dealt with to avoid adverse effects on residents.</p>	<p>If planning permission is granted for development on any of the two sites, the Council will require a Construction Management Plan or Statement including</p>	<p>No change proposed.</p>

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			information of the routes and management of construction traffic.	
		How will site no.2 be fenced/ separated from our 'Cartef Gwenyn, Cefn-y-Gwyrch' and from mineral safeguard area behind?	Development proposals should retain and incorporate natural features into the design of the proposal, for example trees, hedgerows forming site boundaries. (See draft document, paragraphs 5.30 and 5.31)	No change proposed.
4586	DS Cambray, AJ Cambray	Object to using Maes Meurig as the main road to the new housing estate is wholly unsuitable due to sharp bend opposite the park, poor visibility and on-street parking. Ffordd Gwilym would be a more suitable road.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development. Parking space have to be provided as part of the new development in line with the Council's Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12	No change proposed.
4587	Dawn Hughes	Raises concern regarding the impact of additional traffic volume on the main road (A547) caused by another 300 houses build in Meliden.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please	No change proposed.

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			refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
4593	Kenneth Ashton	Concerned about the negative impact that 368 new houses in Meliden and Dyserth will have on Ffordd Penrhwylyfa. As a prime gateway to the coast, the road is substandard and cannot cope with additional traffic.	The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.	Insert new paragraph 5.11: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>

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		There is a perceived lack of knowledge and experience by Council Officers about daily traffic situation in Meliden.	Whilst Officers may not experience the traffic situation on a daily basis, the Highways Authority electronically gathers data on the volume of traffic using the A547 / Ffordd Talargoch to assist in assessing the impact that previous developments had on the main road, for example the opening of Prestatyn Shopping Park.	No change proposed.
4594	Reverend Kendall Down	Large playing fields should be incorporated into the new development because small areas give neighbours an excuse to complain.	Comment noted.	Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the needs of different users and age group. Layout and design features should be drawn up to be as inclusive and accessible for all.</b>
		Worries about additional pressure put on local service infrastructure by new development, for example GPs, social and care workers.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		Points out the existing problems that car users have with turning from Ffordd Ty Newydd into Ffordd Talargoch at rush hour.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction Ffordd Ty Newydd and Ffordd Talargoch. (See draft document, paragraph 5.6)	No change proposed.
4595	Lesley Howel, Malachy Donnelly	There should be no houses on these sites.	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Raise concern regarding the impact of additional traffic volume on the main road (A547); proposed access to main road is very close to narrowest parts through Meliden.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11. The Council does not wish to prescribe a	No change proposed.

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			particular point of access but it must be demonstrated that safe access/ egress can be achieved to the proposed development.	
		Existing health facilities already unable to cope with demand and may close. More residents are going to have an impact on schools, dentists, police, and ambulance services.	LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	No change proposed.
4596	Jane Ashton	Concerned about the negative impact that 368 new houses in Meliden and Dyserth will have on Ffordd Penrhwylyfa. As a prime gateway to the coast, the road is substandard and cannot cope with additional traffic.	The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhwylyfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at</b>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.
4597	Rachael Wheatley	Would like to see less social and more affordable houses for working families on site.	The Local Housing Market Assessment indicates that there is a need for all types of housing and tenure in Denbighshire.	No change proposed.
		New development should reflect local heritage in terms of design.	Design objectives 2 and 3 reflect the requirement to consider the local heritage in the proposal’s design. (See draft document, section 6)	No change proposed.
		The sites should provide a nature area, a place families can enjoy.	The Council encourages developers to provide safe to use open space for all age groups.	Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the need of different users and age groups. Layout and design features should be drawn up to be as inclusive and accessible for all.</b>
		Concerned about the negative impact that new development will have on Ffordd Penrhwylyfa. As a prime gateway to the coast, the road is substandard and cannot cope with additional traffic.	The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwylyfa.	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads,</b>



Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		Agrees to new development in Meliden but Ffordd Penrhylwfa must be part of the site development plan.	If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.	<b>Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>
4598	Kay Bailey	Concerned about adverse effects on the wildlife present on the site.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	
		Raises concern regarding the negative impact of additional traffic on Ffordd Gwilym and the availability of play space for the children.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	No change proposed.
4599	Alan Cheetham	Ideally would prefer no disturbance of the existing land.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Mix of houses should include bungalows adapted for the elderly population, potentially with a warden on site.	Developers are expected to provide a range of house sizes, types and tenures to reflect local need and demand in line with LDP Policy BSC 1. However, the Council is not in the position to prescribe a particular type of house to be provided on site.	Insert two new paragraphs: <b>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 Gallt</b>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<p><b>Melyd/ Meliden. The Policy Justification contains a table setting out the housing contributions expected from new allocations: Site 1 (‘Rear of Maes Meurig, Meliden’) – 30 dwellings and Site 2 (‘Rear of Ffordd Hendre, Meliden’) – 154 dwellings. These figures reflect development at 35 dwelling per hectare based on the gross site area.</b></p> <p><b>LDP Policy BSC 1 sets also 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.</b></p>
		Open space should be an area of tranquillity for residents to enjoy, with a planted garden and flowers attracting wildlife.	The Council encourages developers to provide safe to use open space for the need of different users and age groups.	Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the</b>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<b>needs of different users and age groups. Layout and design features should be drawn up to be as inclusive and accessible for all.</b>
		Concern is raised regarding safe access to ‘Site 2’ (‘Maes Meurig’) due to poor road layout and width.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	No change proposed.
		The junction of The Grove and A547 cannot cope with additional volume of traffic.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction The Grove and Ffordd Talargoch/ A547. (See draft document, paragraph 5.9)	No change proposed.
4600	Malachy Donnelly	Ideally would prefer no development at all.	The need for houses and subsequent residential land allocations has been comprehensively discussed at Plan-making stage, and was confirmed by the Planning Inspectors conducting the examination into the Plan. Therefore, the principle of	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		<p>Mix of houses should include family homes and dwellings for pensioners.</p>	<p>development was outside the remit of this consultation.</p> <p>Developers are expected to provide a range of house sizes, types and tenures to reflect local need and demand in line with LDP Policy BSC 1.</p>	<p>Insert two new paragraphs:  <b>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 Gallt Melyd/ Meliden. The Policy Justification contains a table setting out the housing contributions expected from new allocations: Site 1 (‘Rear of Maes Meurig, Meliden’) – 30 dwellings and Site 2 (‘Rear of Ffordd Hendre, Meliden’) – 154 dwellings. These figures reflect development at 35 dwelling per hectare based on the gross site area.</b></p> <p>LDP Policy BSC 1 sets also out the requirement to provide a range of house types, sizes and tenure to</p>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				reflect the local need and demand. The Local Housing Market Assessment provides further details on individual areas in the County.
		New development should provide open space to cater for older people.	The Council encourages developers to provide safe to use open space for the needs of different users and age groups.	Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the needs of different users and age groups. Layout and design features should be drawn up to be as inclusive and accessible for all.</b>
		Raises concern regarding the negative impact of additional traffic volume on the road infrastructure in Meliden.	The Council does not wish to prescribe a particular point of access but it must be demonstrated that safe access/ egress can be achieved to the proposed development.	No change proposed.
		Worries about additional pressure put on local health provision by new development, including Glan Clwyd hospital.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		Worries about additional pressure put on local school by new development.	power to direct the location, operation, funding or size of individual service facilities. Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the policy basis to request financial contributions towards works to be carried out at Ysgol Melyd, which aim at allowing additional pupils to attend the local primary school.	No change proposed.
4601	Ann Atkin	The main road through Meliden (A547) cannot cope with any additional traffic.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Concerned about the negative impact that new houses will have on Ffordd Penrhwylyfa. As a prime gateway to the coast, the road is	The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and</b>

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		<p>substandard and cannot cope with additional traffic.</p>	<p>road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.</p>	<p><b>Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b></p>
		<p>Points out that medical and dental services are already overburdened in the area.</p>	<p>The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no</p>	<p>No change proposed.</p>



Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			power to direct the location, operation, funding or size of individual service facilities.	
		Worries about additional pressure put on Prestatyn High School and the local primary school.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the policy basis to request financial contributions towards works to be carried out at Ysgol Melyd, which aims at allow additional pupils to attend the local primary school.	No change proposed.
4609	Ken Paddock	Queries the need for further development because there are plenty of houses and bungalows for sale in the area.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Concern is raised regarding safe access to 'Site 2' ('Maes Meurig) due to poor road layout and width.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and	No change proposed.

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			width, these have to be provided and installed as part of the development.	
		Footpath no. 22 is a designated 'Public Right of Way (PRoW) and ancient highway, linking miners' cottages with Craig Fawr.	All allegations of obstructions to footpath no. 22 (PRoW) will be thoroughly investigated, and, where justified, enforcement action will be taken.	No change proposed.
4610	Carly Moorhouse	Objects to the proposed development on the basis of using The Grove as a principle access route and the amount of development with planning permission in the area.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		The junction of The Grove and A547 cannot cope with additional volume of traffic.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction The Grove and Ffordd Talargoch/ A547. (See draft document, paragraph 5.9)	No change proposed.
		Enquires what the purpose of the new houses will be? (Social housing, Help to buy)	Developers are expected to provide a range of house sizes, types and tenures to reflect local need and demand in line with LDP Policy BSC 1.	Insert two new paragraphs: <b>LDP Policy BSC 1 – Growth Strategy for Denbighshire. Both sites are allocated for residential development in the adopted Denbighshire Local Development Plan</b>

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<p><b>2006 – 2021 (LDP), and labelled ‘BSC 1’ on the LDP Proposals Map for Galt Melyd/ Meliden. The Policy Justification contains a table setting out the housing contributions expected from new allocations: Site 1 (‘Rear of Maes Meurig, Meliden’) – 30 dwellings and Site 2 (‘Rear of Ffordd Hendre, Meliden’) – 154 dwellings. These figures reflect development at 35 dwelling per hectare based on the gross site area.</b></p> <p><b>LDP Policy BSC 1 sets also 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.</b></p>
4611	Keith Barlow	Points out that neither Ffordd Ty Newydd nor Ffordd Gwilym are capable to accommodate	The Council does not wish to prescribe a particular route of access but it must be	No change proposed.

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		any additional volume of traffic or being regarded as site access routes.	demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	
		Concerned about more pressure put on local road network and junctions by occupants of new development.	The developer is required to submit a TA with the planning application that should consider the existing estate roads and their junctions with the A547 to identify measures that address further traffic congestion. See draft document, paragraph 5.5 to 5.11	No change proposed.
		Worries about additional pressure put on local school by new development.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council’s education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 ‘Securing Infrastructure Contributions from Development’ provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aim at allowing additional pupils to attend the local primary school.	No change proposed.
		Points out that the new developments will be right on the flood plain, and water from buildings and soak away are going to feed into the flood plain.	Information will be incorporated into a new paragraph. It is going to be used when drawing up the water drainage strategy/ flood consequence assessment accompanying planning proposals.	Insert new paragraph: <b>‘As part of the public consultation, Meliden residents provided the Council with valuable</b>

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				<p>information that will assist prospective applicants in the preparation of a water drainage strategy and/ or flood consequence assessment. Both sites have been used as a ‘soak away’ to control surface water runs-off from Ysgol Melyd’s school fields. Many of the surrounding properties have natural water running beneath them, which eventually run off into the fields allocated for residential development. Maes Meurig, properties no. 37 and no. 39 have unadopted sewers which need to be protected during the construction phase. There are two main drains in front of the wooden fence that forms the cul-de-sac at Ffordd Gwilym and a gully which are necessary for safety and removal of surface water. Any deep foundations required on</p>

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Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
				<b>either of the two fields should ensure that they do not contribute to drying out the area. The wildlife site should not be affected by significant changes to the water table.’</b>
		Worries about adverse effects on the local wildlife and biodiversity in the area.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	No change proposed.
4612	Mr & Mrs Clayton	Object to the principle of development	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		The junction of The Grove and A547 cannot cope with additional volume of traffic emerging from the two sites.		No change proposed.

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4613	Vincent Stewart	Raises concern regarding the impact of additional traffic volume on the main road (A547) at the junctions with Ffordd Ty Newydd and The Grove; generated by the new development.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Disagrees with using Ffordd Gwilym (a cul-de-sac) as an access road for site no. 2 due to the lack of an alternative route for emergency services.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction The Grove and Ffordd Talargoch/ A547. (See draft document, paragraph 5.9)	No change proposed.
		Worries about increased flood risk because of increase in hard ground cover and the subsequent reduction in the useable drainage area.	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation</b>

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				<p>of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</p>
4614	Sarah Anderson	Concerned about parking arrangements and the additional volume of traffic using the The Grove and the junction A547/ The Grove once development has been completed.	Parking space have to be provided as part of the new development in line with the Council’s Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12 Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph	No change proposed.



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			7.5) that has to include the junction The Grove and Ffordd Talargoch/ A547. (See draft document, paragraph 5.9)	
		Doubts the provision of and subsequent use any walk and cycling infrastructure connecting the village centre and the new development sites via The Grove due to topography constraints.	Local amenities and length of walk to the village centre (about 1km from ‘Ffordd Hendre’ site) are within walkable distances as outlined in Manual for Streets, section 4.41. (See also draft document, paragraph 5.12) Whilst some walks may include a gradual incline, any future development should prioritise walking and cycling over private vehicular. (See Design Objective 1 in draft document, section 6)	No change proposed.
		Points out the need to improve social, health and educational infrastructure in the village due to constraints prevailing the existing facilities.	LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	No change proposed.
4615	Richard Jones Abbas	Supports draft document section 5.3 on the required traffic assessment for junction A547 and Ffordd Ty Newydd.	Support welcomed.	No change proposed.
		Proposes measures to address parking problems at Ffordd Ty Newydd close to junction with A547.	Parking space have to be provided as part of the new development in line with the Council’s Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12. Development proposals have to be assessed regarding the impact of	No change proposed.

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			additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction Ffordd Ty Newydd and Ffordd Talargoch. (See draft document, paragraph 5.6)	
		Worries that an increase in volume of traffic arising from c.160 new properties being built at the bottom of Ffordd Ty Newydd will adversely affect junction Llys Celyn and Ffordd Ty Newydd.	The developer is required to submit a TA with the planning application that should consider the existing estate roads and their junctions with the A547 to identify measures that address further traffic congestion. See draft document, paragraph 5.5 to 5.11	No change proposed.
4618	Michelle Kerfoot Higginson, Voel Coaches	Amount of new development in Meliden and Dyserth will adversely affect the A547 and will increase the difficulty to access/ egress the bus depot operation.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to focus on principal road junctions along the main road.	No change proposed.
		Expects adverse effects on its business (Bus service operator) due to increased volume of traffic that will cause additional travel time through Meliden.	Comment noted.	No change proposed.
		Would like to see a traffic assessment carried out before new developments start in Meliden and Dyserth.	Any planning application for residential development at Maes Meurig or Ffordd Hendre will be accompanied by a transport assessment. This information will be	No change proposed.

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			available for members of the public to comment on as part of the decision-making process.	
4622	Goronwy Owen, Pure Residential and Commercial Limited	Disagrees with the use of the County open space standard based on the Field's in Trust benchmark standards. Feels that they are too high and will impact negatively on the design and layout of any scheme on the site.	Open space standards for the County were consulted upon as part of the LDP preparation process and validated at the LDP Examination in Public prior to adoption in the LDP. Open space standards are set out in the LDP and are not part of the public consultation.	No change proposed.
		Disagrees with introduction of financial contribution to education provision. Feel it should be subject to separate SPG. No evidence of capacity issues at local school has been presented. Also no information on funding available from Welsh Government and 21st Century Schools programmes. Feels the required contribution is excessive and would compromise viability of developing the site.	Capacity constraints were identified at the local school and LDP Policy BSC3 provides the relevant link to planning policy. All information is provided in relation to two specific residential land allocations contained in the Local Development Plan. Information on Ysgol Melyd can be found in draft document, paragraph 5.37. Notwithstanding, the Council is in the process of producing a supplementary planning guidance (SPG) note on Planning Obligations including education contributions which will be linked to LDP Policy BSC3.	No change proposed
		Welcomes clarification on the 10% affordable housing requirement on site.	Comment noted.	No change proposed.
		The council should have fully assessed the highway capacity and deliverability of transport solutions for both sites at LDP stage and not left this to the developers to prove for each scheme. There is a danger that the	The principles of development and residential land allocations were discussed at Plan-making stage. It is not unreasonable to require transport assessments for these two sites to consider cumulative effects on the	No change proposed.

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		<p>delivery of one site will prevent the second site from coming through and leave the council with a shortfall in its housing numbers.</p>	<p>local road network arising from several development proposals in the area.</p>	
		<p>The site is not located within a flood risk area however use of SuDS is recommended. The Council as Land Drainage manager along with DCWW needs to implement an adoption regime for SuDS in order to support its use within new development schemes.</p>	<p>Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.</p>	<p>Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option</b></p>

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
				for surface water disposal should be the use of SuDS.
4627	J R Currie	<p>The main road through Meliden (A547) cannot cope with additional traffic, with traffic to increase due to (1) proposed residential development in Meliden and Dyserth, and previous developments at Prestatyn Retail Park.</p> <p>Concerned about the negative impact that new development will have on Ffordd Penrhwyflfa, Cefn-y-Gwrych, and the junction with A547. As a prime gateway to the coast, the road is substandard and cannot cope with additional traffic.</p>	<p>The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.</p> <p>The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwyflfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.</p>	<p>No change proposed.</p> <p>Insert new paragraph: <b>[7] - Ffordd Penrhwyflfa between junctions with Ffordd Talargoch and Penrhwyflfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A</b></p>

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				<b>PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>
		Object to using Maes Meurig as the main road to the new housing estate is wholly unsuitable due to sharp bend opposite the park, poor visibility and on-street parking.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	No change proposed.
		Raises concern regarding the impact of additional traffic volume on the main road (A547) at the junctions with Ffordd Ty Newydd and The Grove.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction Ffordd Ty Newydd and Ffordd Talargoch / The Grove and Ffordd Talargoch. (See draft document, paragraph 5.6 and paragraph 5.9)	No change proposed.

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Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
		Acknowledges the need for social housing in the area but queries whether local people can actually afford to buy them.	The Local Housing Market Assessment indicates that there is a need for all types of housing and tenure in Denbighshire. Affordability takes into account local income levels.	No change proposed.
4630	John Baker	Agrees that extra houses are needed in the area but disagrees with their total number.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Proposes an alternative access route to 'Ffordd Hendre' site, behind the row of houses along Ffordd Ty Newydd, because Ffordd Ty Newydd cannot cope with additional volume of traffic. Problems of parking and access/ egress at junction with A547 are going to get worse.	The Council does not wish to prescribe a particular route of access but it must be demonstrated that safe access/ egress can be achieved to the proposed development. Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction Ffordd Ty Newydd and Ffordd Talargoch. (See draft document, paragraph 5.6)	No change proposed.
		Worries about additional pressure put on local school by pupils going to live in the new development.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aims to allow additional pupils to attend the local primary school.	
		Points out the need for additional NHS facilities that are currently running at the limit.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	No change proposed.
4637	Pauline McFarlane	Opposes any development in the village because of loss of open green space, and it will change its character beyond recognition.	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Raises concern regarding the negative impact of additional traffic volume on the road infrastructure in Meliden.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in	No change proposed.



Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
			<p>Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.</p>	
4638	Jacob Riddle	<p>Concerned about the negative impact that additional houses in Meliden will have on Ffordd Penrhwylyfa. As a prime gateway to the coast, the road is substandard and cannot cope with additional traffic.</p>	<p>The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.</p>	<p>Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to</b></p>

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				<p>assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</p>
		<p>Raise concern regarding the impact of additional traffic volume on the main road (A547); proposes additional crossings for pedestrians and children.</p>	<p>The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.</p>	<p>No change proposed.</p>
		<p>Points out a blind spot at the junction Roundwood Avenue / Ffordd Penrhwyflfa which will be prone to greater risk of accidents once the volume of traffic increases.</p>	<p>The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwyflfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.</p>	<p>Insert new paragraph: <b>[7] - Ffordd Penrhwyflfa between junctions with Ffordd Talargoch and Penrhwyflfa Crossroads, Prestatyn; Ffordd Penrhylwfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have</b></p>

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				<b>become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>
		Worries about additional pressure put on local health provision by new development that will require patients to travel further afield.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	No change proposed.
4639	Valerie Edwards	There should be no houses on these sites. Open fields should remain.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore,	No change proposed.

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			the principle of development was outside the remit of this consultation.	
		Raises concern regarding the impact of additional traffic volume on the main road (A547) caused by another 300 houses build in Meliden.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Would like to know where the funds will come from for additional capacity at the local school? The Council is cutting budgets for school transport.	LDP Policy BSC 3 ‘Securing Infrastructure Contributions from Development’ provides the Council with planning legislation to request financial contributions towards the provision of infrastructure to meet additional requirements arising from the development. (See draft document, paragraph 4.8)	No change proposed.
		Worries about additional pressure put on local service infrastructure by new development, for example GPs, hospitals.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council’s response	Changes proposed to draft document
		Concerned about the negative impact that new houses will have on road infrastructure at Ffordd Penrhwylyfa.	power to direct the location, operation, funding or size of individual service facilities. The Transport Assessment (TA) will not only consider the amount of traffic generated by the new development but also how the traffic will be distributed onto the wider road network, including Ffordd Penrhwylyfa. If the TA shows a significant increase in volume of traffic due to the new development then the Council would ask the developer to contribute towards safety improvements to mitigate the increase in traffic.	Insert new paragraph: <b>[7] - Ffordd Penrhwylyfa between junctions with Ffordd Talargoch and Penrhwylyfa Crossroads, Prestatyn; Ffordd Penrhwylyfa (FP) is a busy and narrow road linking Meliden with Prestatyn. There are no pavements along the southern stretch of the road in Meliden, and cars park primarily on-street. Both junctions have become traffic sensitive owing to recent road traffic collision history. A PICADY assessment (see above) is required to assess the capacity at them. The purpose of including FP in the TA is to assess how the volume of traffic generated by the new development impacts on the wider road network in the village.</b>
4640	Dennis O’ Donnell, Chair	Object to the proposed development on the basis that the local road infrastructure cannot	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures	No change proposed.

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	Meliden Residents Action Group	cope with any additional volume of traffic, especially the main road (A547).	derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
4641	Brenda Davies	Object to the principle of development	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		New development should include allotments, flowers, trees and a seating area for residents as part of the open space provision.	The Council encourages developers to provide safe to use open space for the needs of different users and age groups.	Insert new paragraph 5.20: <b>Developers are encouraged to provide safe to use open space on site that caters for the needs of different users and age groups. Layout and design features should be drawn up to be as inclusive and accessible for all.</b>

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		The existing road infrastructure cannot cope with any additional volume of traffic.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Worries about additional pressure put on local school by new development, which is already at capacity.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aims to allow additional pupils to attend the local primary school.	No change proposed.
4642	Danyelle Hewins	Concerned about additional volume of traffic trying to access/ egress the main road in Meliden – enquiries about proposed measure to address traffic flow in the village and child safety.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily	No change proposed.

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			appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
		There aren't sufficient parking spaces in the village, causing hassle for residents.	Parking space have to be provided as part of the new development in line with the Council's Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12	No change proposed.
4643	Mr & Mrs Bailey	Point out that site no. 2 has been used as a 'soak away' to control surface water off the local school field, avoiding local flooding into adjacent bungalows.	Information will be incorporated into a new paragraph. It is going to be used when drawing up the water drainage strategy/ flood consequence assessment accompanying planning proposals.	Insert new paragraph: <b>'As part of the public consultation, Meliden residents provided the Council with valuable information that will assist prospective applicants in the preparation of a water drainage strategy and/ or flood consequence assessment. Both sites have been used as a 'soak away' to control surface water runs-off from Ysgol Melyd's school fields. Many of the surrounding properties have natural water running beneath them, which eventually</b>
		There are two main drains in front of the wooden fence that forms the cul-de-sac at Ffordd Gwilym and also a hydrant and gulley which are necessary for safety and removal of surface water.	Information will be incorporated into a new paragraph. It is going to be used when drawing up the water drainage strategy/ flood consequence assessment accompanying planning proposals.	



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				run off into the fields allocated for residential development. Maes Meurig, properties no. 37 and no. 39 have unadopted sewers which need to be protected during the construction phase. There are two main drains in front of the wooden fence that forms the cul-de-sac at Ffordd Gwilym and a gully which are necessary for safety and removal of surface water. Any deep foundations required on either of the two fields should ensure that they do not contribute to drying out the area. The wildlife site should not be affected by significant changes to the water table.’
		Object to using Ffordd Gwilym as access road to site no.2, which would cause harm to health of residents, especially older people and children	Comment noted.	No change proposed.
		The existing road infrastructure cannot cope with any additional volume of traffic.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
4644	Cora A Hampson	Emphasises the historic past of Meliden as a mining and quarrying settlement in North Wales. The settlement boundaries seem to have been drawn tighter over the years.	Comment noted.	No change proposed.
		There are a number of houses on the private market for sale. Meliden is in a very deprived area with a large proportion of its residents either unemployed or on low incomes reliant on benefits. No large employers are located within a 5km radius.	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021.	No change proposed.
		Worries about additional pressure put on local schools by new development in Meliden and Prestatyn, which are already at capacity.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP Policy BSC3 'Securing Infrastructure Contributions from Development' provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aims to allow	No change proposed.

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			additional pupils to attend the local primary school.	
		Points out the existing problems and the lack of GP Medical Services provisions in the area. Potential closure of facilities in Prestatyn will make situation worse.	The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.	No change proposed.
		The road infrastructure in the village cannot accommodate any further volume of traffic due to road/ junction layouts and parking congestions.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11. Parking space have to be provided as part of the new development in line with the Council's Supplementary Planning Guidance note on Parking Requirements in New Developments (2014). See draft document, paragraph 5.12	No change proposed.
		Refers to latest developments that have taken place along footpath no. 22 (PRoW) and any	All allegations of obstructions to footpath no. 22 (PRoW) will be thoroughly	No change proposed.

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		adverse effects on residents regularly using the path.	investigated, and, where justified, enforcement action will be taken. Please see also Section 3 in the Consultation report.	
4645	David Alan Shenton	Objects to any new houses built in the United Kingdom of Great Britain and Northern Ireland	The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		Worries about adverse effects on the wildlife in the area, especially birds, owls and insects.	Planning applications have to be accompanied by an ecological report or biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	No change proposed.
4646	R Brewer	Concerned about the access roads to the new sites.	The developer is required to submit a TA with the planning application that should consider existing estate roads and their junction with the A547. See draft document, paragraph 5.6, 5.9, 7.5.	No change proposed.
4647	Paula White	Objects to any development in Meldien	The need for houses and subsequent residential land allocations have	No change proposed.

Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
			comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	
		Object to using Maes Meurig as the main road to the new housing estate is wholly unsuitable due to sharp bend opposite the park, poor visibility and on-street parking.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. If the Transport Assessment highlights that mitigation measures are to be provided to address poor road layout and width, these have to be provided and installed as part of the development.	No change proposed.
		The junctions of The Grove/ Ffordd Ty Newydd and A547 cannot cope with additional volume of traffic emerging from the two sites.	Development proposals have to be assessed regarding the impact of additionally generated volume of traffic on the local road network. Planning applications have to be accompanied by a Transport Assessment (see draft document, paragraph 7.5) that has to include the junction Ffordd Ty Newydd and Ffordd Talargoch / The Grove and Ffordd Talargoch. (See draft document, paragraph 5.6 and paragraph 5.9)	No change proposed.
		Points out that the proposed sites are subject to flooding as part of the site is on marshy ground. The Pwll-y-Bont water course would also not be able to cope in its present form. A	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals for both sites are required</b>

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		completely new drainage scheme would be necessary.	Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.	<b>to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN 15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</b>
		Doubt that more residents would support social and retail infrastructure in the village.	Comment noted.	No change proposed.
		Requests that no change will be made to Cefn-y-Gwrych that is an ancient highway.	Comment noted.	No change proposed.
		Worries about negative impact on local wildlife.	Planning applications have to be accompanied by an ecological report or	No change proposed.

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			biodiversity statement, as set out in the validation requirements (see draft document, paragraph 7.5), and assess potential adverse effects on the natural environment, i.e. biodiversity, species and special protected areas. If required, mitigation measures have to be provided to cancel or mitigate those effects. (See draft document, paragraphs 5.23 to 5.29; and LDP Policy VOE5)	
		The flank frontage of numbers 31 - 39 Maes Meurig is a private road. No access would be possible at this point unless compensation is paid to the residents.	The Council does not wish to prescribe a particular route of access to site no. 2 but it must be demonstrated that safe access/ egress can be achieved to the proposed development. Compensation / Payments for using a private road are a civil matter outside the Council's remit.	No change proposed.
4648	Aisla Bannister	Objects to the principle of development due to detriment effect on local infrastructure.	The need for houses and subsequent residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.	No change proposed.
		The existing road infrastructure cannot cope with any additional volume of traffic.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on	No change proposed.

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			both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	
		Wonders where the new residents in Meliden would find a job in the locality.	Comment noted.	No change proposed.
Various	The following people submitted the same representation that was not marked as a petition:  Mr & Mrs M Higginson, Mr & Mrs W M Kerfoot-Davies, N Turner, J K Ashton, E Pierce, Mr & Mrs W M Morgan, G K Ashton, Mr & Mrs G K Higginson, GK Higginson & L E Owen, H Prydderch, B	Correction: Section 3.1. – ‘principle’ should read ‘principal’	Correction agreed.	Editorial change proposed.
		Correction: page 5 lower picture – the title is wrong/ it cannot be looking North as the hills are in south	Correction agreed.	Editorial change proposed.
		Points out a contradiction between ‘Lower Growth Town’ regarding residential land allocations and its designation as a ‘village’ in the LDP.	Prestatyn and Meliden are regarded as a single unit – ‘Lower Growth Town’ – with regard to the Council’s (housing) growth strategy in the Local Development Plan. It is regarded as a ‘village’ in all other planning means, for example retail.	No change proposed.
		Section 3.3: Query whether new residents will use bus services along Meliden road due to topography.	Local amenities and length of walk to the village centre (about 1km from ‘Ffordd Hendre’ site) are within walkable distances as outlined in Manual for Streets, section 4.41. (See also draft document, paragraph 5.12) Whilst walks may include a gradual incline to the closest bus stop, any future development should prioritise the use of public transport over private vehicular. (See Design Objective 1 in draft document, section 6)	No change proposed.



Reference number	Name, Organisation	Summary of Representation	Council's response	Changes proposed to draft document
	Halstead , B Taylor	Section 5.2/ 5.3: Concerned that emergency service won't be able to attend accidents at new housing estates due to poor road infrastructure.	The developer is required to submit a TA with the planning application that should consider the existing estate roads, their junctions with the A547 and access for emergency vehicles to identify measures that address further traffic congestion. See draft document, paragraph 5.6.	No change proposed.
		Transport Impact Assessment should consider not only individual sites in Meliden but include housing developments in Dyserth, and any adverse effect on Dyserth High Street.	Transport Impact Assessments submitted in combination with any planning proposal have to consider the cumulative effects on the local road network arising from several development proposals in the area. (See draft document, paragraph 5.8)	No change proposed.
		The main road through Meliden (A547) and the junctions leading towards proposed development sites cannot cope with additional volume of traffic.	The Council acknowledges that the A547 / Ffordd Talargoch is a busy A-road but figures derived from continuous traffic counts in Meliden indicate that there is capacity to accommodate residential development on both sites. Capacity constraints primarily appear at junctions rather than a stretch of road. Therefore, any Transport Assessment has to include the principal road junctions linking both sites with the main road. Please refer to draft document; paragraphs 5.6, 5.9, and 5.11.	No change proposed.
		Sections 5.25: Consider developer's contributions towards the provision of education facilities inadequate – more money will be required to address demand.	Capacity constraints at Ysgol Melyd were identified in consultation with the Council's education department during the production of the draft document. Paragraph 5.37 was accordingly introduced into the draft document prior to public consultation. LDP	No change proposed.

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			Policy BSC3 ‘Securing Infrastructure Contributions from Development’ provides the legal power to request financial contributions towards works to be carried out at Ysgol Melyd, which aim to allow additional pupils to attend the local primary school.	
		Sections 5.27 – 5.29: Both sites abut flood risk areas. How was the flood risk area assessed?	Flood risk maps are issued by Welsh Government on the basis of advice received from Natural Resources Wales.	No change proposed.
		Both sites are adjacent a wetland wildlife site and Welsh Water experienced sewer flooding incident. Therefore, flood risk increases because the area is not only sodden after heavy rainfall but also the drains cannot hold the waste water.	Development proposals will be required to maintain, or even reduce, pre-development (surface) water run-off rates. Planning applications should be accompanied by a Flood Consequence Assessment and/ or Water Drainage Strategy to reduce the risk of flood events in the future. (See draft document, paragraphs 5.39 to 5.42) Reference to LDP Policy VOE 6 to be inserted as new paragraph 4.16.	Insert new paragraph 4.16: <b>LDP Policy VOE6 – Water management. Development proposals for both sites are required to incorporate water conservation measures to reduce or to eliminate surface water run-off from the site. The preparation of a Water Conservation Statement to substantiate proposed measures is welcomed. To manage surface water run-off, Technical Advice Note (TAN) 15: Development and Flood Risk supports the incorporation of Sustainable Drainage Systems (SuDS), see TAN</b>

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				<p><b>15 paragraph 8.2. Part H (Approved Document H – Drainage and Waste Disposal) of the Building Regulations 2000 establishes that where feasible, the first option for surface water disposal should be the use of SuDS.</b></p>
		<p>Raises concern regarding local health infrastructure, hospitals in the area, and any additional pressure put on its provision by new developments.</p>	<p>The Council regularly meets with the Betsi Cadwaladr University Health Board to discuss the provision and location of local health care facilities in the County. These discussions include plans for future residential developments and the likely increase in demand for local GP surgeries in the vicinity. However, the Council has no power to direct the location, operation, funding or size of individual service facilities.</p>	<p>No change proposed.</p>
		<p>There are 850 long-term empty homes in the county which should be occupied before further building takes place.</p>	<p>The need for houses and residential land allocations have comprehensively been discussed at Plan-making stage, and were confirmed by the Planning Inspectors conducting the examination into the Denbighshire Local Development Plan 2006 – 2021. Therefore, the principle of development was outside the remit of this consultation.</p>	<p>No change proposed.</p>