

# Site Development Brief:

# Residential Development Upper Denbigh sites, Denbigh



Strategic Planning and Housing

November 2016

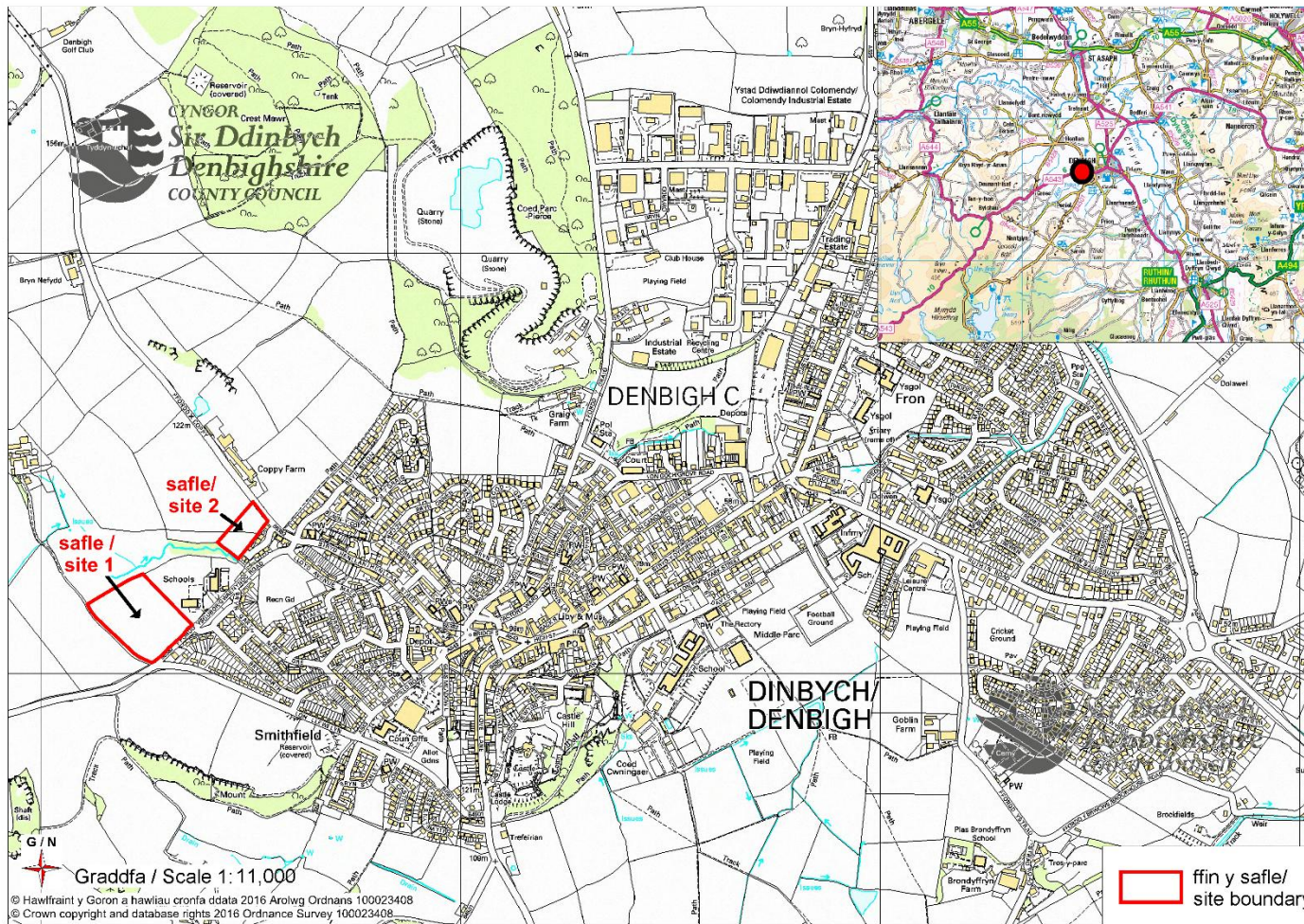
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## 1. Introduction

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

## 2. Document Status and Stages in Preparation

- 2.1 This site development brief was approved for consultation by Denbighshire County Council’s Planning Committee on 16<sup>th</sup> November 2016.

- 2.2 The Council's SPG documents are not part of the adopted local development plan. The Welsh Government has confirmed that following public consultation and subsequent Local Planning Authority (LPA) approval, SPGs can be treated as a material planning consideration. Following approval, LPAs, Planning Inspectors and the Welsh Government can consider the document when determining planning applications and appeals.
- 2.3 This document has been prepared in accordance with Planning Policy Wales (Edition 8), Welsh Government guidance documents and advice received from internal officers and Welsh Water.

### **3. Site Location and Description**

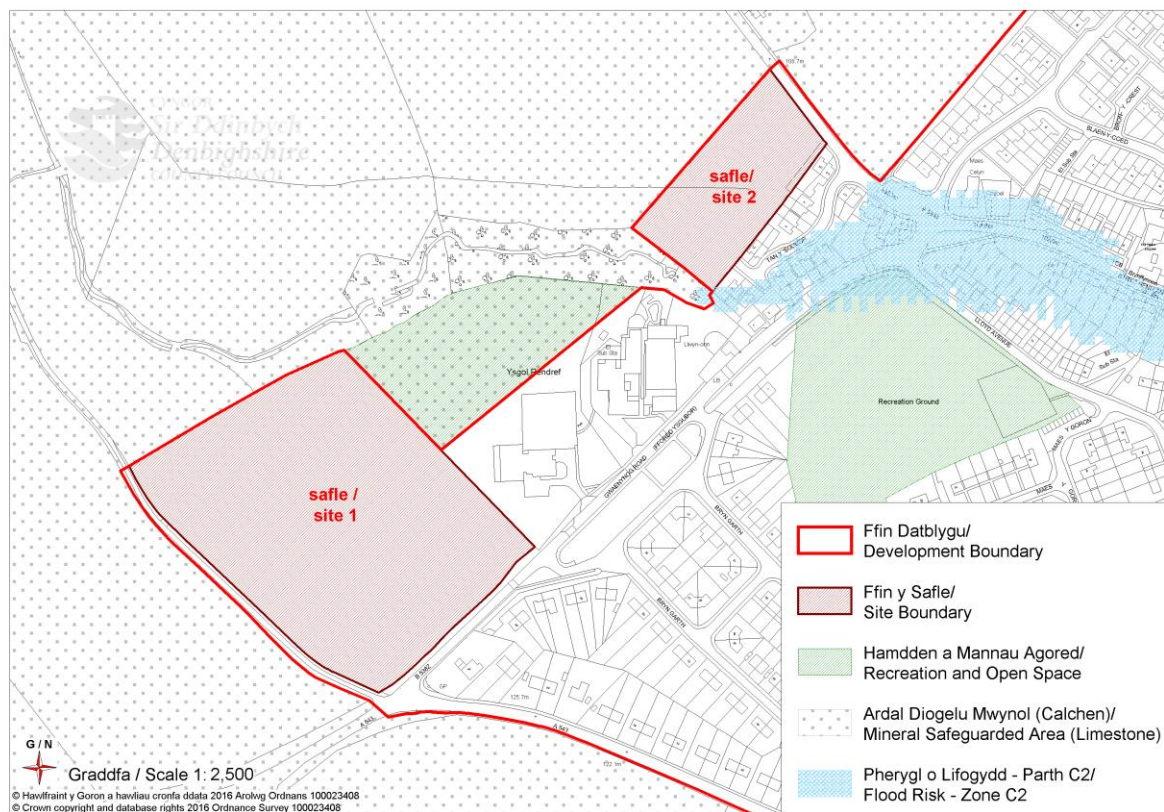
- 3.1 Denbigh is a market town located centrally in the administrative boundary of Denbighshire. It is located about 7km to the south of the A55 trunk road, a principle transport corridor in North Wales. It is linked by the A525 which provides access to Ruthin, roughly 10km to the south and St Asaph to the north (see Figure 1). According to the 2011 census, there are approximately 8,000 people living in Denbigh. The town is a lower growth town in the Denbighshire LDP settlement hierarchy for the purpose of allocating housing over the lifetime of the Plan. Following the LDP examination in public process and subsequent Council adoption of the LDP the sites have been allocated for housing development.
- 3.2 For ease of reference, figure 1 labels 'Land adjacent to Ysgol Pendref' as site 1, and 'Land at Lodge Farm' as site 2. This is how the sites will be referred to throughout the document. Sites 1 & 2 are located to the western boundary of Denbigh, and are bounded by the B5382 Henllan Street to the north, Gwaenynog Road to the east and the drive to Lodge Farm to the south. The sites lie to the north and south of Ysgol Pendref a primary school. Site 1 is relatively flat. Site 2 gently slopes down from west to east. Both sites currently consist of agricultural grazing land bounded by hedgerow. A small stream runs to the north west of Site 1 and south west of site 2 where it is then culverted. Site 1 measures 2.82 hectares and site 2 0.73 hectares.
- 3.3 Opposite the sites across Gwaenynog Road is a residential estate and area of open space. Site 2 at Lodge farm is directly bounded to the south east by Tan y'Sgubor, a small residential development.

3.4 Henllan Street provides access to Denbigh town centre and also has a small convenience shop and a cycle shop as well as the seion church and community centre. There are frequent bus services very near the site on Henllan Street, Lon Llewellyn and Maes y Dre. These nearby bus services offer access to Wrexham, Rhyl, Mold, and Ruthin.

#### 4. Planning Policies

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

Figure 2: Local designations relevant to development on site



4.2 Planning Policy Wales, paragraph 2.1.2, states that planning applications have to be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Denbighshire's LDP was adopted in June 2013, and contains local policies applicable to development proposals at the sites.

- 4.3 Planning Policy Wales states that material considerations must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest. It also states that material considerations must be fairly and reasonably related to the development concerned. For example, material considerations could include physical infrastructure capacity (e.g. in the public drainage or water systems), noise or disturbance resulting from use, highways capacity, biodiversity, flood risk, previous appeal decisions, and research work carried out to support planning proposals. Section 5 of this document will further detail material considerations specific to the sites. These material considerations are based primarily on policy RD1.
- 4.4 LDP Policy RD 1 – Development Boundary. Sites 1 & 2 are located within the development boundary of Denbigh and are allocated for housing as outlined in policy BSC 1. The number of units proposed on the site should be justified in accordance with policy RD 1 if it falls below the 35 dwellings per hectare density indicated in the policy. This document details local circumstances relevant to the sites that would warrant a lesser density.
- 4.5 Development proposals should raise design standards and enhance the environment through landscape improvements. Policy RD 1 outlines general design criteria that development proposals in development boundaries should adhere to. Applicants should consider the following design matters (that are by no means exhaustive): built height, scale, density of development, massing, site layout, impacts on the wider rights of way network, waste disposal/recycling arrangements, elevation of buildings, Sustainable Drainage Systems (SuDS), green landscape features and built material sympathetic to the surrounding area. Technical Advice Note 12: Design outlines that good design goes beyond being visual attractive. Good design involves access, character, community safety, environmental sustainability, and movement. Development proposals will be required to apply these objectives of good design. Further design principles are outlined in section 6 of this document. SPG [Residential Development \(2016\)](#) also provides

Figure 3: The 5 objective of good design (Technical Advice Note 12, Welsh Government, 2014)



- 4.6 LDP Policy BSC 1 – Growth Strategy for Denbighshire. The sites are allocated for residential development in the adopted Denbighshire Local Development Plan 2006 – 2021 (LDP), and labelled ‘BSC 1’ on the LDP Proposals Map for Denbigh. LDP Policy BSC 1 also sets out the requirement to provide a range of house types, sizes and tenure to reflect the local need and demand. The Local Housing Market Assessment provides further details on individual areas in the County. Indicative housing numbers for the sites, based on 35 dwellings per hectare are 25 units for Site 1 and 99 units for Site 2. Given the identified constraints and local patterns of development it is likely that a lower density will be appropriate and this will need to be justified in any development proposals in line with policy RD1.
- 4.7 LDP Policy BSC3 Securing Infrastructure Contributions from Development. This policy states that development will be expected to contribute to the provision of infrastructure to meet the additional social, economic, physical and/or environmental infrastructure requirements arising from the development. The policy lists 5 priorities, and notes that the priorities will vary depending on the nature and location of development. The Council has identified ‘Developing the Local Economy’ as one of its Corporate Priorities and seeks to promote the application of ‘Community Benefits’ in all new developments. New developments can make significant contributions to the future economic well-being of a local community through the provision of appropriate local training and employment opportunities. An emphasis on ensuring local people and businesses are involved early on in the development of an area will ensure the benefits of

development are more fully realised. Various training and employment measures may be sought through planning obligations to provide for the following as examples:

- Local supply chain initiatives
- Local construction training
- Provide work experience and apprenticeship opportunities
- General employment and training contributions that enable local residents to improve their skills and secure jobs created.

4.8 LDP Policy BSC 4 Affordable Housing. This policy states that all developments of 3 or more residential units are expected to provide a minimum of 10% affordable housing. This should be delivered on site for developments of 10 or more residential units. The policy requirement of a minimum 10% contribution will be subject to annual monitoring of sales prices and could be increased to a minimum of 30% when prices rise.

4.9 Current evidence indicates that a demand for 2 bedroom affordable houses exists in the area. Tenure type could include rented through a Registered Social Landlord, intermediate rented, and shared equity. Affordable housing would have to be designed in line with space requirements in [Residential Space Standards SPG](#) (2013), and Design Quality Requirements (Welsh Government, 2005). Further guidance on this topic is also contained in the Council's [Affordable Housing SPG](#) (2014).

4.10 LDP Policy BSC 11 Recreation and open space. This policy seeks to ensure that the county minimum standard of 2.4 hectares per 1,000 people is applied to development proposals. Open space provision may be secured either on site or via a commuted sum to improve existing local open space that would be of direct benefit to residents of the new developments.



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

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

- 4.11 Policy RD 5 - The Welsh Language and the social and cultural fabric of communities. This policy requires all planning applications to take into account the needs and interests of the Welsh Language. The policy contains development thresholds which set out the need for planning applications to be accompanied by additional information. Both sites exceed the 20 residential units threshold. As a result, a “Community and Linguistic Impact Assessment” is required to accompany the planning application. Further guidance on this topic is contained in the Council’s Planning and the Welsh Language SPG (2014).
- 4.12 Policy VOE 1 – Key areas of importance. Alongside policy RD 1 criteria iii), this policy requires proposals to respect and where possible enhance built heritage sites and historic landscapes for their characteristics and local distinctiveness. There are no listed buildings in proximity to the sites and they are some distance from the Denbigh conservation area. The sites are visible from Denbigh Castle and Site 1 in particular provides an excellent view of the castle.

**View of Denbigh Castle from Site 1.**



- 4.13 Policy VOE5 - Conservation of natural resources. The purpose of this policy is to protect and enhance the natural environment. Development proposals that might have an impact on protected habitats and species will be required to be supported by an ecological survey / biodiversity statement. Compensation, mitigation or avoidance measures may be required to offset any adverse effects on protected environmental features caused by the development. In such cases, the measures should be in advance of any potential impact.
- 4.14 Policy VOE6 – Water management. The proposal will be required to incorporate water conservation and measures to eliminate or reduce surface water run-off from the site, where practicable. Major development proposals (greater than 1,000 sqm floorspace or 10 dwellings) should be accompanied by a Water Conservation Statement. Support for the SuDS approach to managing surface water is set out in paragraph 8.2 of [Technical Advice Note 15 'Development and Flood Risk'](#). Paragraph 8.2 notes that “SuDS can perform an important role in managing run-off from a site and should be implemented, wherever they will be effective, in all new development proposals, irrespective of the zone in which they are located.” In addition, Approved Document Part H of the Building Regulations 2000 establishes that when feasible, the first option for surface water disposal should be the use of SuDS.
- 4.15 Policy ASA3 - Parking Standards. This policy seeks to ensure that appropriate parking spaces for cars and bicycles are provided as part of development proposals. The surrounding area in terms of access & availability of public transport, population density, parking space availability, and whether alternative forms of transport are proposed,

will be taken into account. Parking requirements are further discussed in section 5.5.

## 5. Site Appraisal and Requirements

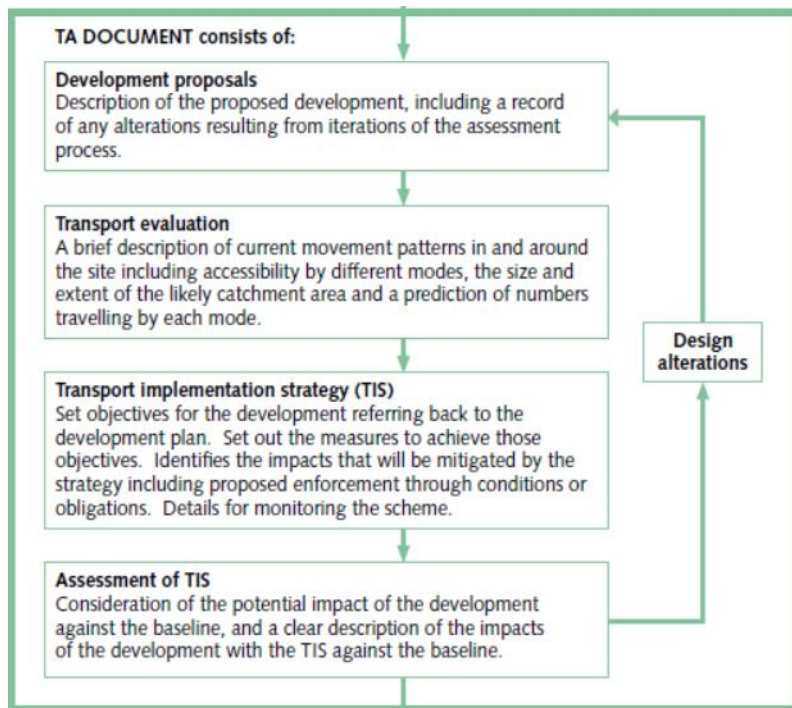
5.1 This section describes known constraints at the sites that any planning application would have to give consideration to and overcome. The below considerations are outlined in alphabetical order.

### 5.2 Access and parking

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

5.3 A TA would be required should planning applications be submitted separately for the 2 sites. In such a case, the TA should take account of the adjacent site and not prevent its delivery. This would involve assessing the combined impact of both sites when complete (at a range of housing densities) on the local highway network. PPW section 8.7.2, and Annex D of [Technical Advice Note 18: Transport](#) (2007) provide further guidance on TAs. Non-vehicular (pedestrian & cycling) requirements are outlined in section 5.6 of this brief.

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



#### 5.4 Highway Considerations

The Highway Authority have advised that the following aspects will need to be considered in relation to the sites and recommend that developers submit options to be scrutinised by an independent Road Safety Audit at an early stage:

##### Site 1

- The Public Right of Way that runs from the junction of Gwaenynog Road with the A543 towards Lodge Farm should be maintained at all times.
- Site access – If the site were to be accessed in the vicinity of Ysgol Pendref significant engineering works would need to be undertaken, because of level differences, to accommodate an access near the school. The presumption is that the access would be midway along the site or even adjacent to the farm access. An assessment of vehicle speeds on the A543 would need to be undertaken for any access adjacent to the farm access to ensure that the position of the speed limit is correct and that the requisite visibility standards are achieved.
- There is currently no footpath along the site frontage with Gwaenynog Road. This would probably need to be introduced on the development land as the existing highway is narrow. However there is potential to introduce a section of footway on the highway by reducing the carriageway width and introducing a priority system. The developer

should liaise with The Highway Authority at an early stage to discuss these options.

- Junction of Gwaenynog Road/A543 – Speed of vehicles entering Gwaenynog Road from A543 should be assessed. The layout of the junction allows for ‘straight lining’ to take place and should be amended to reduce vehicle speeds in the vicinity of the new development.
- Consideration should be given to providing improved routes to Mount Wood given that residents of the new development are likely to use it frequently as a recreational facility.

## Site 2

- Access via Henllan Street will require an investigation of vehicle speeds/volumes to ascertain the requisite amendments to the existing speed limit, the visibility required at the new junction (with associated engineering work) and the need for any traffic calming or gateway improvements.
- Junction of Gwaenynog Road/Henllan Street – This junction constitutes a key part of the walking route to the site. The junction is poorly designed from a pedestrian permeability/safety standpoint and should be improved as part of the development. Additional assistance, in terms of design advice, can be provided by The Highway Authority.

## 5.5 Parking requirements

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

## 5.6 Accessibility

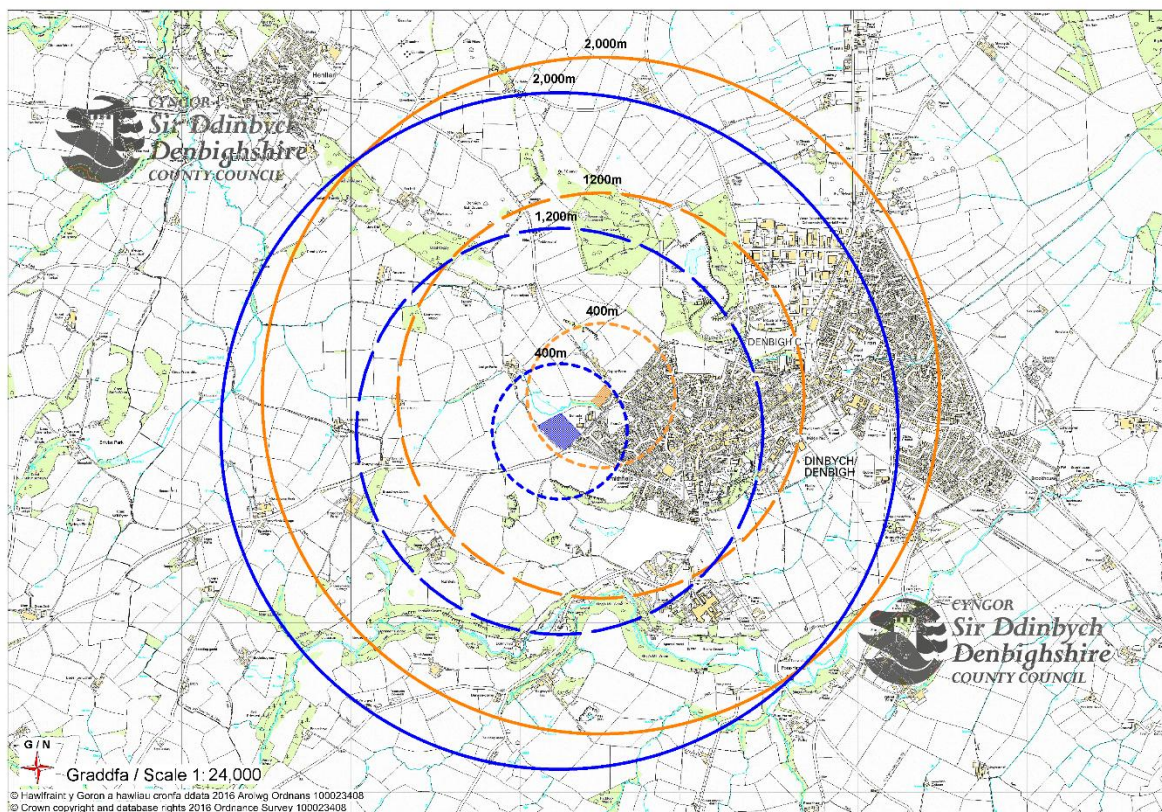
Pedestrian access from the sites to the centre of Denbigh satisfactory.

- 5.7 The proposed site layout should fit in with and enhance existing walking routes (see figure 4). The site layout should encourage walking and make it easier and preferable to get around the area by foot. Consideration should be given to the requirements of the Active Travel (Wales) Act 2013, supported by enhancement measures and

design features aiming at improvements to the local walking and cycle network. The potential for direct pedestrian access to the school from the two sites should be discussed with the Education Department at an early stage.

- 5.8 A number of local amenities (see figure 6) are within 1.2km of the site (town centre, convenience store, primary school, supermarket, play area, library). The high school is within 1.7km of the sites. These amenities are within walkable distances outlined in Manual for Streets 0.8km – 2km (MfS 2007, section 4.41).

Fig 6 Site Accessibility to Local Amenities



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

5.10 The growing trend of realising the environmental role in shaping human health is recognised in Health Impact Assessments. This assessment considers all the wider determinants of health and wellbeing. The Wales Health Impact Assessment Support Unit offer Guidance on Health Impact Assessments ('HIA: A Practical Guide'. – available on the following link [www.whiasu.wales.nhs.uk](http://www.whiasu.wales.nhs.uk) ). Providing a HIA is not a statutory requirement. However, any proposal is encouraged to recognise the benefits of designing a development that contributes to human health.

5.11 Principles from Manual for Streets 2007 (MfS) should be implemented into the design of the development proposal. This involves giving design priority to pedestrians as per the below table taken from MfS:

Table 3.2: User hierarchy

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

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

### 5.13 Access for all

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

#### 5.14 Archaeology

There are no known archaeological sites noted on the Historic Environment Record for these two areas and the first edition Ordnance Survey maps shows the areas as open fields with just a small amount of development at the junction of Henllan Street and Gwaenynog Road. This gap in knowledge is most likely to be the result of no survey work having taken place and it cannot be assumed that these large areas are devoid of archaeological interest. Should development be proposed in the first instance geophysical survey should take place. This may highlight the presence of archaeology in which case further evaluation should take place to assess its importance and potentially lead to further archaeological work during development. Should the geophysical survey prove negative there will be no need for further archaeological work.

#### 5.15 Biodiversity.

The sites are likely to support protected and priority species, including (but not limited to) bats and nesting birds using trees and hedgerows. Otters may be using the watercourse at Site 2. The site's periphery is likely to be of highest ecological value, with the grassland of lower value. A buffer strip of 7-10 metres between the stream and any hard development should be maintained for the protection of the riparian corridor and its species.

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

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



maintained. If bats are found, an NRW licence to permit works that will affect bats and bat roosts will be required.

#### 5.18 Boundaries

Site 1 is bounded to the north by agricultural land defined by a hedgerow; Ysgol Pedref lies to the east; Gwaenynog Road lies to the south with a large local authority housing estate opposite; the drive to Lodge Farm which is also a public right of way lies to the west.

5.19 Site 2 forms part of an agricultural field. The northern extent is currently defined by a post and wire fence; henllan street lies to the east and the Tan Ysgabor housing development to the south and across Gwaenynog Road, the Cae Howell recreation ground ; an area of woodland and a stream bound the site to the west with Ysgol Pendref beyond.

5.20 The retention of existing planting and trees and the use of additional trees and vegetation along the site boundaries to visually reduce the impact of the proposal should be considered. Subsequent management of trees and vegetation should be included as part of any proposal.

#### 5.21 Built Heritage and surrounding character

There are no listed buildings in the vicinity of the sites and the conservation area is over 350 metres from the sites.

5.22 The houses to the south east of the sites are of traditional local authority layout and design and are unlikely to be a design influence for the scheme. Similarly the Tan Ysgabor development adjacent to site 2 that was constructed in the mid 1990s is very bland in design terms and does not offer any key design features to be included within any new developments in the area.

#### 5.23 Community safety

Any proposal should create attractive and safe public spaces and movement routes. This includes pedestrian and cyclist routes and maximising natural surveillance over public spaces. Where appropriate, Secure by Design measures should be adopted. Active frontages to all streets should be designed into the scheme. This approach will avoid blank elevations and blank walls (including on

junctions and rear alleyways) deadening the street scene and creating a perception of an unsafe space. The Council is currently consulting on a draft Community Safety SPG which provides further guidance on this topic.

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

#### 5.25 Contamination

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

#### 5.26 Education

Development of the sites would create extra demand on nearby education facilities. The adjacent primary school is Ysgol Pendref and Ysgol Twn o'r Nant is the nearest Welsh medium primary school. Nearby secondary schools include Denbigh High (Welsh 2nd language), St. Brigids (Roman Catholic) and Ysgol Glan Clwyd (St Asaph, Welsh 1<sup>st</sup> language).

5.27 The Council's Education Section have confirmed that there is currently sufficient capacity at Ysgol Pendref and Denbigh High school to accommodate any additional pupils arising from the development of these two sites.

#### 5.28 Flooding

A watercourse runs to the rear of Site 1 and to the southwest of site 2. There is a small area of designated flood zone C2 to the immediate south of site 2 as shown on Figure 2. The sites are not located in a flood risk area as defined by Technical Advice Note 15 Development and Flood Risk (TAN 15) and associated maps (see figure 2).

5.29 To reduce risk, any proposals would be required to minimise water runoff in order to maintain or reduce pre-development rates as per policy VOE 6 Water Management. The use of SuDS should be

considered alongside other design solutions. Details of adoption and management for the proposed SuDS should also be submitted to ensure that the scheme/systems remain effective for the lifetime of the development.

### 5.30 Landscape, trees and hedges and open space

The existing hedgerow along the southwest and southeast of site 1 and the northeast of site 2 should be retained and enhanced with additional planting and trees. Should any highway works necessitate the removal of hedgerow, for example for access, further planting should be undertaken within the site to mitigate for this loss. These noted features play an important role in visually screening the sites and as habitats for local wildlife.

- 5.31 Policy BSC11 Recreation and open space. Situations when commuted sums provision will be acceptable are outlined in the policy. It is expected that any development proposal should provide amenity greenspace on site. Given the proximity of the site to Cae Howell, in this instance it may be more appropriate to meet the open space requirements for these sites via commuted sums to improve this existing facility. Views on potential improvements to Cae Howell will be sought as part of the consultation on this site development brief. The developer should ensure maintenance arrangements are in place for recreation and open space provided on site, alongside SUDs and trees & hedgerows/landscaping.



Cae Howell recreation area.

### 5.32 Utilities

#### *Electric pylons*

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

### 5.33 Dwr Cymru/Welsh Water have confirmed the following in relation to the sites:

- Water Supply: no issues.
- Sewerage/foul drainage: Off site sewers required. A surface water sewer runs along the southern boundary of the site and protection measures/easements would be required.
- Wastewater treatment: no issues.

Subject to Denbigh's Waste Water Treatment Works performing at current levels, Welsh Water note that LDP housing allocations at Denbigh could be accommodated. It is also noted that off-site sewers would be required to connect to the sewerage network. Figure 7 outlines the water and sewerage network in the area. NRW note that the site is located over a principal aquifer, and therefore mains connection to the foul sewer network is preferable. Welsh Water has confirmed no issues in relation to connecting to the foul sewer network. The main water main runs across Site 1 and this will need to be taken account of in designing the layout of any development on this site.

Figure 7: Local water and sewerage network



### 5.34 Welsh language

The number of Welsh speakers in the Denbigh Upper/Henllan electoral ward is approximately 33% and the number of people with Welsh skills is 49% (Census 2011). 'A Community and Linguistic Impact Assessment' will be required to accompany a planning application. As a minimum, development proposals should seek to use locally relevant Welsh names for streets and the development as a whole. Guidance on

the preparation of the assessment can be found in SPG [Planning and the Welsh Language \(2014\)](#)

### 5.35 Construction

The Council will require a 'Construction Plan' to be submitted with any planning applications, covering issues such as hours of work on site, construction access routes, delivery of materials, noise, dust and disturbance during construction and phasing of development.

## 6. **Design Objectives**

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

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

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

3. The design will take account of the sites edge of town visual prominence and existing built heritage. This will be achieved by a context aware use of design and external construction materials. The site layout & building orientation will respect the setting of Denbigh Castle. High quality landscaping will ensure a smooth transition from the countryside to residential area.

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

5. A development that ensures satisfactory infrastructure is in place to

handle water, sewerage, waste collection, and education provision.

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

## 7. Further Considerations

### 7.1 *Consultation*

The Welsh Planning System requires applicants to undertake pre-application consultation with key consultees and the local community. <http://gov.wales/topics/planning/policy/dear-cpo-letters/new-development-management-procedures/?lang=en> Applicants are strongly encouraged to engage the surrounding local community, ward members and the town council. Key consultees outlined in section 8 should also be engaged prior to submitting any planning application. Any local comments provided in this pre-application process should be taken into account when designing the scheme.

### 7.2 *Environment Impact Assessment (EIA)*

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

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

### 7.4 *Validation requirements*

The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and WG Circular 002/2012: 'Guidance

for Local Planning Authorities on the use of the standard application form ('1app') and validation of applications' set the context for planning application validation requirements in Wales.

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

**Validation requirements (accompanying documents)**

- Design and Access Statement
- Transport Assessment
- Biodiversity Survey and Report
- Tree Survey
- Welsh Language & Community Linguistic Impact Assessment
- Water Conservation Statement

**8. Contacts**

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

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

8.3 Denbighshire County Council  
Highways & Environmental Services



Caledfryn  
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