

## **Datganiad Cynllunio, Dylunio a Mynediad Medi 2018**

Mewn perthynas â

### **Safle Teithiol Newydd Arfaethedig ar gyfer Sipsiwn a Theithwyr**

ar gyfer Cyngor Sir Ddinbych  
yn

**'Green Gates Farm (East)', Llanelwy, Sir Ddinbych.**



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## 1.0 Crynodeb o'r Cynnig

Mae'r datganiad dylunio a mynediad hwn wedi'i baratoi i gyd-fynd â chais cynllunio ar gyfer darparu safle teithiol newydd ar gyfer Sipsiwn a Theithwyr yn cynnwys pum llain ar ran o 'Green Gates Farm', Llanelwy, i'w adeiladu a'i reoli gan Gyngor Sir Ddinbych.

Dylid darllen y cais cynllunio hwn a'r dogfennau ategol mewn cyd-destun â chais cynllunio ar wahân ar gyfer safle preswyl i Sipsiwn a Theithwyr sydd hefyd i'w adeiladu ar ran o 'Green Gates Farm'.



Cynllun Lleoliad

## 2.0 Y Briff a'r Weledigaeth

Nod y cynnig yw darparu safle teithiol cynaliadwy ac o safon uchel ar gyfer Sipsiwn a Theithwyr i gydymffurfio â pholisi a chanllawiau llywodraeth ganolog a llywodraeth leol.

### 2.1. Cyd-destun Diwylliannol

Yn hanesyddol mae Sipsiwn a Theithwyr wedi arfer ffordd nomadig o fyw, ffordd o fyw sydd wedi dod yn gynyddol anodd ei chynnal oherwydd diffyg mannau aros cyfreithiol a newidiadau i gyfleoedd economaidd.

Gall teuluoedd Sipsiwn a Theithwyr fod â safle parhaol at ddibenion gwaith neu at ddibenion cymdeithasol / traddodiadol, fodd bynnag mae'r cynnig hwn yn ymdrin â'r angen am lety priodol wrth deithio.

Mae rhai Sipsiwn a Theithwyr bellach yn byw mewn llety o 'frics a mortar'. Mae rhai wedi dewis gwneud hyn ond mae llawer wedi canfod nad oes dewis arall ar gael oherwydd diffyg safleoedd awdurdodedig ar gyfer Sipsiwn a Theithwyr.

Daeth yr asesiad o anghenion llety Sipsiwn a Theithwyr, a'r ddyletswydd i greu darpariaeth ar gyfer safleoedd lle mae'r asesiad yn nodi anghenion, yn ofynion statudol o dan Ddeddf Tai (Cymru) 2014.

## **2.2. Asesiad o Anghenion**

Ym mis Ionawr 2017, cytunodd Cabinet Cyngor Sir Ddinbych i gyflwyno Asesiad Llety Sipsiwn a Theithwyr Sir Ddinbych i Lywodraeth Cymru. Nododd yr Asesiad Llety Sipsiwn a Theithwyr bod angen yn y sir am:

- Safle preswyl parhaol gyda 5-6 llain ar gyfer teulu estynedig yn byw yn Sir Ddinbych; a
- Safle teithiol gyda 4-5 llain.

Cymeradwywyd Asesiad Llety Sipsiwn a Theithwyr Sir Ddinbych gan Lywodraeth Cymru ym mis Mawrth 2017.

Mae Safleoedd Preswyl ar gyfer Sipsiwn a Theithwyr yn darparu cartref parhaol ar gyfer teuluoedd Sipsiwn a Theithwyr. Mae hyn yn caniatáu i deuluoedd sefydlu eu hunain o fewn cymuned, derbyn mynediad at wasanaethau megis ysgolion a gwasanaethau iechyd yn yr un modd ag unrhyw breswlydd arall.

Mae safleoedd teithiol ar gyfer defnydd tymor byr yn unig er mwyn caniatáu i Sipsiwn a Theithwyr ddilyn y traddodiad diwylliannol o deithio drwy ddarparu mannau addas i aros am hyd at dri mis.

Mae pob safle yn darparu cyfleusterau toiled, ymolchi a sbwriel.

Ar hyn o bryd, nid oes unrhyw Safle Sipsiwn a Theithwyr yn darparu llety sy'n addas yn ddiwylliannol ar gyfer Sipsiwn a Theithwyr yn Sir Ddinbych. Er mwyn canfod lleoliadau addas, mae Cyngor Sir Ddinbych wedi ymgymryd â'r canlynol:

- Adolygu'r holl dir sy'n eiddo i'r awdurdod lleol;
- Cyflwyno Galwad Gyhoeddus am Dir; Gweler Atodiad 1
- Ysgrifennu'n uniongyrchol at dros 300 o unigolion perthnasol yn cynnwys tiffeddianwyr, asiantiaid a chynghorau tref a chymuned; Gweler Atodiad 2



Wedi hyn, gwerthuswyd y safleoedd posib yn erbyn y gofynion cynllunio, canllawiau Llywodraeth Cymru, ystyriaethau hyfywedd/cyflawnadwyedd; Gweler Atodiad 3 am y meini prawf a ddefnyddiwyd

Ar 25 Medi 2018, cymeradwyodd Cabinet Cyngor Sir Ddinbych y cynnig i ddatblygu'r lleoliad a ffefrir a symud ymlaen i'r Cam Cais Cynllunio.

Mae Llywodraeth Cymru wedi darparu canllaw ar yr hyd y dylid ei gynnwys yn nyluniad Safleoedd Sipsiwn a Theithwyr. Mae Tudalen 6 "Dylunio Safleoedd Sipsiwn a Theithwyr – Canllaw Llywodraeth Cymru" yn nodi rhai o'r manteision o ddarparu safleoedd priodol ar gyfer cymuned Sipsiwn a Theithwyr.

*"1.19 Mae Sipsiwn a Theithwyr ymhlith y grwpiau sydd fwyaf ar wahân yn gymdeithasol, gyda chanlyniadau iechyd ac addysg llawer gwaeth na chanlyniadau'r boblogaeth sefydlog. Mae peth tystiolaeth yn awgrymu, lle mae Sipsiwn a Theithwyr yn llwyddo i sefydlu eu hunain ar safleoedd sy'n cael eu rheoli a'u cynnal yn dda, eu bod yn gallu cael mynediad at wasanaethau iechyd ac addysg a bod hyn yn arwain at ansawdd bywyd gwell.*

*1.20 Fel y cydnabuwyd gan Estyn, dylai plant elwa o well presenoldeb a chyrhaeddiad o fewn y system addysg, gan fod gweithwyr proffesiynol addysg yn gallu datblygu perthnasau sefydlog a dibynadwy gyda theuluoedd.*

*1.21 Bydd gwell iechyd yn datblygu o ganlyniad i ofal iechyd ataliol, yn cynnwys brechiadau i blant, gan fod ymwelwyr iechyd yn gallu ymweld â theuluoedd, rhywbeth nad oedd modd iddynt wneud yn flaenorol. Mae gwell integreiddiad o ran Sipsiwn a Theithwyr hefyd yn debygol wrth i unigolion gael mynediad at gyfleusterau lleol, a all hefyd leihau'r tebygolrwydd o blant yn gorfod byw neu chwarae mewn amgylcheddau anniogel.*

*1.22 Yn sylfaenol, bydd llawer mwy o Sipsiwn a Theithwyr yn gallu cael mynediad at lety sy'n addas yn ddiwylliannol. Mae hyn yn rhoi sylw dyledus i gyfraith achosion Hawliau Dynol ac yn cefnogi Amcan 6 Cynllun Cydraddoldeb Strategol Llywodraeth Cymru drwy adlewyrchu anghenion y rheini â nodweddion a ddiogelir wrth ddiwallu anghenion o ran tai."*

Byddai darparu safle teithiol awdurdodedig sydd wedi'i reoli'n dda ar gyfer Sipsiwn a Theithwyr hefyd yn darparu mantais ehangach drwy leihau nifer y gwersylloedd diawdurdod mewn mannau eraill yn y sir. Gall ymateb i'r rhain olygu goblygiadau ariannol ar gyfer y tiffeddiannwr a gall greu tensiynau o fewn cymunedau lleol.

### **2.3. Gofynion Ymarferol**

Y briff oedd datblygu cynllun, yn ymateb i'r Asesiad Llety Sipsiwn a Theithwyr, ar gyfer darparu safle gyda phum llain ac adeilad amwynderau hygyrch cysylltiedig, ar gael i'r rheiny a nodwyd yn yr Asesiad Llety Sipsiwn a Theithwyr eu rhentu.

Yn ychwanegol, bydd yr adeilad amwynderau yn cael ei ddylunio gyda nodweddion arbed ynni ac yn cynnwys Technolegau Carbon Isel i leihau allyriadau carbon yn ystod ei ddefnydd, gan ddarparu datblygiad cynaliadwy a chaniatáu i Gyngor Sir Ddinbych a defnyddwyr elwa o'r costau gostyngedig.

Mae'n bwysig cydnabod cyd-destun y safle presennol, cynnal a gwella'r ffin derfyn bresennol a lleihau'r effaith ar yr eiddo cyfagos.

Rhaid rhoi ystyriaeth i'r dewis o ddeunyddiau adeiladu allanol priodol, er mwyn iddynt gyd-fynd â'r safle sefydledig sydd wedi'i dirlunio a sicrhau eu bod yn ddigon cadarn.

### **3.0 Dadansoddi Safle a Chyd-destun**

Mae dyluniad y datblygiad wedi'i gwblhau yn unol â TAN 12: 'Dylunio' 2014, Cyngor Sir Ddinbych; RD1 – 'Datblygu Cynaliadwy a Dylunio o Safon Dda', RD5 – 'Y Gymraeg a Gwead Cymdeithasol a Diwylliannol Cymunedau.'

Mae safle 'Green Gates Farm' yn eiddo i Gyngor Sir Ddinbych ac mae tenantiaid yn ffermio yno. Mae'r fferm wedi'i lleoli mewn ardal lled-wledig ar gyrion Llanelwy ond yn agos at ddatblygiadau busnes a datblygiadau diwydiannol amrywiol. Mae hefyd is-orsaf/ safle trawsnewid, safle cynhyrchu pŵer, eiddo preswyl a ffermydd gweithredol gerllaw.

Mae'r safle presennol wedi'i rannu'n naturiol gan gwrs dŵr bychan i mewn i ddwy ardal a elwir yn Green Gates Farm 'East' a Green Gates Farm 'West'. Mae ardal orllewinol y safle, sydd ar hyn o bryd yn cael ei defnyddio gan dda byw i bori a throtian, wedi'i dyrannu ar gyfer tir cyflogaeth (PSE2).

Mae gwaith hwyluso wedi'i gynnal yn ddiweddar ar y tir i'r De-Orllewin (a elwir yn 'hen safle Pilkington) i annog datblygiad ac mae hefyd wedi'i ddyrannu ar gyfer tir cyflogaeth (PSE 2 & VOE7, B1, B2 defnyddiau a rheoli gwastraff).

Nid yw'r safle ei hun ar hyn o bryd wedi'i ddyrannu yng Nghynllun Datblygu Lleol Cyngor Sir Ddinbych ond mae'r safle a'r cynnig yn cydymffurfio â Pholisi BSC10 y Cynllun Datblygu Lleol sy'n nodi:

*Caniateir cynigion ar gyfer safleoedd carafannau sipsiwn a theithwyr (gan gynnwys safleoedd cymysg preswyl a busnes) cyn belled ag y bodlonir y meini prawf canlynol:*

*i) mae'r safle wedi'i leoli y tu allan i Ardal o Harddwch Naturiol Eithriadol, Rhwystrau Gleision a Safle Treftadaeth y Byd Traphont Ddŵr a Chamlas Pontcysyllte*

*(gan gynnwys y parth clustogi); ac*

*ii) mae'r safle wedi'i leoli o fewn neu ar gyrion ffin anheddiad sefydledig gyda mynediad at ystod o gyfleusterau/wasanaethau*

*(gan gynnwys ysgolion), cludiant cyhoeddus a phrif lwybrau teithio; ac*

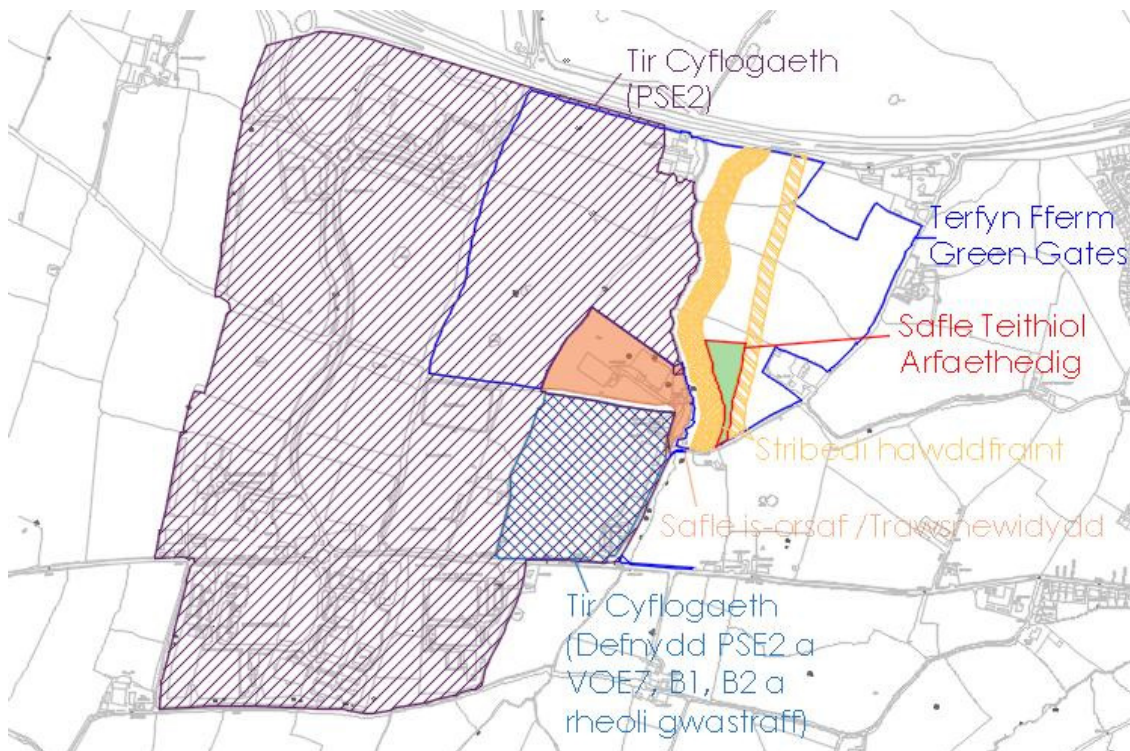
*iii) mae'r cynnig yn gwneud darpariaeth addas ar gyfer mannau chwarae, storio*

*a pharcio ar y safle; ac*

*iv) ni fyddai'r cynnig yn niweidio amwynderau deiliaid eiddo cyffiniol.*

Mewn perthynas ag eitem (iv) uchod, mae'r datganiad hwn a'r cynigion dylunio yn dangos pa fesurau a gymerwyd i ddiogelu amwynder eiddo cyfagos.

Mae safle Green Gates Farm yn ymestyn hyd at bron i 30 hectar ('West' 16.48, 'East' 13.33) gyda'r datblygiad arfaethedig wedi'i leoli ar ochr ddwyreiniol y safle, yn cwmpasu ardal o 0.6 hectar.



### Defnydd Tir Cyfagos

Mae'r ardal ar hyn o bryd yn cynnwys tir agored ar lethr graddol sy'n cael ei ddefnyddio o bryd i'w gilydd i bori anifeiliaid. Mae'r ardal yn cynnwys nifer o goed aeddfed, gweddillion a oedd ar un adeg yn rhan o ffiniau caeau blaenorol ac mae'r ardal hefyd wedi'i rhannu gan nifer o wrychoedd cynhenid i ffurfio sawl 'cae'. Mae'r safle wedi'i leoli mewn 'cae' o'r fath.

Mae Gwerthusiad Ecolegol Rhagarweiniol wedi'i gynnwys fel dogfen ategol i'r cais hwn, mae'n darparu disgrifiad cyflawn o'r ecoleg ar y safle ac effaith debygol y cynigion, fodd bynnag, yn gyffredinol mae'r effaith ar ecoleg bresennol yn isel.

Y cyfyngiad mwyaf sylweddol o ran lleoliad y cynnig yw'r hawddfreintiau sy'n rheoli mynediad a datblygiad dros y tir sy'n cynnwys ceblau pŵer yn gysylltiedig â thyrbinau gwynt ar y môr sy'n rhedeg drwy safle 'Green Gates Farm'. Mae cynllun arfaethedig y safle wedi'i ddylunio i'w osod rhwng dwy hawddfaint sy'n rhedeg i gyfeiriad gogledd/ de dros safle Green Gates Farm ac mae ffiniau dwyreiniol a gorllewinol arfaethedig y safle wedi'u ffurfio gan y ffiniau i'r hawddfreintiau eu hunain. Mae hyn yn golygu bod byffer tirwedd sylweddol rhwng y datblygiad arfaethedig a'r eiddo cyffiniol agosaf.

## 4.0 Dehongliad

Mae'r cynigion ar gyfer y parth cyhoeddus, yn cynnwys tirlunio wedi'u paratoi yn unol â Nodyn Canllaw Cynllunio Atodol Cyngor Sir Ddinbych: 'Coed a Thirlunio'.

Cynhaliwyd Arolwg Coed yn unol â BS5837: 2012 'Coed mewn perthynas â Dylunio, Dymchwel ac Adeiladu – Argymhellion' ym mis Awst 2018 ac mae'r arolwg hwnnw wedi'i gynnwys yn y dogfennau ategol i'r cais hwn. Cwmpas y BS5837 yw darparu canllaw ar sut y gall coed a llystyfiant eraill gael eu hintegreiddio i gynigion adeiladu a datblygu. Bydd rhaid tynnu dwy goeden aeddfed i lawr o ganlyniad i'r datblygiad ond bydd y cynllun yn gwneud iawn am y golled drwy blannu coed newydd.

Mae fframwaith ar gyfer cynllun tirlunio meddal wedi'i ddatblygu sy'n seiliedig ar wella'r nodweddion ecolegol ar y safle a gwella'r lleoliad drwy ddefnyddio cymaint o rywogaethau cynhenid â phosib a darparu cysylltedd ecolegol ag ardaloedd cyfagos ehangach.

Mae'r tirlun meddal newydd yn ceisio adeiladu ar nodweddion y coed a'r gwrychoedd presennol yn yr ardal gyfagos ond bydd y gwrychoedd newydd yn darparu cymysgedd mwy amrywiol o rywogaethau cynhenid.

Bydd llawer iawn mwy o blanhigion ar y ffin ddwyreiniol gydag ystod o rywogaethau coed cynhenid a fydd o gymorth i guddio'r datblygiad oddi wrth yr adeiladau preswyl agosaf ond ni fydd y coed yn cysgodi'r lleiniau arfaethedig.

Bydd y gwrych ger y ffin ddwyreiniol yn cael ei ymestyn i gwrdd â'r ffin bresennol i'r gogledd o'r safle i greu coridor newydd i fywyd gwyllt.

Cynigir bod y gwrychoedd newydd yn cael eu plannu y tu allan i'r lleiniau gwelededd newydd yn lle'r gwrych presennol a bydd cyfle i gynnwys ystod fwy amrywiol o rywogaethau cynhenid na sydd yn y gwrychoedd presennol, a ddyfarnwyd yn 'wael o ran rhywogaethau' yn yr arolygon ecolegol.

Bydd yr holl ardaloedd tirlunio yn cael eu rheoli a'u cynnal gan Gyngor Sir Ddinbych, yn unol â Chynllun Cynnal a Chadw a Rheoli'r Ymgynghorydd Tirlun.



Darperir man agored digonol o fewn y cynigion, yn unol â Pholisi Datblygu Lleol BSC11 Cyngor Sir Ddinbych – ‘Hamdden a Mannau Agored’, gydag ardal fechan i’w dynodi’n ardal chwarae.

## 5.0 Datblygu Dyluniad

Yn gynnar yn ystod y broses ddatblygu, ystyriwyd sawl opsiwn ar gyfer y trefniadau gofodol o fewn yr adeilad arfaethedig a’r trefniad ar y safle, yn seiliedig ar Ganllaw Llywodraeth Cymru, ‘Dylunio Safleoedd Sipsiwn a Theithwyr’ Mai 2015.

Yn dilyn y penderfyniad mai Green Gate Farm oedd y safle mwyaf priodol, ystyriwyd lleoliadau amrywiol ar safle’r ffarm. Y prif ystyriaethau oedd: dylai bod mynediad addas, yn cynnwys y lleiniau gwelededd angenrheidiol i’r cysylltiad newydd i Cwttir Lane, ni ddylai sŵn o’r A55 fod yn broblem, ni allai’r datblygiad darfu ar y lleiniau hawddfaint presennol ar gyfer ceblau pŵer tanddaearol, dylid sicrhau bod y datblygiad bellter rhesymol oddi wrth eiddo cyfagos a dylid sicrhau ei fod wedi’i leoli yn braf o fewn cyd-destun y tirlun.

Bu i geblau pŵer tanddaearol sylweddol a hawddfreintiau cysylltiedig atal datblygiad ar ardaloedd mawr o safle presennol Green Gates Farm a phennu, i raddau helaeth, lle y gellid lleoli’r datblygiad arfaethedig.

Mae ffurf linellol y datblygiad yn ganlyniad o’r angen am fynediad addas ac ardaloedd troi ar gyfer carafannau a cherbydau gwasanaeth o fewn y llain o dir sydd ar gael rhwng hawddfreintiau.

## 6.0 Y Cynnig

Bydd y dogfennau canlynol yn cael eu darparu i ategu’r cais cynllunio a bydd cyfeiriadau atynt yn y ddogfen hon:

### Cynnig Dylunio

P4_18_401 A103	Lleoliad Safle (yn dangos cais y safle hwn a chais y safle symudol ar wahân) fel y cynigiwyd
P4_18_401 A104	Cynllun Safle fel y cynigiwyd
P4_18_401 A106	Adrannau/ Drychiadau Safle fel y cynigiwyd
P4_18_401 A107	Golygfa o’r Awyr fel y cynigiwyd
P4_18_401 A110	Cynllun Safle fel y presennol
P4_18_401 A112	Cynlluniau Llawr & Drychiadau fel y cynigiwyd

Adroddiadau Ecolegol

Gwerthusiad Ecolegol Rhagarweiniol – Adroddiad Ecoleg Enfys  
EE/460.18/MM V2 20

Asesiad Canlyniadau Llifogydd

Asesiad Canlyniadau Llifogydd a Strategaeth Ddraenio Amlinellol  
– Cynllun Gofodol Cymru Medi 2018

Peiriannydd Priffyrdd - Cyngor Sir Ddinbych

Datganiad Cludiant – Awst 2018

Trefniadau Cyffredinol a Lleiniau Gwelededd  
Manylion Adeiladu

## 6.1. Cymeriad

Er mwyn lleihau effaith y datblygiad ar eiddo cyfagos a'r wlad o amgylch, cynigir bod y ffordd fynediad newydd, y llawr caled a'r adeilad amwynder newydd yn cael eu torri i'r tir fymryn. Gweler hyn ar lun P4\_18\_401 A106 Adrannau Safle Teithiol.

Bydd amlygrwydd yr adeilad amwynder newydd arfaethedig yn cael ei lleihau drwy dorri i mewn i lefelau'r tir presennol ond mae'r deunyddiau allanol hefyd wedi'u hystyried yn ofalus er mwyn adlewyrchu adeiladau cynhenid lleol a chynnal cymeriad gwledig.

Bydd cymeriad gwledig y safle yn cael ei wella drwy gyflwyno gwrychoedd newydd ar hyd y ffiniau dwyreiniol a gorllewinol a fydd yn rhannu'r ehangder o dir pori presennol yn gaeau llai, a fydd yn atgoffaol o batrwm hanesyddol y ffiniau caeau.

Cynigir, yn unol â Pholisi RD5 Cynllun Lleol Cyngor Sir Ddinbych – 'Y Gymraeg a Gwead Cymdeithasol a Diwylliannol Cymunedau' a Nodyn Cyngor Technegol Llywodraeth Cymru TAN 20 'Cynllunio a'r Iaith Gymraeg', bod arwyddion dwyieithog yn cael eu darparu a bod y datblygiad yn mabwysiadu enw Cymraeg, gweler y datganiad leithyddol a Chymunedol am fwy o wybodaeth.

Mae'r awdurdod cynllunio wedi cadarnhau nad yw cyfraniad ariannol yn angenrheidiol o dan Bolisi BSC3 Cynllun Lleol Cyngor Sir Ddinbych i gefnogi isadeiledd newydd ond bydd gwelliannau i Cwttir Lane yn cael eu gwneud mewn cysylltiad â'r cais hwn fel y nodwyd yn y dogfennau ategol.

## 6.2. Mynediad

Fel yr amlinellwyd yn Nodyn 8 Canllaw Cynllunio Atodol Cyngor Sir Ddinbych, 'nid yw ein trefi a'n dinasoedd wedi'u dylunio ag anghenion pobl anabl mewn golwg; mae gan un o bob chwe pherson yng Nghymru anabledd, tra'n lleol 'amcangyfrifir bod gan un o bob tri unigolyn yn Sir Ddinbych anabledd cydnabyddedig (32,000 o bobl). Bydd gwelliannau o fudd i lawer o bobl, yn cynnwys pobl â phramiau/ cadeiriau gwthio, pobl hŷn ac unigolion ag amhariadau tymor byr / hir. Bydd darparu amgylchedd hygyrch o fudd i'r gymuned yn gyffredinol.

Mae'r graddau y gellir dylunio'r safle cyfan i ddiwallu anghenion pob defnyddiwr yn gyfyngedig oherwydd mai'r defnyddwyr sy'n berchen ar y carafanau y maent yn aros ynddynt. Felly, wrth ystyried mynediad, mae hyn yn gyfyngedig i'r lefelau a'r arwynebau o fewn y safle a'r adeilad amwynder.

Er bod y safle ar lethr graddol, bydd lefelau'r llawr caled newydd yn cael eu haddasu i ddarparu ardal 'lefel' gyda chwymp digonol i ganiatáu i ddŵr wyneb wasgaru ond darparu wyneb addas ar gyfer symud a lleoli carafannau, ynghyd â mynediad priodol i gerddwyr o amgylch y safle.

Bydd yr adeilad amwynder yn cynnwys pump o ystafelloedd cawod ar wahân i 'deuluoedd', un ar gyfer pob un o'r lleiniau. Bydd gan y drysau allanol i'r ystafelloedd teulu hyn drothwyon mynediad gwastad a bydd y drysau hefyd yn lletach. Yn fewnol, bydd pellter y toiled oddi wrth y basn ymolchi yn addas er mwyn gosod rheiliau llaw os oes angen. Bydd hefyd digon o le i symud cadair olwyn.

Bydd chweched ystafell yn yr adeilad amwynder yn cael ei defnyddio fel swyddfa, bydd yn bennaf yn cael ei defnyddio gan staff wrth i ddefnyddwyr gyrraedd/ gadael y safle a bydd hefyd yn lleoliad niwtral i ddefnyddwyr y safle wneud defnydd ohono wrth gwrdd ag unigolion, megis gweithwyr proffesiynol iechyd / gofal cymdeithasol. Yn unol â'r drysau allanol eraill, bydd drws mynediad y swyddfa hefyd yn addas ar gyfer bobl sy'n defnyddio cadair olwyn. Bydd y cynllun agored y tu mewn yn sicrhau bod digon o le ar gyfer desg a seddau.

Ger yr adeilad amwynder bydd ardal storio biniau o fewn man caeedig wedi'i ffensio er mwyn caniatáu i sipsiwn a theithwyr ddefnyddio'r ardal yn ddiogel a chaniatáu ar gyfer glanhau a chasglu sbwriel o du allan i ardal y teithwyr pan fo'r safle yn cael ei ddefnyddio.

Mae mynediad i gerbydau i'r safle drwy Cwttir Lane. Mae'r lôn hon eisoes yn cael ei defnyddio gan sawl eiddo preifat, ffermydd a busnesau.

Mae Datganiad Cludiant wedi'i wneud gan Adran Priffyrdd Cyngor Sir Ddinbych yn dilyn arolygon traffig ar hyd y lôn ac mae'r datganiad hwnnw wedi'i gynnwys fel dogfen ategol i'r cais cynllunio hwn. Mae'r asesiad cludiant yn ystyried materion yn ymwneud â mynediad i gerbydau, cerddwyr a beicwyr. Mae Archwiliad Diogelwch ar y Ffyrdd hefyd wedi'i gynnal a'i gynnwys yn yr asesiad cludiant.

Mae'r elfennau o'r cynigion sy'n ymwneud â Mynediad wedi'u dylunio yn unol â; Deddf Cydraddoldeb 2010, BS8300: 2018, TAN 12 Nodyn Cyngor Technegol Llywodraeth Cynulliad Cymru: 'Dylunio' 2014 a Nodyn 8 Canllaw Cynllunio Atodol Cyngor Sir Ddinbych: 'Mynediad i Bawb'.

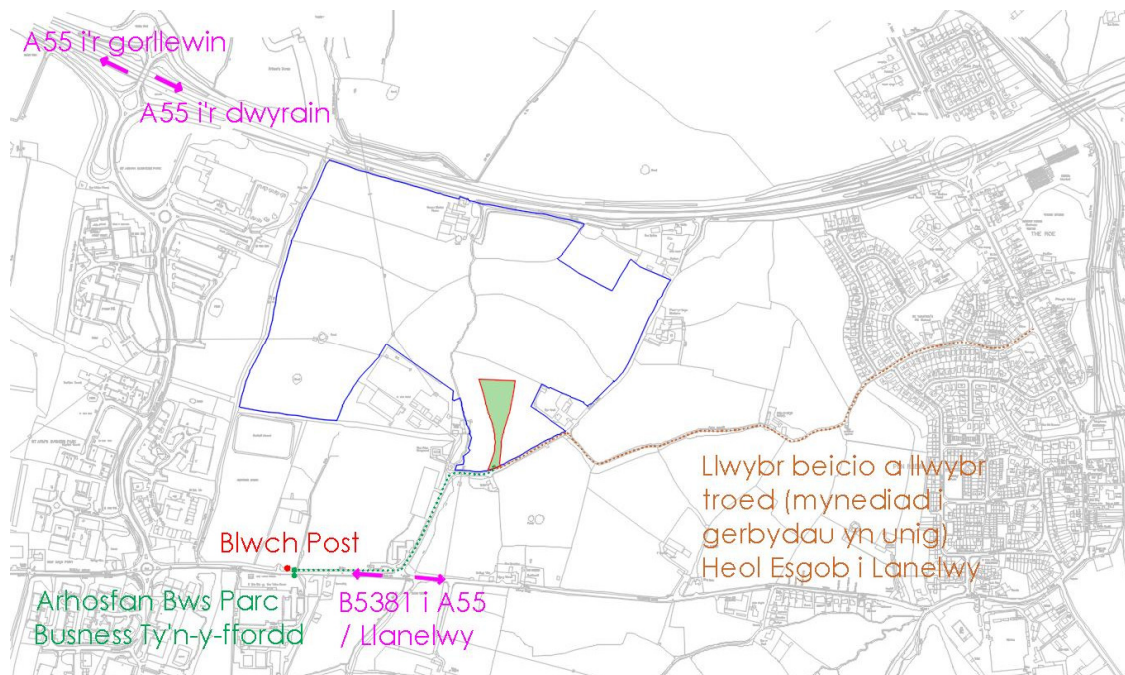
### **6.3. Symud**

Mae Datganiad Cludiant wedi'i baratoi gan Adran Priffyrdd Cyngor Sir Ddinbych ac mae'r datganiad hwnnw wedi'i gynnwys fel dogfen ategol i'r cais hwn.

Mae Cwttir Lane yn darparu mynediad at y B5381 (Ffordd Glascoed) sydd wedi hynny yn darparu cysylltiadau â Llanelwy i'r dwyrain a'r Parc Busnes i'r gorllewin. Tu hwnt i'r ardal gyfagos mae cefnffordd yr A55, gyda ffyrdd i Gaer i'r dwyrain a Bangor a Chaernarfon i'r gorllewin, oddeutu 5 munud o'r safle mewn car, gyda chysylltiadau i'r M56 Manceinion a'r M6 Lerpwl ychydig dros awr mewn car.

Gellir cael mynediad hefyd at gludiant cyhoeddus yn hawdd. Y safle bws agosaf yw safle 'Parc Busnes Ty'n-y-ffordd' sydd wedi'i leoli ar Ffordd Glascoed, oddeutu 10-15 munud o'r safle ar droed. Ar hyn o bryd, mae'r gwasanaethau sy'n mynd heibio'r safle hwn yn cynnwys y 51B sy'n rhedeg rhwng y Rhyl a Dinbych, yn ogystal â bws rhif 54 sy'n teithio rhwng y Rhyl a Llanelwy. Ar ben hynny, gellir cael mynediad at y rheilffordd yn y Rhyl, sydd oddeutu 15-20 munud mewn car, neu 30 munud ar fws 51B.

Mae'r safle hefyd yn agos at lwybr beicio dynodedig a throedffordd 'Heol Esgob'. Mae'r ffordd yn cysylltu'r safle a'r ardal gyfagos â Llanelwy.



Llwybrau Cludiant ger y safle

O fewn y safle ei hun mae man troi wedi'i ddarparu ar gyfer cerbydau gwasanaeth a cherbydau'r gwasanaethau brys y tŷ allan i ardal ddynodedig y teithwyr. O fewn cyfyngiadau'r safle mae peth amrywiad o ran ymyl y ffordd gerbydau wedi'i gyflwyno er mwyn meddalu'r cynllun a lleihau cyflymder cerbydau wrth ddod i mewn i'r safle.

Mae lle ar gyfer dau ofod parcio wedi'i gynnwys o fewn pob llain a fydd o faint digonol ar gyfer defnyddwyr â phroblemau symudedd.

## 6.4. Cynaliadwyedd Amgylcheddol

### 6.4.1. Asesiad Canlyniadau Llifogydd

Mae Asesiad Canlyniadau Llifogydd a Strategaeth Ddraenio Amlinellol wedi'u paratoi gan WSG ac wedi'u cynnwys fel dogfennau ategol i'r cais hwn.

Nid oes unrhyw risg o lifogydd afon ar y safle ac ystyrir bod y risg o lifogydd o achos dŵr wyneb a lifogydd ar y briffordd yn fach iawn. Ystyrir bod y risg o lifogydd dŵr daear yn isel. Ystyrir risgiau llifogydd eraill yn ddibwys.

Bydd y datblygiad arfaethedig yn cynnwys system ddraenio gynaliadwy i wasanaethu'r safle gyda gwanhad safle priodol. Bydd hyn yn sicrhau bod dŵr wyneb yn cael ei reoli ar y safle ac felly bod unrhyw



risg o lifogydd ar y datblygiad yn cael ei lliniaru yn unol â'r canllawiau cenedlaethol.

#### **6.4.2. Daeareg**

Mae Arolwg Daearegol Prydain yn nodi bod dyddodion arwynebol o glog-glai Defensaidd – Diamicton dros garreg laid, lleidfaen a chraigwely tywodfaen Grŵp Swydd Warwig.

Ni ragwelir y bydd unrhyw broblem strwythurol o ran ychwanegu sribedi sylfaen i'r adeiladau unllawr bychain arfaethedig ond bydd archwiliadau geotechnegol pellach yn cael eu cynnal i gadarnhau hynny.

Mae mapio hanesyddol yn dangos bod y safle wedi bod yn rhan o dir fferm ers Arolwg Ordians 1871 a'r unig ddatblygiad amlwg ers hynny yw'r gwaith a wnaed i lenwi naill ai un neu ddau bwl dŵr o fewn ardal y safle.

Mae'r perygl o halogiad ar y cyfan yn isel ond bydd Asesiad Risg Amgylcheddol Cam 1 yn cael ei gynnal a disgwylir y bydd angen profi'r deunyddiau a ddefnyddiwyd i lenwi'r pyllau dŵr.

Mae mapio hanesyddol wedi'i gynnwys yn Atodiad 4.

#### **6.4.3. Archeoleg**

Yn dilyn ymgynghoriad a chyngor cychwynnol gan swyddog rheoli datblygu Ymddiriedolaeth Archeolegol Clwyd- Powys, cynhaliwyd arolwg geoffisegol ar ran ddwyreiniol Green Gates Farm gan Tiger Geo Limited.

Ni nodwyd unrhyw nodweddion o ddiddordeb archeolegol posib. Yr unig nodwedd o bwys a nodwyd oedd un pwll wedi'i lenwi ( fel y cyfeiriwyd ato uchod) a hen ffiniau caeau.

Mae copi o'r Arolwg Geoffisegol hwn wedi'i gynnwys fel dogfen ategol i'r cais cynllunio hwn.

#### **6.4.4. Ynni**

Mae'r Strategaethau Cynaliadwy Arfaethedig sydd wedi'u cynnwys yn Nyluniad y prosiect wedi'u cynnal yn unol â Nodyn Canllaw Cynllunio Atodol Cyngor Sir Ddinbych: Ynni Adnewyddadwy' a Pholisi VOE 5

Cadwraeth adnoddau naturiol a Pholisi VOE 6 Rheoli Dŵr y Cynllun Datblygu Lleol.

Mae'r adeilad amwynder wedi'i ddylunio ar ffurf hirsgwar er mwyn lleihau arwyneb y wal allanol a lleihau'r gwres sy'n cael ei golli trwy'r waliau allanol.

Mae dull 'defnydd yn gyntaf' hefyd wedi'i fabwysiadu er mwyn darparu lefelau ynysu uwchben gofynion y rheoliadau adeiladu cyfredol er mwyn ceisio cael sgôr Perfformiad Ynni o A ac er mwyn cydymffurfio â Pholisi VOE5 y Cynllun Datblygu Lleol.

*Gan gydnabod Datganiad Polisi Llywodraeth Cymru 'mae'n rhaid diwallu anghenion o ran ynni drwy ddefnyddio ffynonellau carbon isel a rhaid symud ymlaen i gynhyrchu ynni carbon isel cadarn drwy ffynonellau cynhenid ac felly ynni adnewyddadwy, ar sail ganolog a lleol. '*

Bydd yr adeilad yn cynnwys naill ai paneli Solar Thermol neu Ffotofoltaidd i sicrhau bod defnydd ynni ar y cyfan yn cyd-fynd â Rheoliadau Adeiladu cyfredol.

Bydd goleuadau artiffisial effeithlon yn cael eu defnyddio gyda goleuadau sy'n switsio'n effeithlon, tra bydd dyfeisiau arbed dŵr yn cael eu defnyddio ar dapiau'r basnau ymolchi, y cawodydd a'r toiledau a strategaeth a ddatblygwyd i gydymffurfio â Pholisi VOE 6 y Cynllun Datblygu Lleol.

#### **6.4.5. Sŵn**

Cynhaliwyd asesiad risg sŵn cychwynnol ar y safle ac fe benderfynwyd nad oedd y trothwyon sŵn o'r A55 gerllaw yn debygol o fod yn fwy na'r argymhellion ar gyfer y math hwn o ddatblygiad.

Defnyddiwyd mapio sŵn i benderfynu pa ardaloedd o safle Green Gates Farm fyddai'n addas.

Mae copi o'r asesiad risg sŵn ynghlwm yn Atodiad 5.

#### **6.5. Diogelwch Cymunedol**

Mae'r cynigion Diogelwch Cymunedol wedi'u dylunio yn unol â; TAN 12: 'Dylunio' 2014 sy'n nodi diogelwch cymunedol fel un o'r pum elfen o ddylunio da, CCA Cyngor Sir Ddinbych 'Cynllunio ar gyfer Diogelwch Cymunedol' a Gwybodaeth 'Diogelu trwy Ddylunio'.

*'Gall dylunio da a lleoliadau deniadol annog ymdeimlad o 'berchnogaeth' ymhlith y gymuned leol, sy'n cyfrannu at les ac ansawdd bywyd. Mae cynnal a chadw parhaus o fannau cyhoeddus hefyd yn bwysig o ran maethu ymdeimlad o falchder cymunedol a lleihau'r risg o drosedd'.*

Mae ymgynghoriad cychwynnol wedi'i gynnal gyda Heddlu Gogledd Cymru a Gwasanaeth Tân ac Achub Gogledd Cymru i drafod datblygiad y cynigion hyd yma. Bydd angen cynnal ymgynghoriadau pellach drwy gydol y broses ddylunio. Hyd yma, mae egwyddorion sylfaenol o ran diogelwch safle, cynllun y safle, mynediad ar gyfer cerbydau'r gwasanaethau brys wedi'u trefnu, fodd bynnag cydnabyddir y bydd angen cynnal trafodaethau manylach.

Mae cynllun y ffordd fynediad newydd wedi'i ddylunio i weithredu mewn sawl ffordd. Mae'r giât gyntaf a'r rhwystr uchder wedi'u gosod yn ôl o Cwttir Lane er mwyn caniatáu bod digon o le i gerbyd mawr, megis lori sbwriel neu gar yn tynnu carafán, stopio cyn dod i mewn i'r safle heb achosi rhwystr ar Cwttir Lane.

Ar ôl agor, mae'r ffordd fynediad yn ddigon hir i ddarparu digon o leoedd parcio dros dro wrth gwblhau'r prosesau ar ôl cyrraedd/cyn gadael y safle, sydd hefyd yn lleihau'r effaith ar yr ardal gyfagos. Mae'r ffordd fynediad hefyd yn ddigon llydan i ganiatáu i gerbydau basio wrth fynd i mewn a gadael y safle. Mae ail giât a rhwystr uchder wedi'u lleoli ger mynedfa'r ardal llawr caled.

Pan fo'r safle yn cael ei ddefnyddio mae hyn yn caniatáu i'r ardal llawr caled a'r ffordd fynediad gael eu gwahanu, nid yn unig i gyfyngu cyflymder y cerbydau sy'n dod i mewn i'r safle, ond bydd defnyddio ffensiau o fewn y safle yn caniatáu i gasgliadau sbwriel ac i waith cynnal a chadw cyffredinol a gwaith glanhau'r adeilad amwynder gael eu gwneud oddi wrth ddefnyddwyr y safle. Mae hyn yn ffafriol i fynediad mwy diogel ar gyfer cerbydau gwasanaeth ac amgylchedd mwy diogel ar gyfer defnyddwyr y safle.

Cynigir cyflwyno Teledu Cylch Caeëdig a dyfais adnabod platiau cofrestru ar y ffordd fynediad. Nid yw'r manylion o ran sut y bydd hyn yn cael ei fonitro a sut y gall gynorthwyo â rheolaeth y safle wedi'u datblygu'n llawn hyd yma. Fodd bynnag, disgwylir y bydd o gymorth i sicrhau mai dim ond defnyddwyr awdurdodedig fydd yn cael mynediad i'r safle, bydd hefyd o gymorth i leihau'r amser y mae'n cymryd i brosesu'r unigolion sy'n cyrraedd / gadael y safle. Fodd

bynag nid yw'r cynnig uchod yn cynnwys yr ardal llawr caled lle fydd y carafannau wedi'u lleoli.

Hefyd, yn dilyn y cyfarfod cychwynnol gyda Swyddog Cyswllt Yr Heddlu, bydd ffens derfyn newydd 2 fetr o uchder yn cael ei hadeiladu o amgylch perimedr y safle i ddarparu diogelwch. Bydd y ffens yn cael ei hategu â gwrych cynhenid o rywogaethau cymysg; bydd y gwrych yn cael ei blannu ar ochr allan y ffens (er mwyn sicrhau bod y datblygiad newydd yn cyd-fynd â'r tirlun cyfagos. Dros amser, bydd y gwrych yn cael ei annog i greu rhwystr trwchus a dyrys, a fydd hefyd yn gwella diogelwch y safle.

## **6.6. Ymateb i'r Polisi Cynllunio**

Mae'r Datganiad Dylunio a Mynediad, darluniau'r cynllun a'r dogfennau ategol yn dangos sut mae polisiâu a gweithdrefnau cynllunio presennol wedi'u hystyried wrth ddylunio'r safle newydd i ddarparu datrysiad a fydd o fantais i'r gymuned ac na fydd yn cael effaith annerbyniol ar gymeriad ac edrychiad y safle.

Mae'r datganiad dylunio a mynediad hwn wedi'i baratoi gan ddilyn canllawiau sydd yn y dogfennau canlynol:

'Datganiadau Dylunio a Mynediad yng Nghymru' Llywodraeth Cymru  
Ebrill 2017

### **6.6.1. Polisi Cenedlaethol**

Deddf Tai (Cymru) 2014

Deddf Cydraddoldeb 2010

BS8300: 2018

Dylunio Safleoedd Sipsiwn a Theithwyr yng Nghymru – Canllaw  
Llywodraeth Cymru (Mai 2015)

Cynllun Cydraddoldeb Strategol Llywodraeth Cymru

Cylchlythyr Llywodraeth Cymru 005/2018: Cynllunio ar gyfer Safleoedd  
Sipsiwn, Teithwyr a Phobl Sioe Deithiol (Mehefin 2018)

Nodiadau Cyngor Technegol (TAN) Llywodraeth Cynulliad Cymru:

TAN 5 Cadwraeth Natur a Chynllunio  
TAN 8 Ynni Adnewyddadwy  
TAN 11 Sŵn  
TAN 12 Dylunio  
TAN 15 Datblygu a Pherygl Llifogydd  
TAN 18 Cludiant  
TAN 20 Cynllunio a'r Iaith Gymraeg  
TAN 21 Gwastraff

### **6.6.2. Polisi Lleol**

Gweler isod Bolisiâu Cynllun Datblygu Lleol 2006 – 2021 Cyngor Sir Ddinbych sy'n berthnasol i'r datblygiad:

Thema: Parchu Nodweddion Unigryw  
RD1 - Datblygu Cynaliadwy a Dylunio o Safon Dda  
RD5 - Y Gymraeg a Gwead Cymdeithasol a Diwylliannol Cymunedau

Thema: Creu Cymunedau Cynaliadwy  
BSC1 – Strategaeth Dwf ar gyfer Sir Ddinbych  
BSC 3 -Sicrhau Cyfraniadau Isadeiledd yn sgil Datblygu  
BSC 10 - Safleoedd Sipsiwn a Theithwyr  
BSC 11 – Hamdden a Mannau Agored

Thema: Gwerthfawrogi Ein Hamgylchedd  
VOE5 - Cadwraeth Adnoddau Naturiol  
VOE6 - Rheoli Dŵr  
VOE10 - Technolegau Ynni Adnewyddadwy

Nodiadau Canllawiau Cynllunio Atodol Cyngor Sir Ddinbych  
CCA 'Cynllunio a'r Iaith Gymraeg'  
CCA 'Mynediad i Bawb'  
CCA 'Ynni Adnewyddadwy'  
CCA 'Cynllunio ar gyfer Diogelwch Cymunedol'  
CCA 'Coed a Thirlunio'



**Atodiad 1**  
**Galwad Gyhoeddus am Dir**

## DENBIGHSHIRE COUNTY COUNCIL

### Call for potential Gypsy and Traveller sites

Notice is given that within Wales, all Local Authorities have a statutory duty to assess the accommodation needs of Gypsy and Travelling community within the area and to make provision for any need identified.

Denbighshire's Gypsy and Traveller Accommodation Assessment has revealed a need for two sites – a residential and separate transit one.

Denbighshire is taking a proactive approach to finding sites and as part of this process is asking for agents, landowners and the public to suggest possible sites for consideration. These sites will then be fully considered by the Council, with a view to taking forward any that are suitable. There is no guarantee that any site will meet the criteria and receive the support of the Council.

The size of the site needed within Denbighshire is a minimum of 0.5 hectares (either residential or transit). If you wish to put forward a potential site/s please do so by utilising **one** of the following ways:

- Complete the form using the link - on the Denbighshire website which can be submitted online or submitted by email to [ldp@denbighshire.gov.uk](mailto:ldp@denbighshire.gov.uk) or by post to the address at the bottom of this letter.

The deadline for site proposals is **8<sup>th</sup> November 2017**.

Dated: 13th September 2017

Nicola Stubbins  
Corporate Director:Communities  
Denbighshire County Council,  
PO Box 62,  
Ruthin,  
Denbighshire,  
LL15 9AZ.

## **Atodiad 2**

**Llythyr at Dirfeddianwyr / Asiantiaid / Cyngorau Tref a Chymuned**

Address  
Address  
Address  
Address

Postcode

Eich cyf/Your ref

Ein cyf/Our ref

Dyddiad/Date 8<sup>th</sup> September 2017

Rhif union/Direct dial 01824 706916

e-bost/e-mail [cdll@sirddinbych.gov.uk](mailto:cdll@sirddinbych.gov.uk)

[ldp@denbighshire.gov.uk](mailto:ldp@denbighshire.gov.uk)

Annwyl Syr/Fadam,

Dear Sir/Madam,

### **Galwad am safleoedd posibl ar gyfer Sipsiwn a Theithwyr**

Yng Nghymru, mae gan bob Awdurdod Lleol ddyletswydd statudol i asesu anghenion llety'r gymuned Sipsiwn a Theithwyr yn yr ardal a darparu ar gyfer unrhyw anghenion a nodir.

Mae Asesiad Llety Sipsiwn a Theithwyr Sir Ddinbych wedi datgelu bod angen dau safle – safle preswyl a safle teithiol ar wahân.

Mae Sir Ddinbych yn gweithio mewn modd rhagweithiol i ddod o hyd i safleoedd ac fel rhan o'r broses hon mae'n gofyn i asiantiaid, tirfeddianwyr a'r cyhoedd awgrymu safleoedd posibl i'w hystyried. Bydd y Cyngor yn rhoi ystyriaeth lawn i'r safleoedd hyn gyda'r bwriad o dderbyn unrhyw safleoedd addas. Ni ellir gwarantu y bydd unrhyw safle yn ateb y meini prawf ac yn derbyn cefnogaeth y Cyngor.

Rhaid i'r safle sy'n angenrheidiol yn Sir Ddinbych fod o leiaf 0.5 hectar o faint (boed yn breswyl neu'n deithiol). Os ydych yn dymuno cyflwyno safle(oedd) posibl, gwnewch hynny mewn **un** o'r ffyrdd canlynol:

- Llenwch y **ffurflen** gan ddefnyddio'r ddolen - [www.sirddinbych.gov.uk/sipsiwnatheithwyr](http://www.sirddinbych.gov.uk/sipsiwnatheithwyr) ar wefan Sir Ddinbych. Gallwch ei chyflwyno ar-lein neu trwy **e-bost** at [ldp@denbighshire.gov.uk](mailto:ldp@denbighshire.gov.uk) neu drwy'r **post** i'r cyfeiriad drosodd.

### **Call for potential Gypsy and Traveller sites**

Within Wales, all Local Authorities have a statutory duty to assess the accommodation needs of Gypsy and Travelling community within the area and to make provision for any need identified.

Denbighshire's Gypsy and Traveller Accommodation Assessment has revealed a need for two sites – a residential and separate transit one.

Denbighshire is taking a proactive approach to finding sites and as part of this process is asking for agents, landowners and the public to suggest possible sites for consideration. These sites will then be fully considered by the Council, with a view to taking forward any that are suitable. There is no guarantee that any site will meet the criteria and receive the support of the Council.

The size of the site needed within Denbighshire is a minimum of 0.5 hectares (either residential or transit). If you wish to put forward a potential site/s please do so by utilising **one** of the following ways:

- Complete the **form** using the link - [www.denbighshire.gov.uk/gypsiesandtravellers](http://www.denbighshire.gov.uk/gypsiesandtravellers) on the Denbighshire website which can be submitted online or submitted by **email** to [ldp@denbighshire.gov.uk](mailto:ldp@denbighshire.gov.uk) or by **post** to the address overleaf.

Y dyddiad cau ar gyfer cynigion yw **8 Tachwedd 2017**.

The deadline for site proposals is **8th November 2017**.

Dylid anfon sylwadau i:

✉ [cdll@sirddinbych.gov.uk](mailto:cdll@sirddinbych.gov.uk)

🏠 Cynllunio Strategol a Thai  
Gwasanaethau Cynllunio  
Cyngor Sir Ddinbych  
Blwch Post 62  
Rhuthun  
LL15 9AZ

[www.sirddinych.gov.uk](http://www.sirddinych.gov.uk)

Comments should be submitted to:

✉ [ldp@denbighshire.gov.uk](mailto:ldp@denbighshire.gov.uk)

🏠 Strategic Planning & Housing  
Planning Services  
Denbighshire County Council  
PO Box 62  
Ruthin  
LL15 9AZ

[www.denbighshire.gov.uk](http://www.denbighshire.gov.uk)



**Angela Loftus**

Rheolwr Cynllunio Strategol a Thai/ Strategic Planning and Housing Manager

Tîm Cynllun Datblygu Lleol Sir Ddinbych, Cyngor Sir Ddinbych, Blwch Post 62, Rhuthin, LL15 9AZ

Denbighshire Local Development Plan Team, Denbighshire County Council, PO Box 62, Ruthin,  
LL15 9AZ



### **Atodiad 3**

#### **Meini Prawf ar gyfer Dewis Safle Posib**

Using the guidance and site requirements provided in Welsh Government's Draft Circular 'Planning for Gypsy, Traveller and Showpeople Sites' (February 2017), guidance document 'Designing Gypsy and Traveller Sites' (May 2015), and national/local planning policies, the following criteria were identified against which suggested sites have been assessed:

Physical & environmental constraints:	Flood risk
	Pontcysyllte Canal & Aqueduct World Heritage Site & buffer zone
	Clwydian Range & Dee Valley Area of Outstanding Natural Beauty
	Green Barrier
	Protected habitats & species
	Topography
	Health & safety
	Provision for on-site amenities
	Historic Landscape, Parks & Gardens
	'Best & Most Versatile' agricultural land (i.e. grades 1-3a)
	Built environment designations (e.g. Listed Buildings etc)
	Mineral reserves areas
Highways & access:	Site access
	Highways capacity
	Footways & footpaths
Sustainability:	Access to centres of employment
	Access to facilities & services
	Public transport facilities
Planning policy:	LDP allocated use
	Relationship to development boundary & settlement pattern
Ownership:	Local authority, public body or privately owned
Proximity to neighbouring uses:	Distance, scale and type of neighbouring properties

**Atodiad 4**  
**Mapio Hanesyddol**

# Historical Mapping Legends

## Ordnance Survey County Series 1:10,560

	Gravel Pit		Sand Pit		Other Pits
	Quarry		Shingle		Orchard
	Osiers		Reeds		Marsh
	Mixed Wood		Deciduous		Brushwood
	Fir		Furze		Rough Pasture
	Arrow denotes flow of water		Trigonometrical Station		
	Site of Antiquities		Bench Mark		
	Pump, Guide Post, Signal Post		Well, Spring, Boundary Post		
	•285 Surface Level				
	Sketched Contour		Instrumental Contour		
	Main Roads		Minor Roads		
	Sunken Road		Raised Road		
	Road over Railway		Railway over River		
	Railway over Road		Level Crossing		
	Road over River or Canal		Road over Stream		
	Road over Stream				
	County Boundary (Geographical)				
	County & Civil Parish Boundary				
	Administrative County & Civil Parish Boundary				
	County Borough Boundary (England)				
	County Burgh Boundary (Scotland)				
	Rural District Boundary				
	Civil Parish Boundary				

## Ordnance Survey Plan 1:10,000

	Chalk Pit, Clay Pit or Quarry		Gravel Pit
	Sand Pit		Disused Pit or Quarry
	Refuse or Slag Heap		Lake, Loch or Pond
	Dunes		Boulders
	Coniferous Trees		Non-Coniferous Trees
	Orchard		Scrub
	Bracken		Heath
	Marsh		Reeds
	Building		Glasshouse
	Sloping Masonry		Pylon
	Cutting		Embankment
	Road Under		Road Over
	Level Crossing		Foot Bridge
	Standard Gauge Multiple Track		Standard Gauge Single Track
	Siding, Tramway or Mineral Line		Narrow Gauge
	Geographical County		Administrative County, County Borough or County of City
	Municipal Borough, Urban or Rural District, Burgh or District Council		Borough, Burgh or County Constituency
	Civil Parish		
	BP, BS Boundary Post or Stone		Police Station
	Church		Post Office
	Club House		Public Convenience
	Fire Engine Station		Public House
	Foot Bridge		Signal Box
	Fountain		Spring
	Guide Post		Telephone Call Box
	Mile Post		Telephone Call Post
	Mile Stone		Well

## 1:10,000 Raster Mapping

	Gravel Pit		Refuse tip or slag heap
	Rock		Rock (scattered)
	Boulders		Boulders (scattered)
	Shingle		Mud
	Sand		Sand Pit
	Slopes		Top of cliff
	General detail		Underground detail
	Overhead detail		Narrow gauge railway
	Multi-track railway		Single track railway
	County boundary (England only)		Civil, parish or community boundary
	District, Unitary, Metropolitan, London Borough boundary		Constituency boundary
	Area of wooded vegetation		Non-coniferous trees
	Non-coniferous trees (scattered)		Coniferous trees
	Coniferous trees (scattered)		Positioned tree
	Orchard		Coppice or Osiers
	Rough Grassland		Heath
	Scrub		Marsh, Salt Marsh or Reeds
	Water feature		Flow arrows
	Mean high water (springs)		Mean low water (springs)
	Telephone line (where shown)		Electricity transmission line (with poles)
	Bench mark (where shown)		Triangulation station
	Point feature (e.g. Guide Post or Mile Stone)		Pylon, flare stack or lighting tower
	Site of (antiquity)		Glasshouse
	General Building		Important Building

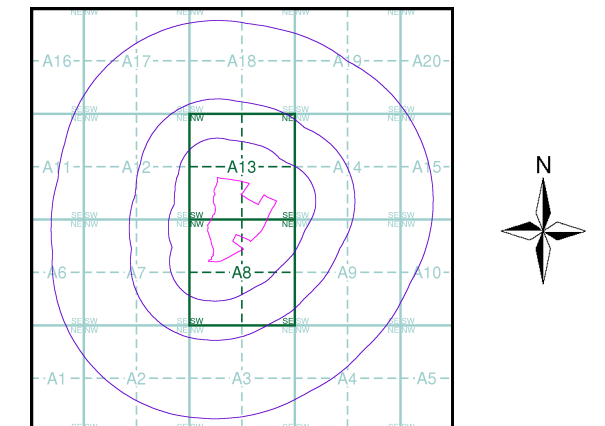
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## Historical Mapping & Photography included:

Mapping Type	Scale	Date	Pg
Flintshire	1:10,560	1878 - 1880	2
Denbighshire	1:10,560	1900	3
Flintshire	1:10,560	1900	4
Denbighshire	1:10,560	1914	5
Denbighshire	1:10,560	1938 - 1953	6
Denbighshire	1:10,560	1953	7
Ordnance Survey Plan	1:10,000	1964	8
Ordnance Survey Plan	1:10,000	1968 - 1969	9
Ordnance Survey Plan	1:10,000	1978	10
Ordnance Survey Plan	1:10,000	1984	11
Ordnance Survey Plan	1:10,000	1992 - 1994	12
10K Raster Mapping	1:10,000	2000	13
10K Raster Mapping	1:10,000	2006	14
VectorMap Local	1:10,000	2017	15

## Historical Map - Slice A



## Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
National Grid Reference: 302350, 374400  
Slice: A  
Site Area (Ha): 13.26  
Search Buffer (m): 1000

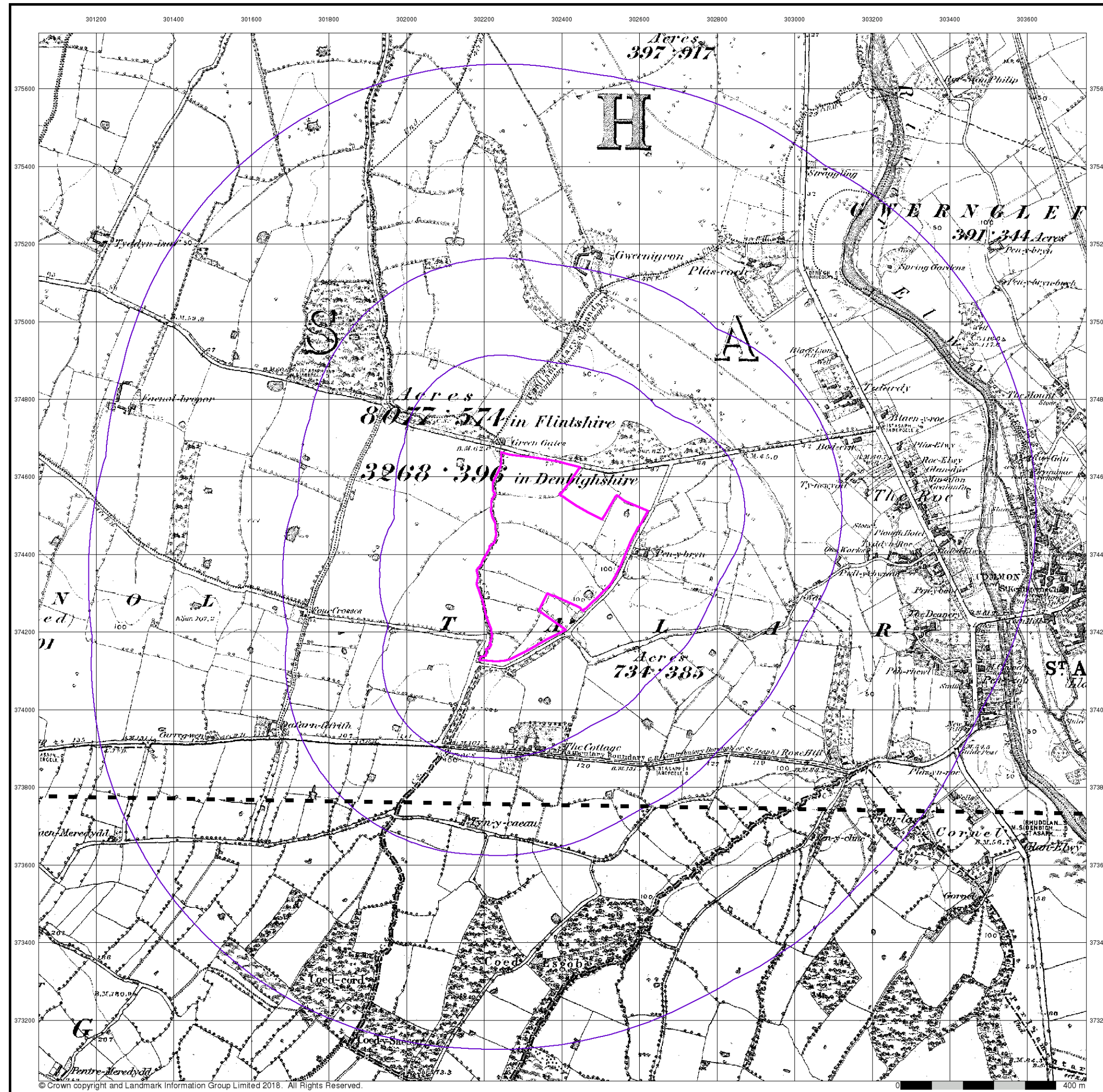
## Site Details

Site at 302350, 374410

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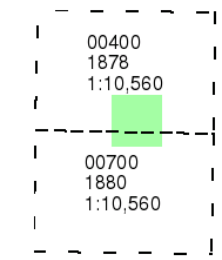
## Flintshire

Published 1878 - 1880

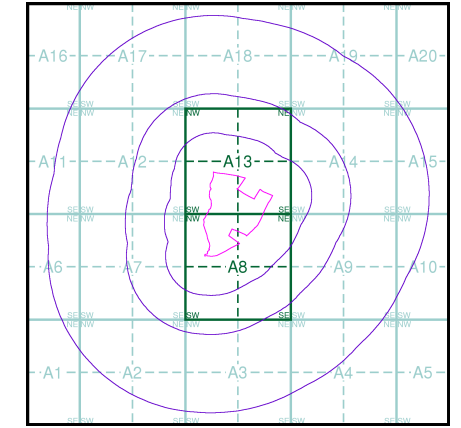
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

### Map Name(s) and Date(s)



### Historical Map - Slice A



### Order Details

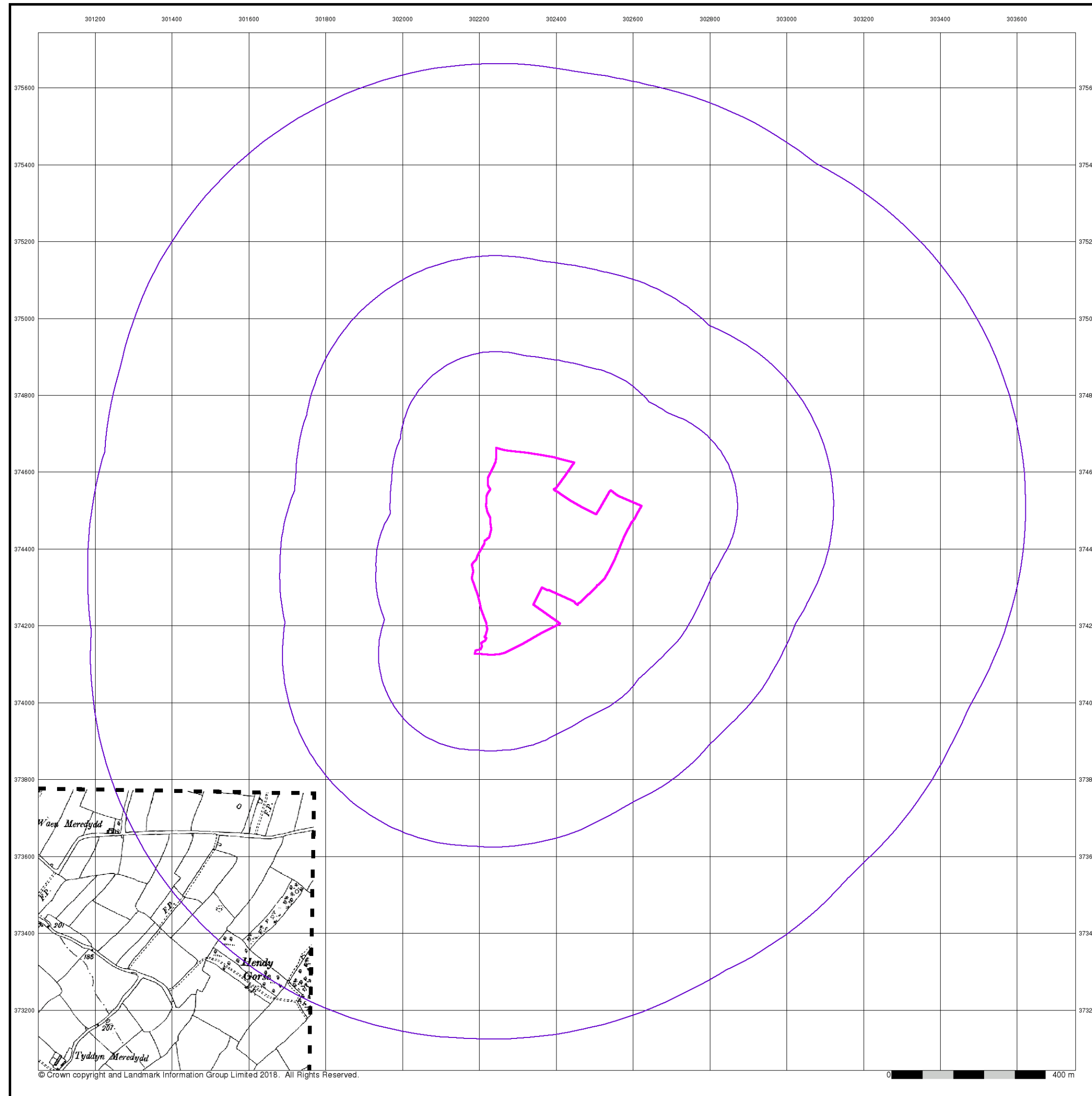
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Search Buffer (m): 1000

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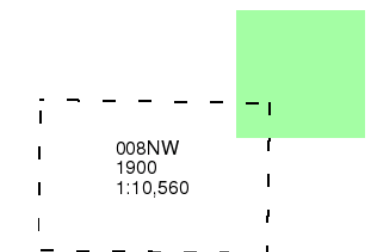
## Denbighshire

Published 1900

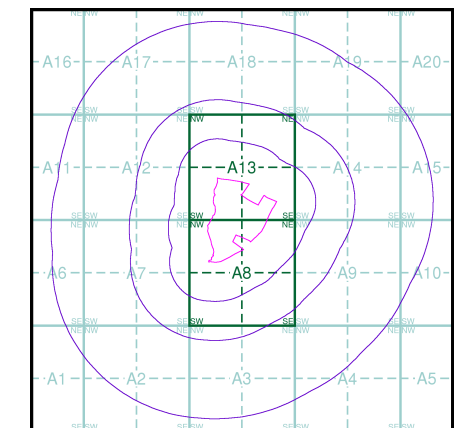
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

### Map Name(s) and Date(s)



### Historical Map - Slice A



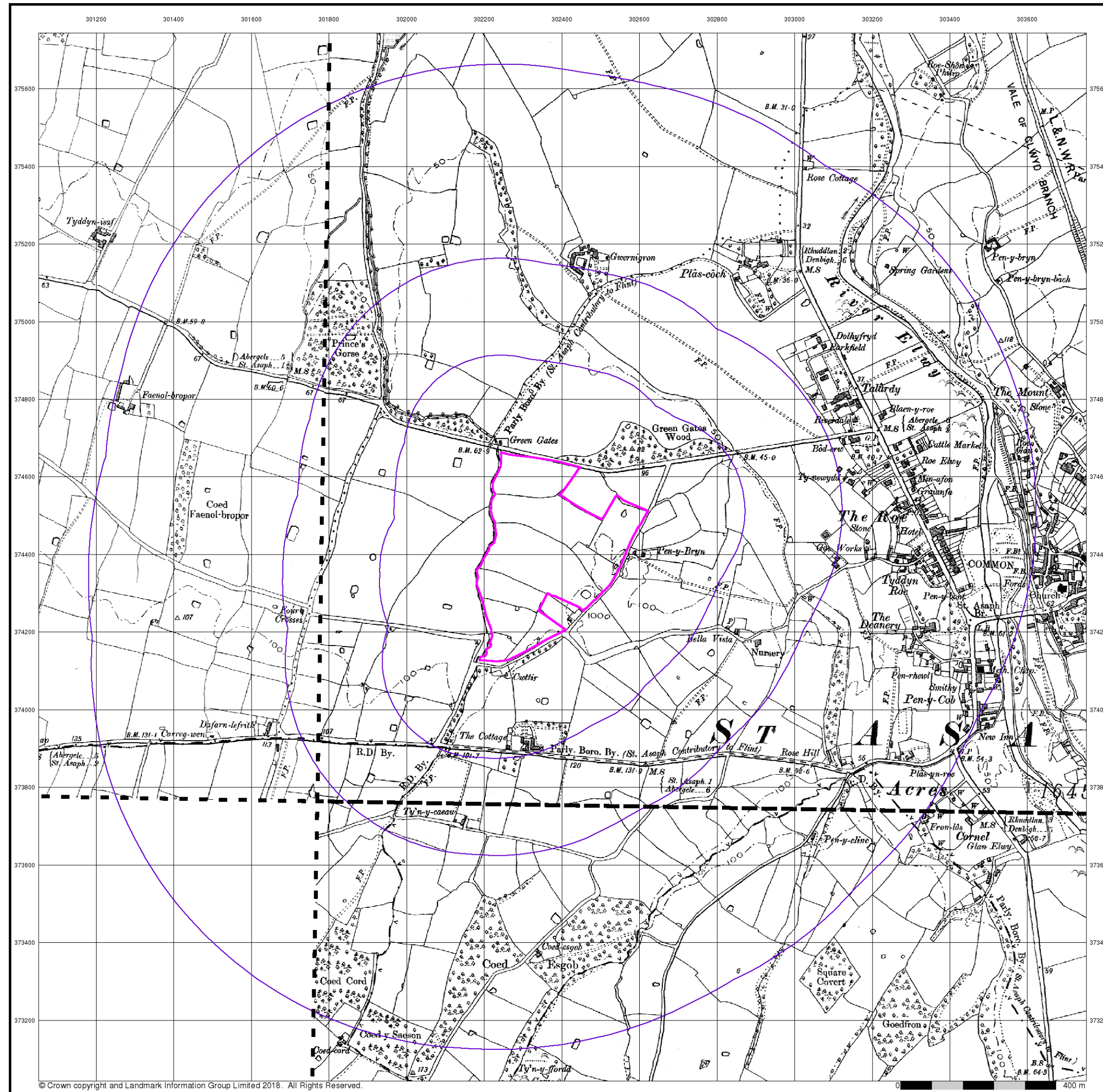
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Slice: A  
Site Area (Ha): 13.26  
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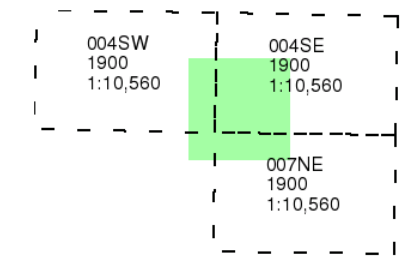
## Flintshire

Published 1900

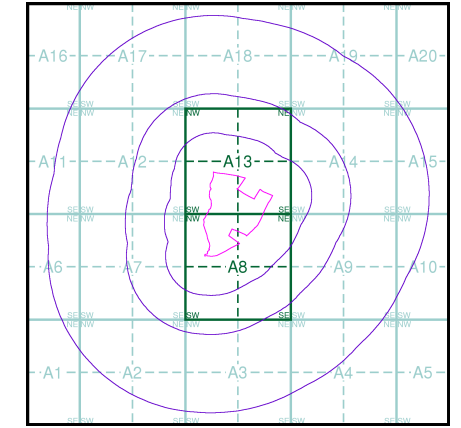
Source map scale - 1:10,560

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## Map Name(s) and Date(s)



## Historical Map - Slice A



## Order Details

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National Grid Reference: 302350, 374400  
Slice: A  
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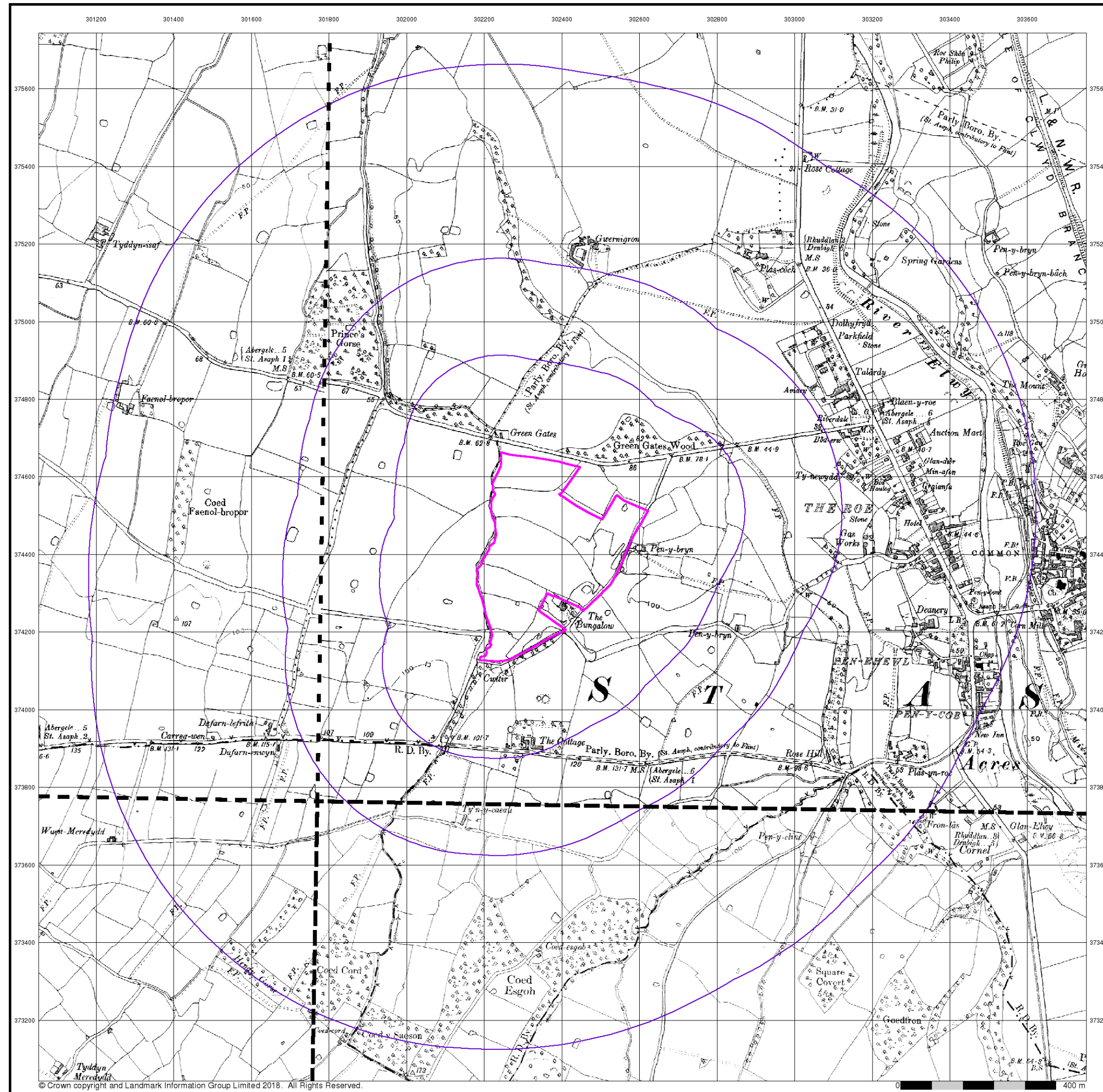
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## Denbighshire

Published 1914

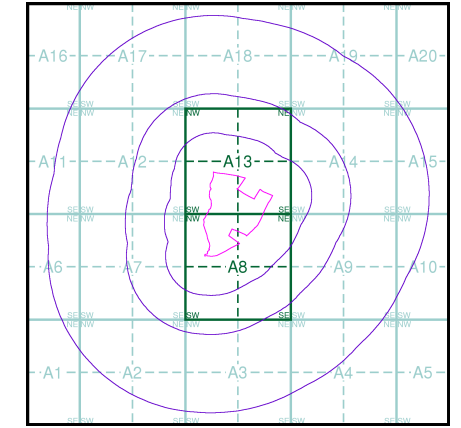
Source map scale - 1:10,560

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### Map Name(s) and Date(s)

005SW 1914 1:10,560	005SE 1914 1:10,560
008NW 1914 1:10,560	008NE 1914 1:10,560

### Historical Map - Slice A



### Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
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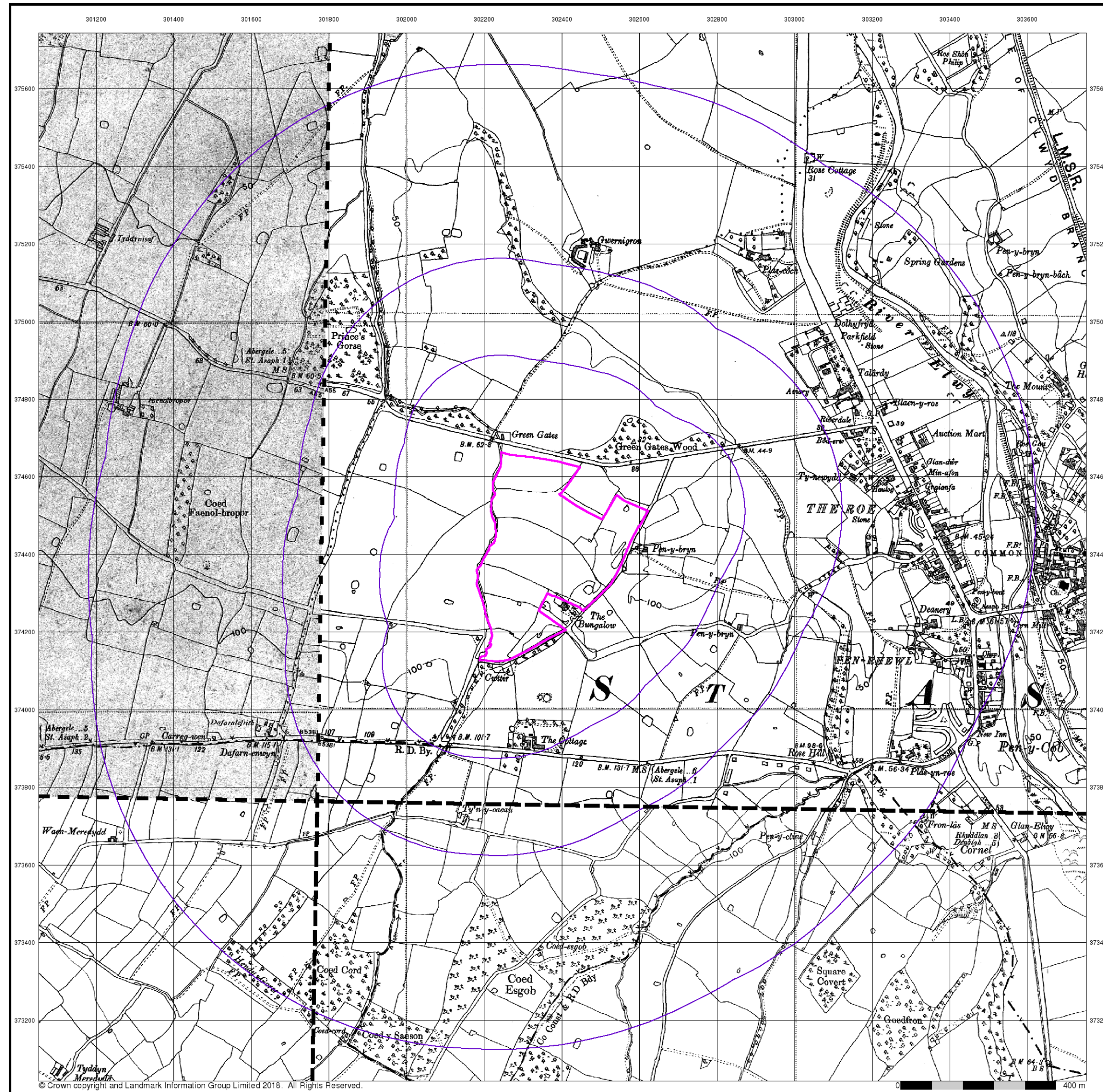
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## Denbighshire

Published 1938 - 1953

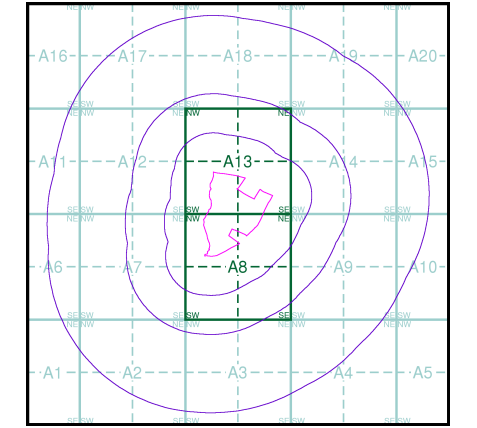
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

### Map Name(s) and Date(s)

005SW 1953 1:10,560	005SE 1938 1:10,560
008NW 1953 1:10,560	008NE 1953 1:10,560

### Historical Map - Slice A



### Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
National Grid Reference: 302350, 374400  
Slice: A  
Site Area (Ha): 13.26  
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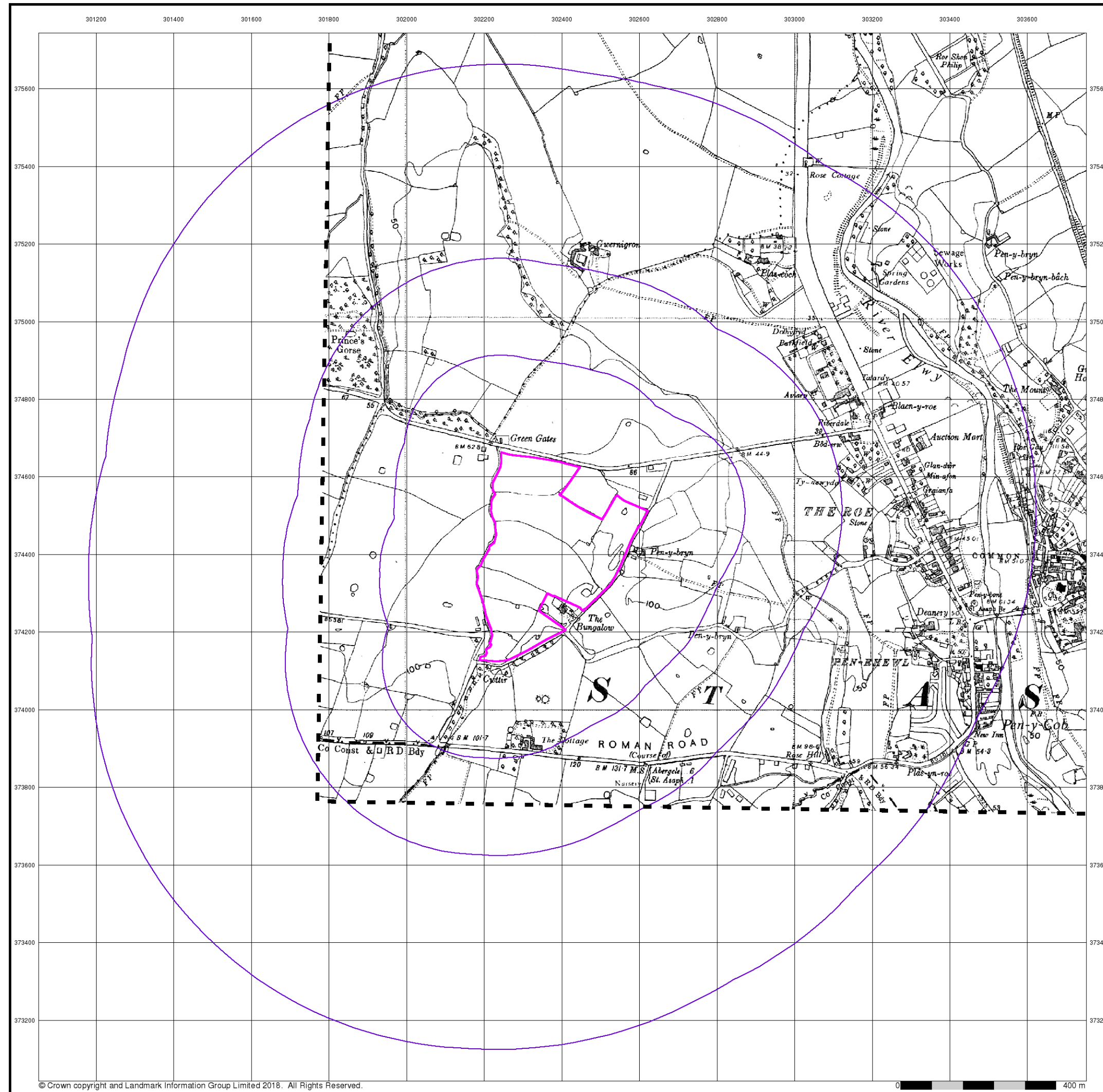
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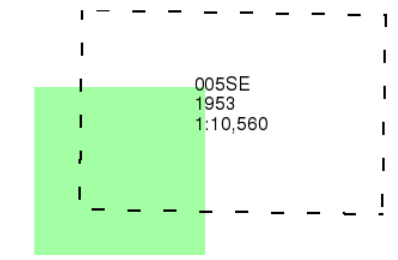
## Denbighshire

Published 1953

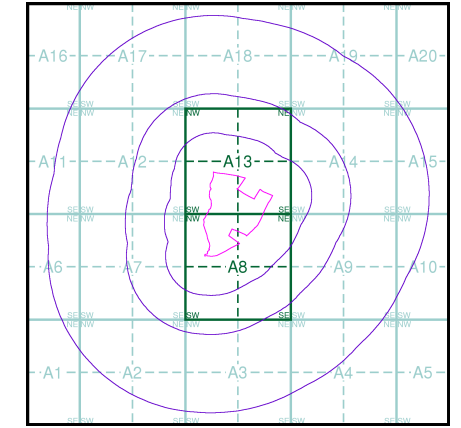
Source map scale - 1:10,560

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### Map Name(s) and Date(s)



### Historical Map - Slice A



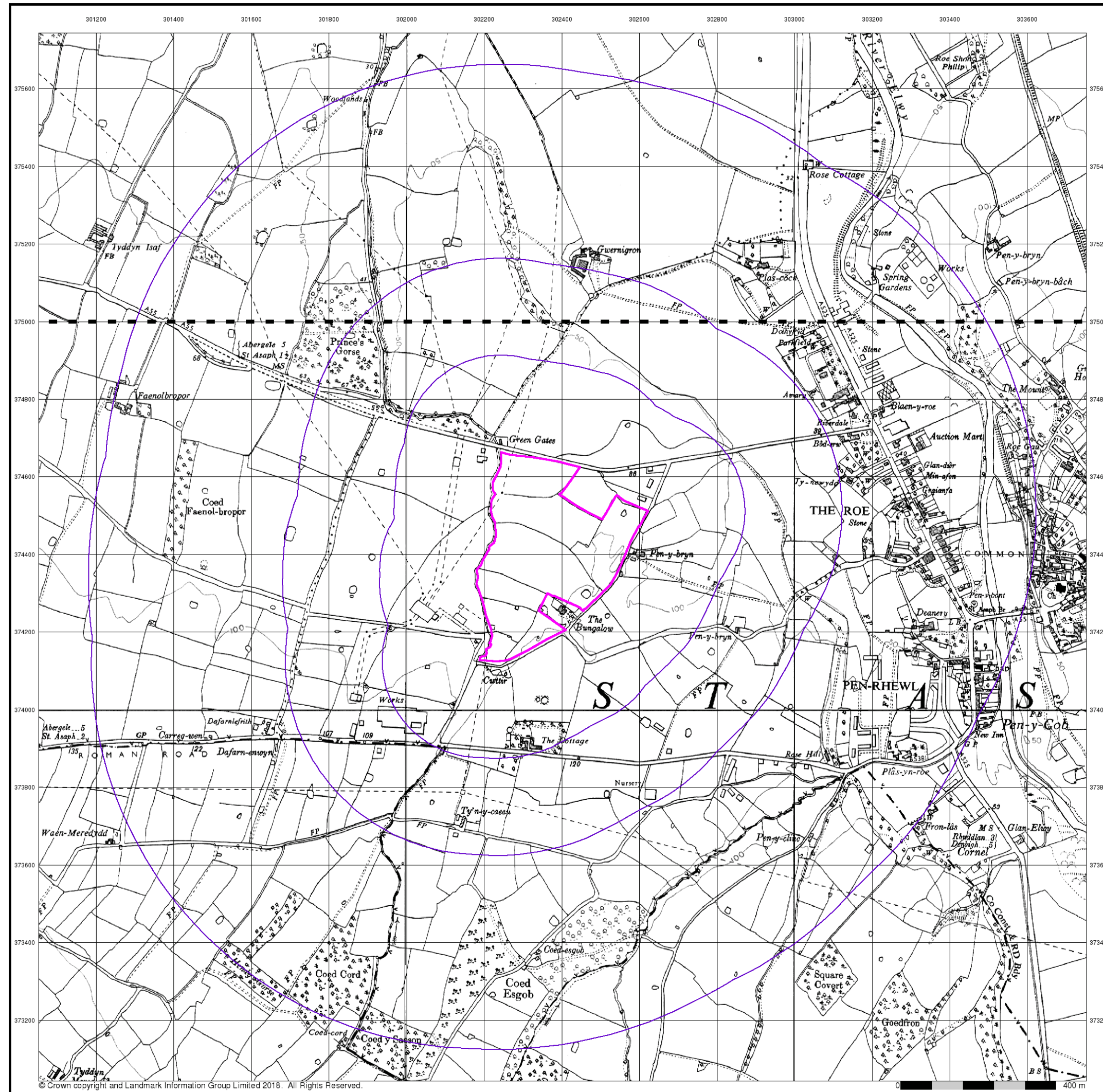
### Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
National Grid Reference: 302350, 374400  
Slice: A  
Site Area (Ha): 13.26  
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### Site Details

Site at 302350, 374410





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## Ordnance Survey Plan

**Published 1964**

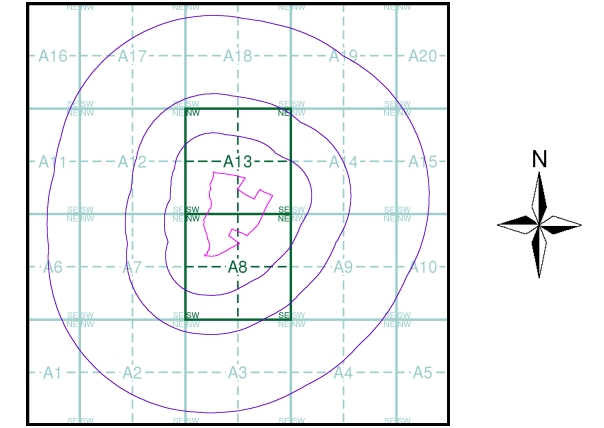
**Source map scale - 1:10,000**

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

### Map Name(s) and Date(s)

SJ07NW	1964
1:10,560	
SJ07SW	1964
1:10,560	

### Historical Map - Slice A

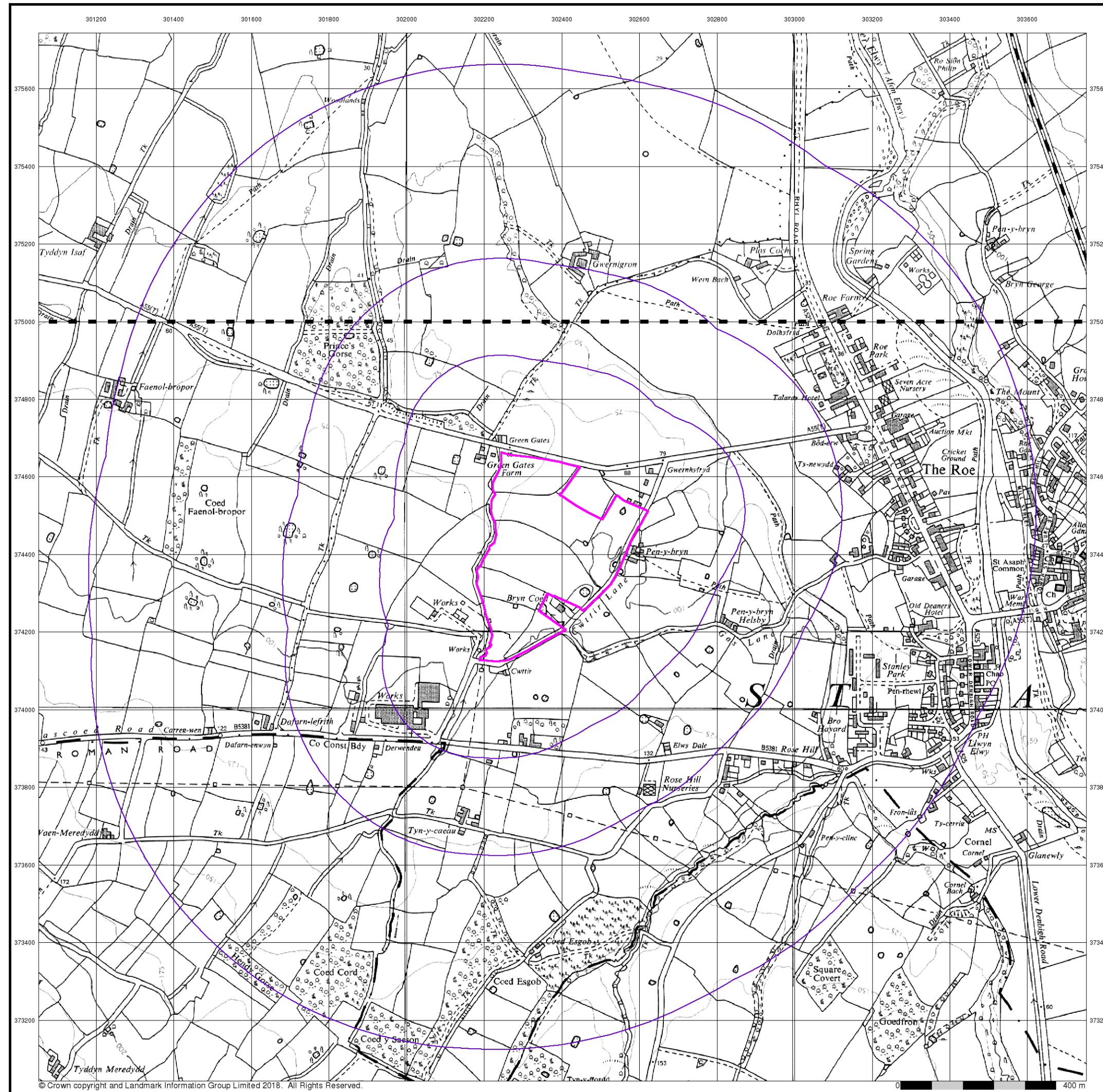


Order Details	
Order Number:	154135171_1_1
Customer Ref:	Greengates
National Grid Reference:	302350, 374400
Slice:	A
Site Area (Ha):	13.26
Search Buffer (m):	1000

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## Ordnance Survey Plan

Published 1968 - 1969

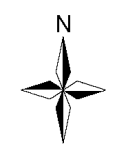
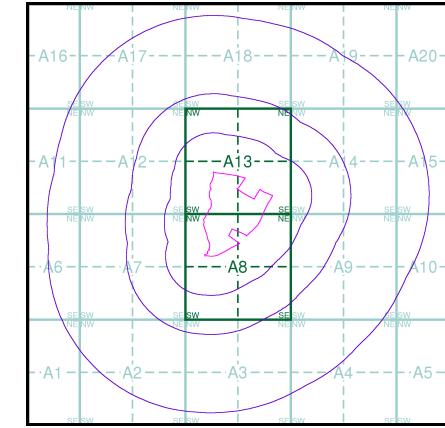
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

## Map Name(s) and Date(s)

SJ07NW	1968
1:10,560	
SJ07SW	1969
1:10,560	

## Historical Map - Slice A



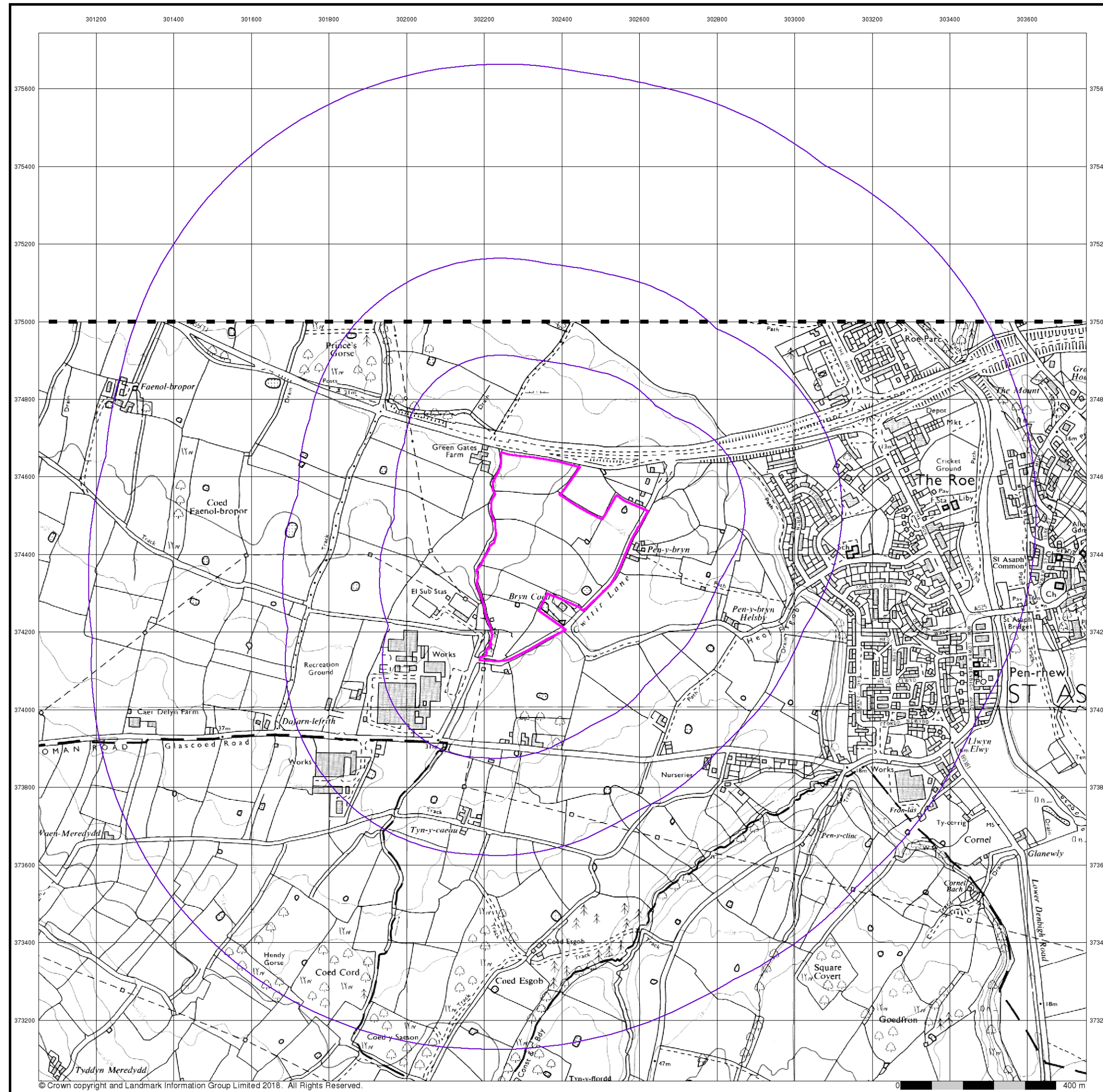
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## Site Details

Site at 302350, 374410





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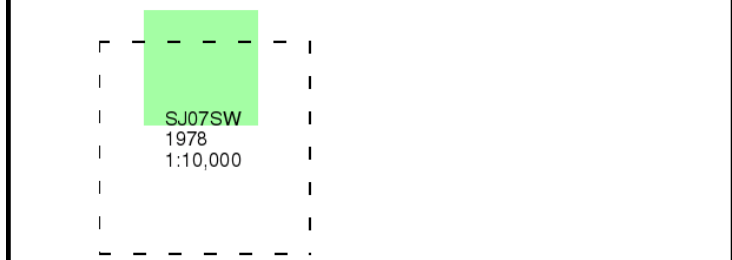
## Ordnance Survey Plan

**Published 1978**

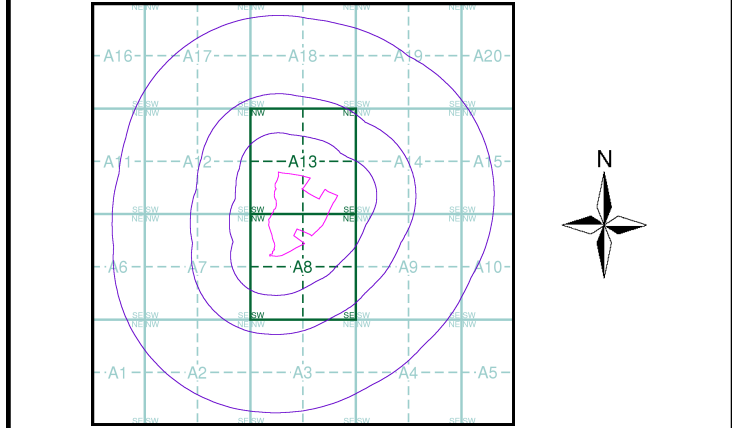
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### Map Name(s) and Date(s)



### Historical Map - Slice A

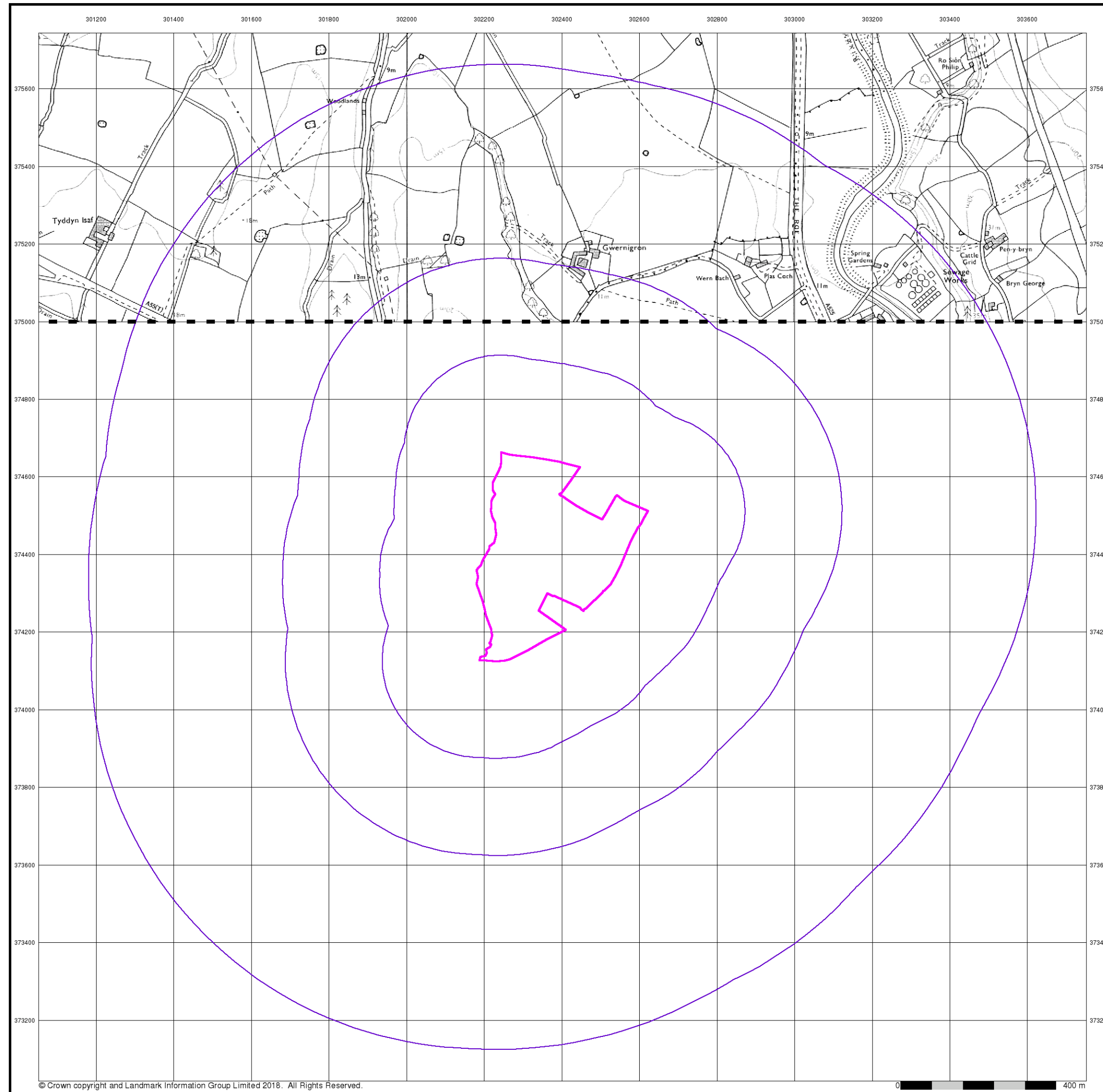


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Site at 302350, 374410





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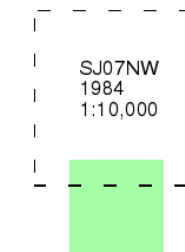
## Ordnance Survey Plan

Published 1984

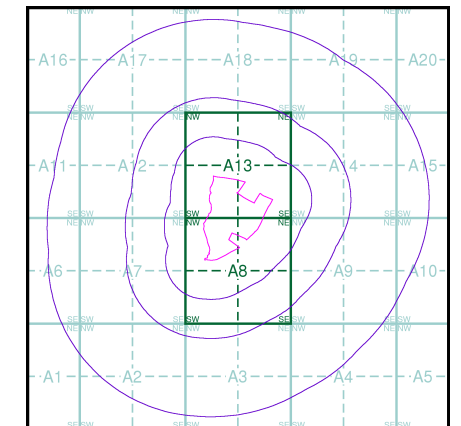
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## Map Name(s) and Date(s)



## Historical Map - Slice A



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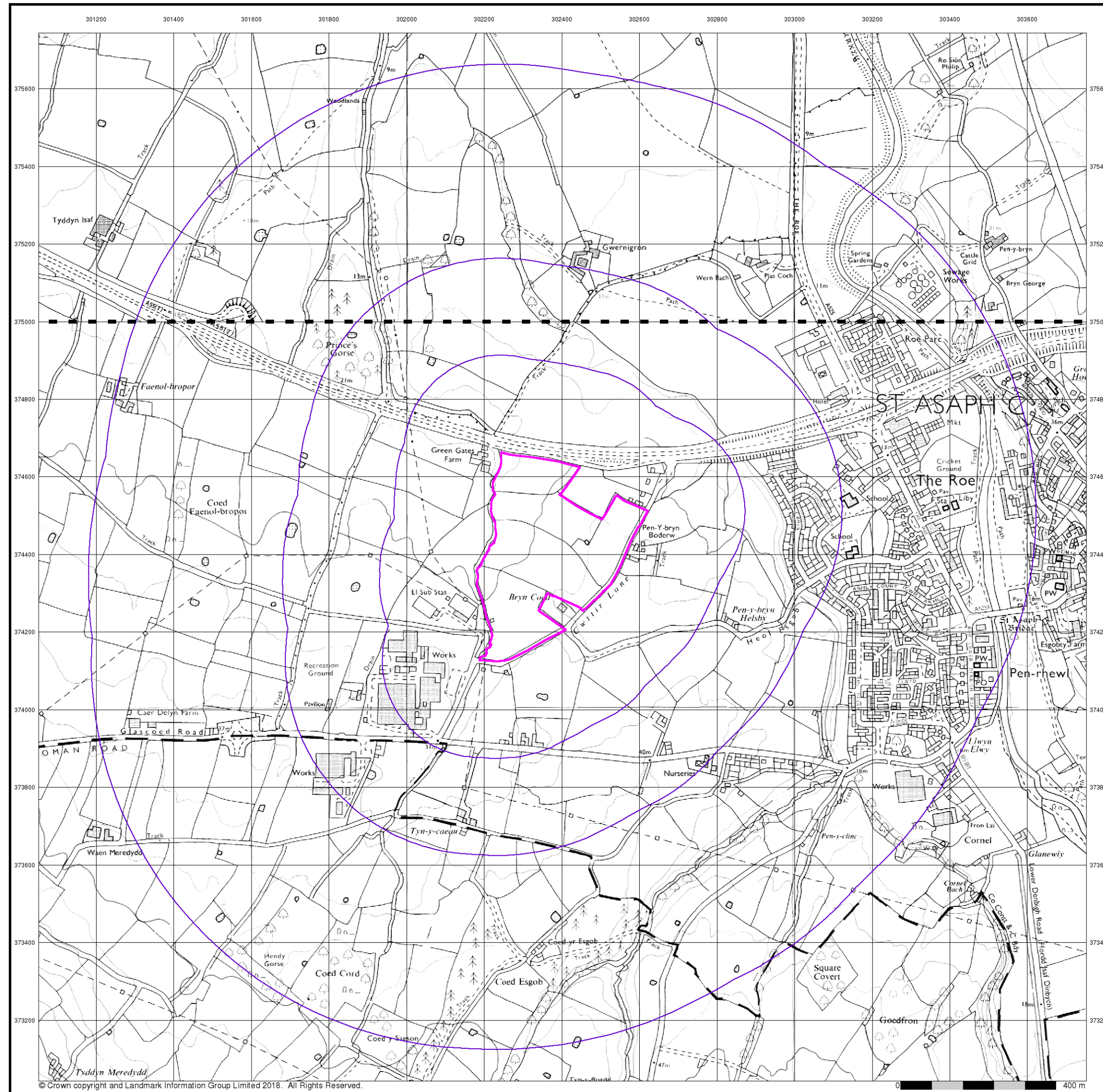
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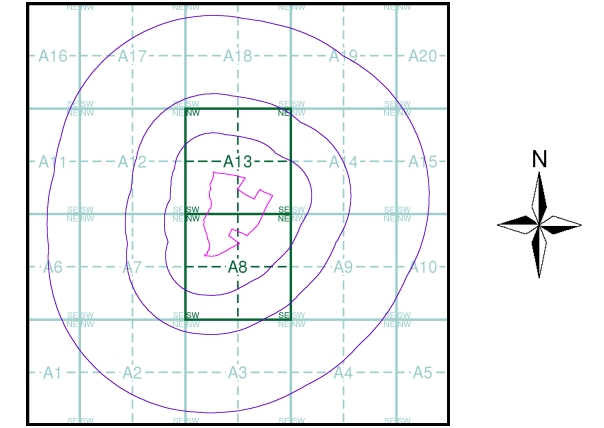
**Ordnance Survey Plan**  
**Published 1992 - 1994**  
**Source map scale - 1:10,000**

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

## Map Name(s) and Date(s)

SJ07NW	1994
1:10,000	
SJ07SW	1992
1:10,000	

## Historical Map - Slice A

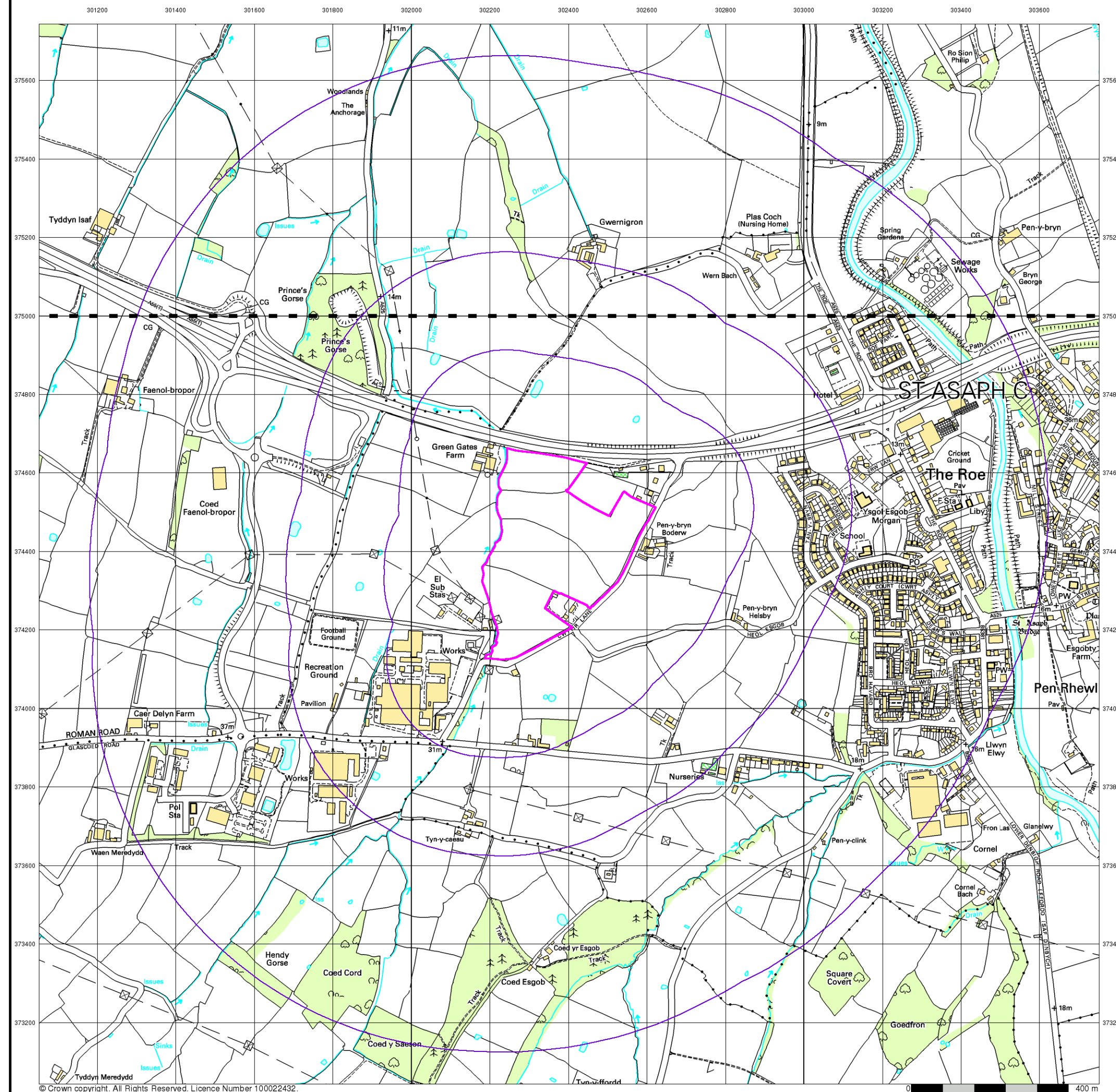


Order Details	
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Customer Ref:	Greengates
National Grid Reference:	302350, 374400
Slice:	A
Site Area (Ha):	13.26
Search Buffer (m):	1000

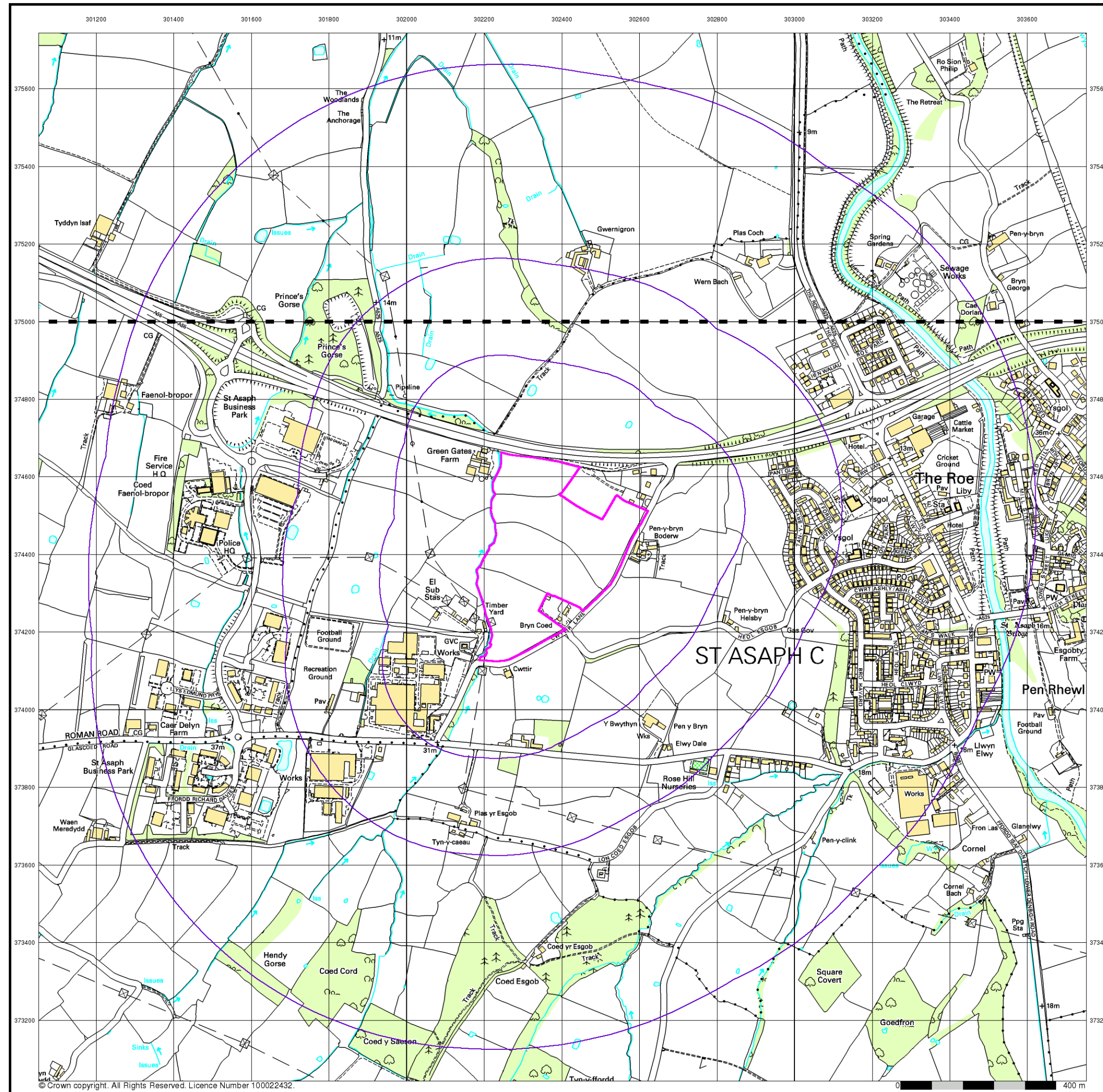
**Site Details**  
Site at 302350, 374410

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## 10k Raster Mapping

Published 2006

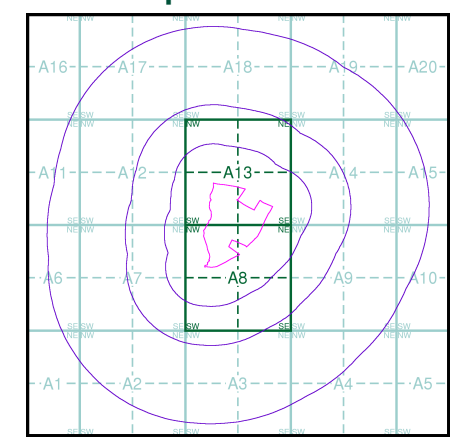
Source map scale - 1:10,000

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.

### Map Name(s) and Date(s)

SJ07NW  
2006  
1:10,000  
SJ07SW  
2006  
1:10,000

### Historical Map - Slice A



### Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
National Grid Reference: 302350, 374400  
Slice: A  
Site Area (Ha): 13.26  
Search Buffer (m): 1000

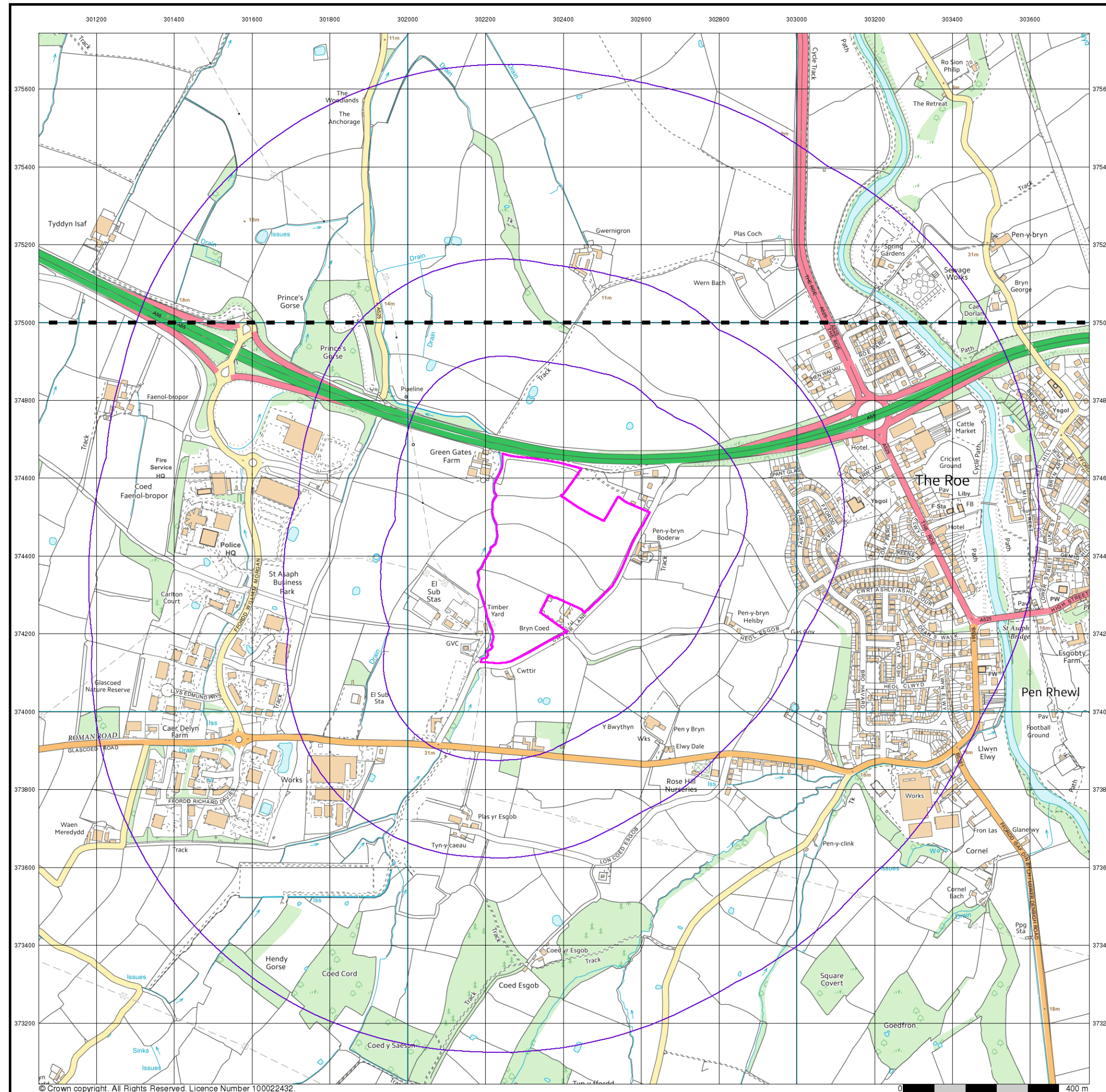
### Site Details

Site at 302350, 374410

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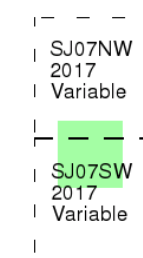
## VectorMap Local

Published 2017

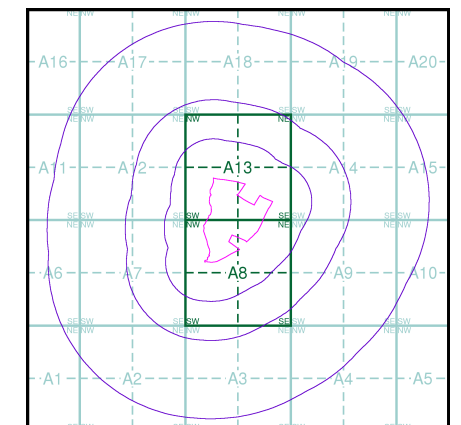
**Source map scale - 1:10,000**

VectorMap Local (Raster) is Ordnance Survey's highest detailed 'backdrop' mapping product. These maps are produced from OS's VectorMap Local, a simple vector dataset at a nominal scale of 1:10,000, covering the whole of Great Britain, that has been designed for creating graphical mapping. OS VectorMap Local is derived from large-scale information surveyed at 1:1250 scale (covering major towns and cities), 1:2500 scale (smaller towns, villages and developed rural areas), and 1:10 000 scale (mountain, moorland and river estuary areas).

### Map Name(s) and Date(s)



### Historical Map - Slice A



## Order Details

Order Number: 154135171\_1\_1  
Customer Ref: Greengates  
National Grid Reference: 302350, 374400  
Slice: A  
Site Area (Ha): 13.26  
Search Buffer (m): 1000

## Site Details

Site at 302350, 374410

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**Atodiad 5**  
**Asesiad Risg Sŵn**



## Methodology

The initial site noise risk assessment follows the methodology in ProPG Planning & Noise for new residential development<sup>1</sup> with reference to the Welsh Government Technical Advice Note (TAN 11). ProPG primarily provides guidance on a recommended approach to the management of noise within the planning system in England. Nevertheless, most of its methodology can also be applied to the planning system in Wales as good practice guidance.

A noise risk assessment aims to provide an indication of the likely risk of adverse effects from noise where no subsequent mitigation is to be included as part of the development proposal. It aims to indicate whether the proposed site is considered to pose a negligible, low, medium or high risk from a noise perspective. This does not include the impact of any new or additional mitigation measures that may subsequently be included in development proposals for the site and proposed as part of a subsequent planning application. Figure 2 in Appendix A shows the relationship between noise levels and the risk of the site to residential development as defined in ProPG.

The noise risk assessment presented here is based on predicted noise levels arising from the A55, which we have been informed to be the dominant noise source in the area<sup>2</sup>. Noise levels have been predicted under the Calculation of Road Traffic Noise 1988 (CRTN)<sup>3</sup> in terms of  $L_{A10,18h}$ , which is the noise level that is exceeded for 10% of the time each hour between 6am and midnight of a working day.

$L_{A10,18h}$  noise levels have then been converted to  $L_{Aeq,16h}$  and  $L_{Aeq,8h}$  noise levels using the TRL Method 3 for non-motorway roads<sup>4</sup>.  $L_{Aeq,16h}$  and  $L_{Aeq,8h}$  represent the equivalent (or energetic average) noise level for daytime (7am to 11pm) and night-time (11pm to 7am) respectively.

The noise prediction model was created using freely available information as follows: Building and Road locations from OS Open Map; Traffic flows from the Department for Transport website; and Terrain from the Lle Geo-Portal<sup>5</sup>.

## Limitations

As no noise survey or site inspection has been carried out at this time and the model has been created from publicly available data, it should be noted that the results provided in this document have some inherent limitations. These are as follows:

1. The predictions are based on freely available data which does not come with a guarantee of validity or specified verifiable methodology;
2. Traffic counts are 24-hour flows rather than 18-hour flows as specified in CRTN;
3. Night-time noise levels are based on empirical conversions, assuming that traffic flows on the road do not show patterns similar to those on a motorway. If the road acts like a motorway, the noise levels at night may be higher than predicted;
4. Traffic speeds on A55 assumed to be 70 mph;
5. Heights of existing buildings are assumed to be 8 metres, and;

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<sup>1</sup> Acoustics & Noise Consultants; Institute of Acoustics; and Chartered Institute of Environmental Health. ProPG: Planning & Noise. Professional Practice Guidance on Planning & Noise. New Residential Development. May 2017. Available on: <https://www.ioa.org.uk/publications/propg>.

<sup>2</sup> There is an electrical substation to the south-west of the site which is understood does not produce noticeable levels when taking the site as a whole.

<sup>3</sup> Department of Transport and Welsh Office. Calculation of Road Traffic Noise. HMSO 1988.

<sup>4</sup> Department for Environment, Food & Rural Affairs (Defra). Method for converting the UK road traffic noise index  $L_{A10,18h}$  to the EU noise indices for road noise mapping. January 2006.

<sup>5</sup> The Lle Geo-Portal has been developed as a partnership between Welsh Government and Natural Resources Wales.

6. The model does not include contributions of noise from other local roads or noise sources, such as the B5381 road, Cwttir Lane, or commercial or industrial noise.
7. No noise influence from the neighbouring electrical substation has been accounted for.

### Predicted noise levels and indicative risk without noise mitigation

Figure 3 and Figure 4 in Appendix A show the expected noise levels at the site for daytime and night-time respectively with the two proposed sites highlighted in red. Comparing those noise levels to the ProPG classification shown in Figure 2 and the criteria of TAN 11, the following may be inferred:

- Both the transit and residential site fall into the Low risk category under ProPG with the transit site and the south of the residential site falling into TAN 11 NEC A with the remaining area of the residential site falling into NEC B. Therefore, there should be no reason to refuse planning on this area of the site on noise grounds if good acoustic design principles are followed. Please refer to Table 1 for a summary of the acoustic considerations for the site.
- In terms of the outdoor amenity spaces: it is likely that the south of the site will comply with the recommended maximum external noise level of up to 55 dB  $L_{Aeq,16h}$ .

**Table 1 Comments on acoustic design**


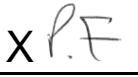
Typical Issues for low noise risk sites	Comments
Relevant noise sources identified	The A55 to the North of the site
Assess the extent of noise risk for unmitigated site	See main body of this memo. No alternative layouts considered as noise levels will unlikely alter due to layout changes
Opportunities to mitigate the noise source within the site	N/A
Maximise separation	Both sites are located to the South of the overall site in order to reduce effect of noise from the A55 as much as possible.
Noise barriers	Residential site has 1.8 m fencing around the perimeter of each of the lots.
Non sensitive elements as screens	N/A
Building layout to self screen sensitive rooms	N/A
Building treatment to screen openings	N/A
Window location and size on affected facades	Windows located on side of units. From the architectural 3D visualisation it is understood that at least one window will be located on a quiet façade in each block
Façade insulation	Overall noise levels on the site are considered to be low and standard lightweight façade constructions that provide at least $R_w$ 21 dB would be suitable in all locations.
Ventilation	Natural ventilation suitable on quietest façades on each proposed block based on 10-15 dB attenuation from a partially open window.

I trust the above is clear, however, if you have any questions please do not hesitate to contact me.

**Jake Howarth**  
**Acoustic Consultant**

Mobile 0771 050 4575

Email [jake.howarth@capita.co.uk](mailto:jake.howarth@capita.co.uk)

<b>Prepared by</b>	Jake Howarth MIOA Acoustic Consultant	Signature (for file)	 X
<b>Checked by</b>	Paul Edwards MIOA Associate Director (Acoustics & Noise)	Signature (for file)	 X 09/10/2018  Signed by: <a href="mailto:gp.capita.co.uk">gp.capita.co.uk</a>

## APPENDIX A

Figure 2: ProPG site noise risk assessment.

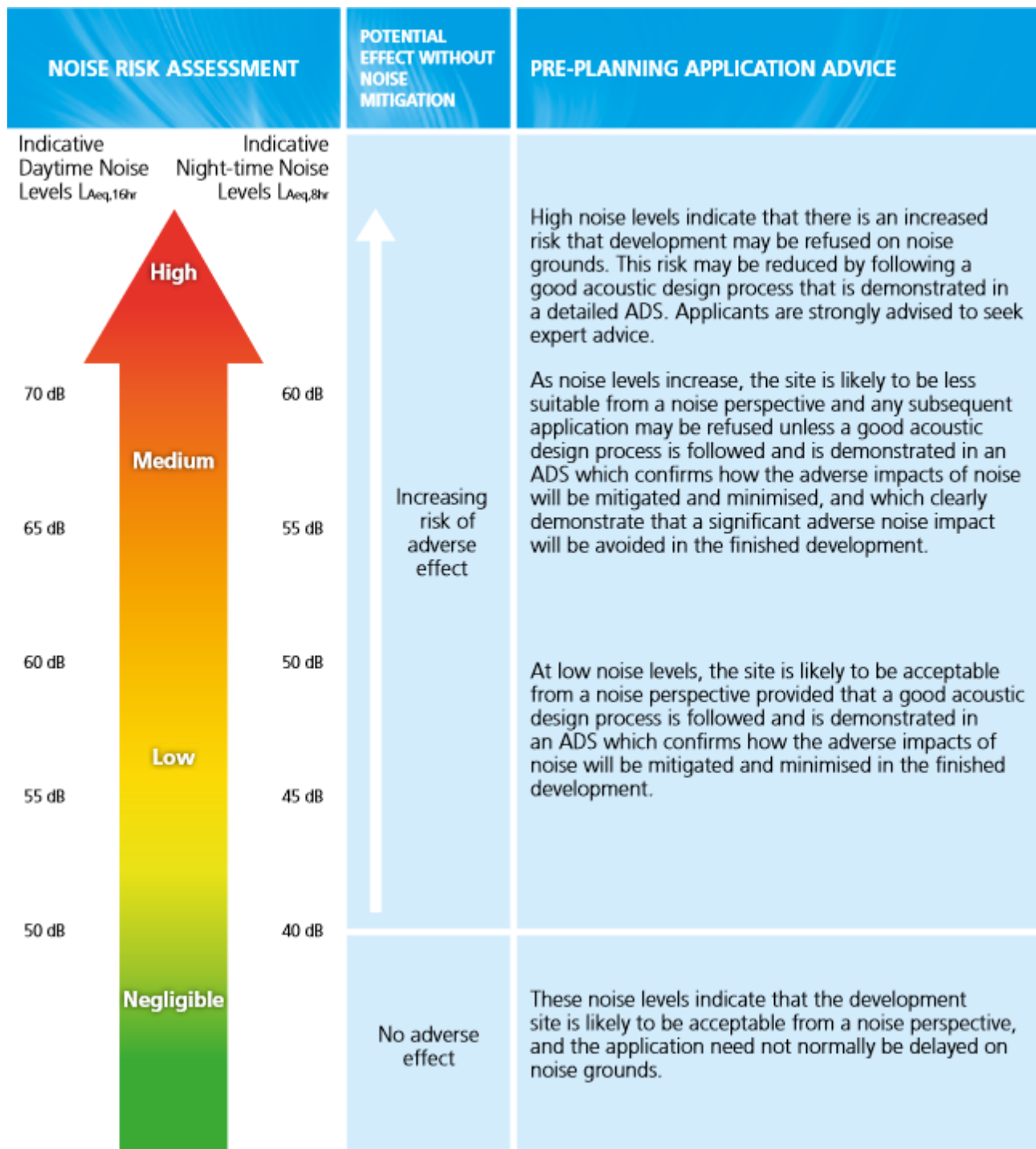




Figure 3: Predicted daytime noise levels at 1.5 metres above local ground level,  $L_{Aeq,16h}$  (dB)

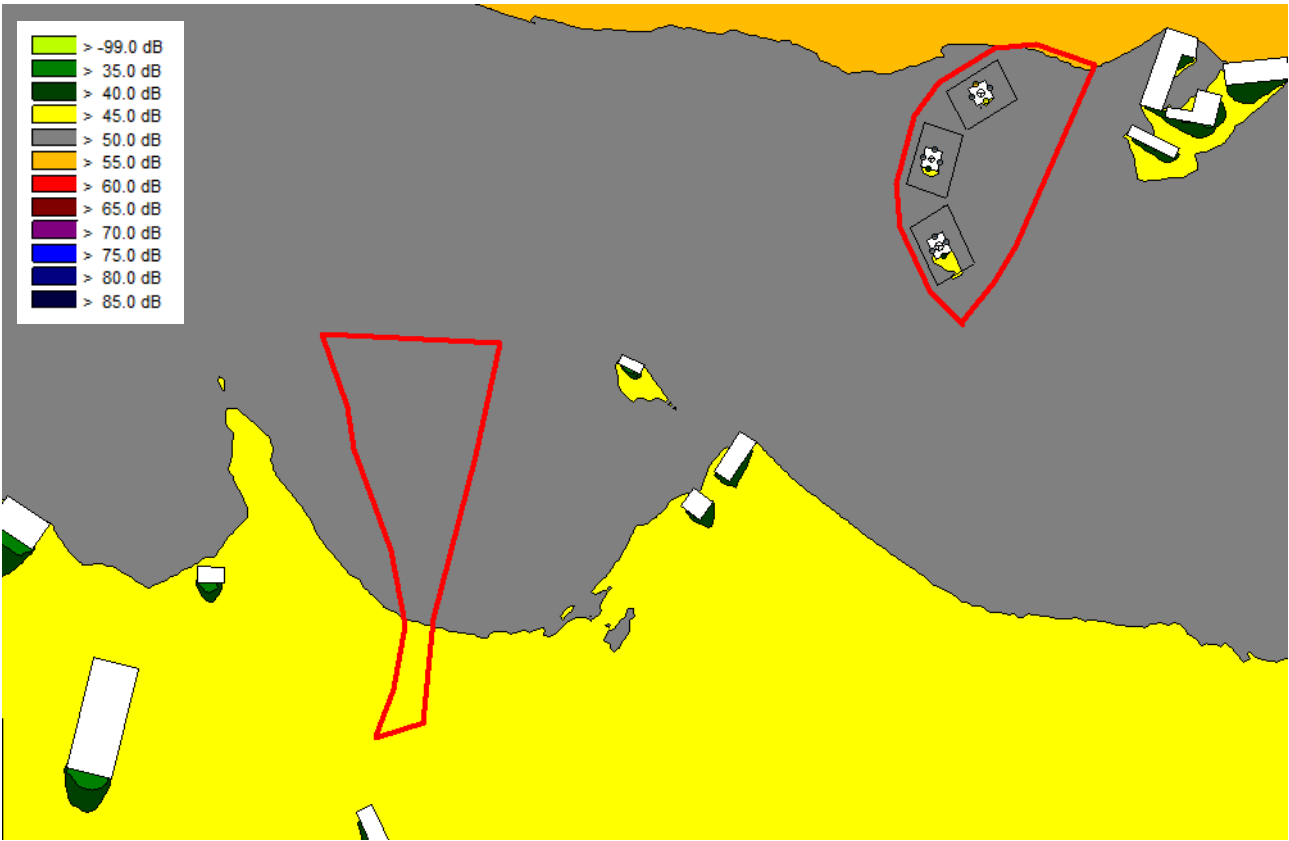
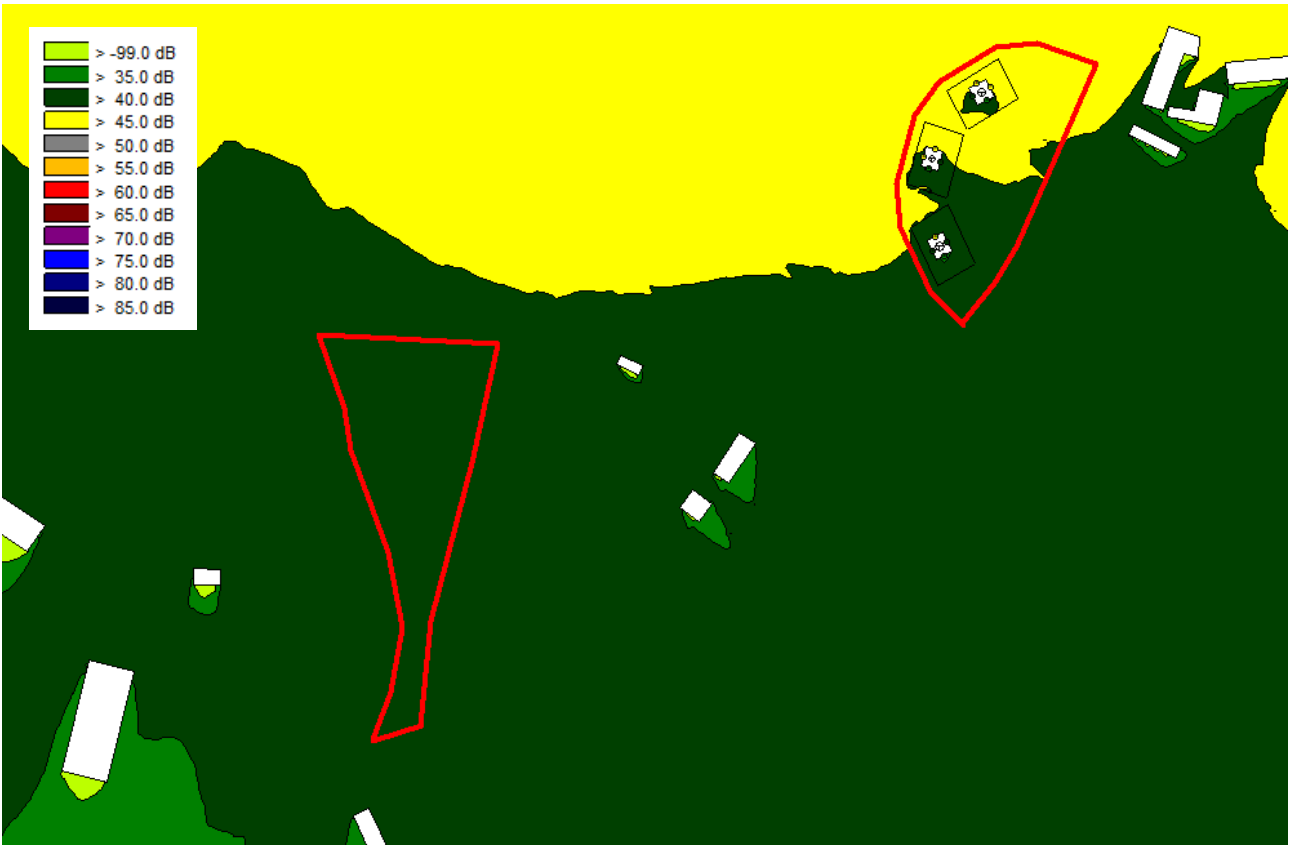


Figure 4: Predicted night-time noise levels at 1.5 metres above local ground level,  $L_{Aeq,8h}$  (dB)



## Excerpts from ProPG SD02

ProPG SD02<sup>7</sup> provides some guidance on good acoustic design. On areas next to main transport routes, ProPG SD02 discusses among others the following options:

*“3.2 New land release. When considering redevelopment of larger greenfield or brownfield sites, or the subdivision of land located near busy roads or rail corridors, any potential acoustic opportunities and constraints should be considered at the concept planning stage. At this stage there is more opportunity to address acoustic matters for example through setbacks, building orientation, layout, building height controls or noise barriers.*

*In some cases, particularly for larger sites, it might be appropriate to try to design open spaces adjacent to the busy road/railway corridor to setback residential uses to reduce noise exposure. These open space areas could also include appropriate bunding to reduce adverse noise impacts across the wider site. In other cases it may be more appropriate to locate carefully designed buildings closer to the busy road/railway corridor and use the buildings themselves to provide an acoustic shadow for the remainder of the site, the objective here would be to achieve good acoustic conditions for both internal and external spaces...”*

*“3.4 Buildings as noise shields. On larger developments, a “barrier block” can be used to protect the residential development from noisy roads or railways. A barrier block is a building which itself forms a noise barrier. A continuous frontage (using a solid wall to extend to the boundary if necessary) is one way to lower noise levels in the rest of the property. Site planning and internal layout of buildings should also be considered. This is likely to be more easily achieved where a number of properties are being developed concurrently.”*

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<sup>7</sup> ProPG: Planning & Noise. Professional Practice Guidance on Planning & Noise. New Residential Development. Supplementary Document 2. Good Acoustic Design. May 2017.