

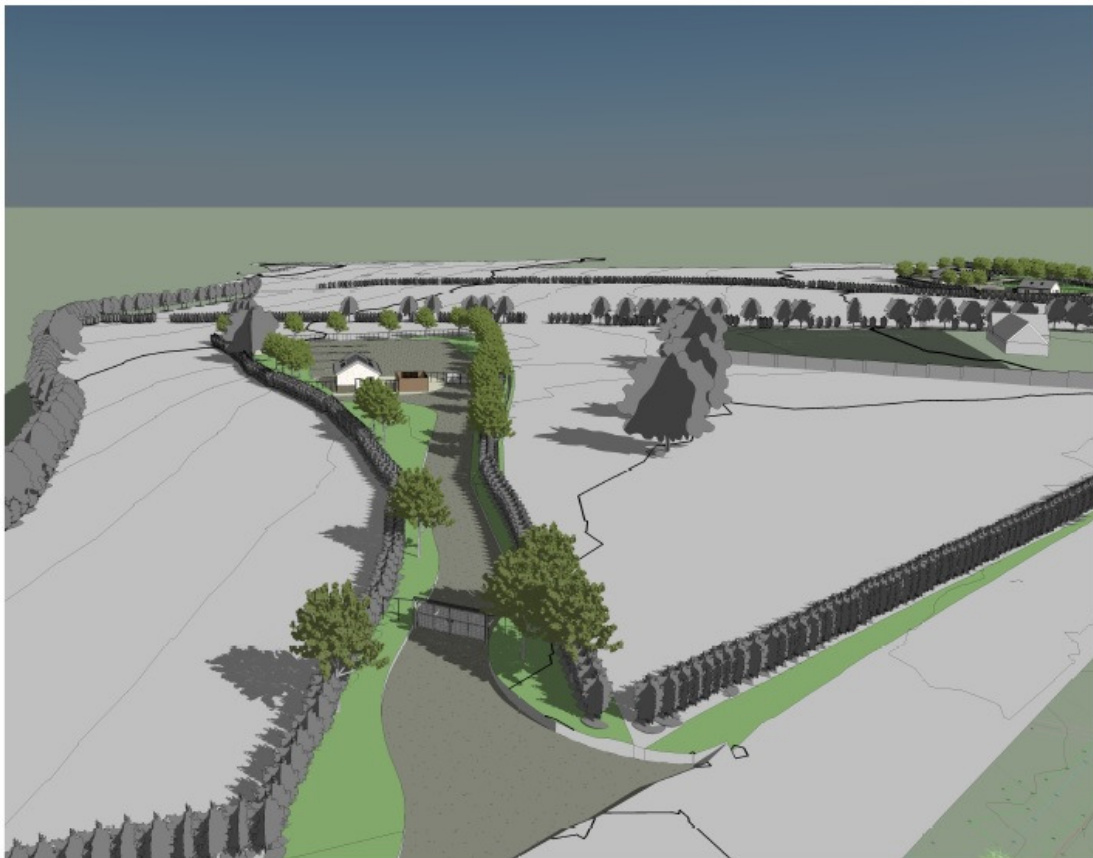
Planning, Design & Access Statement September 2018

In relation to

Proposed new Gypsy and Traveller Transit Site

for Denbighshire County Council
at

Green Gates Farm (East), St Asaph, Denbighshire.



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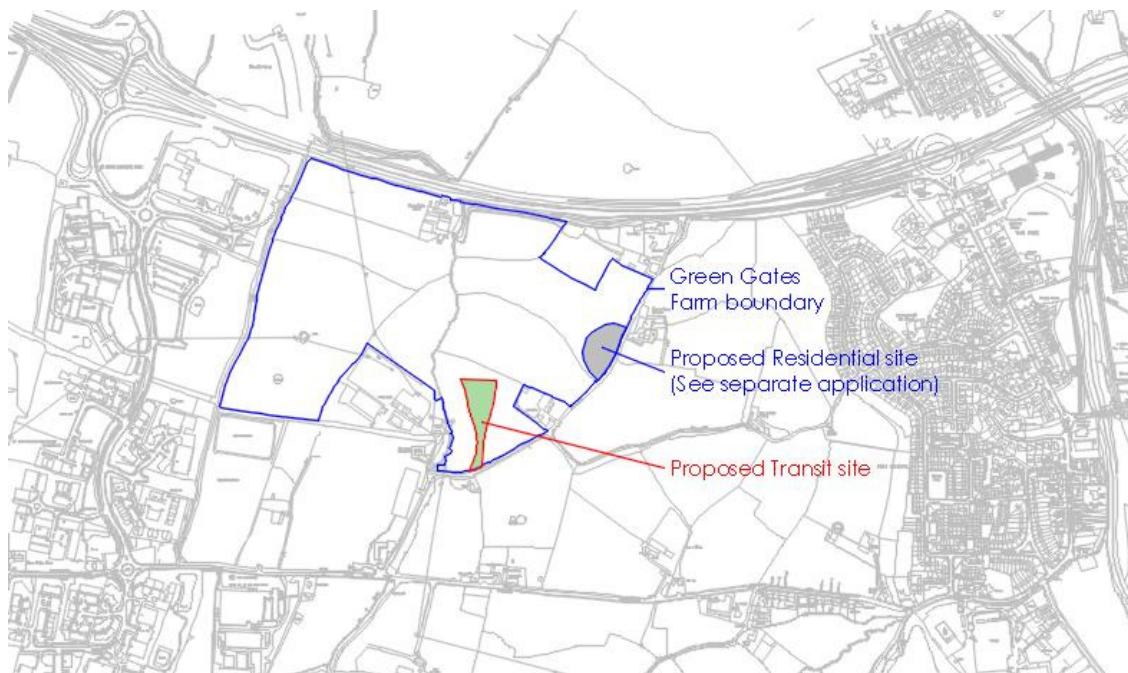
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1.0 Summary of the Proposal

This design and access statement has been prepared to accompany a planning application for the provision of new transit Gypsy and Traveller site comprising five pitches on part of Green Gates Farm, St Asaph, to be constructed and managed by Denbighshire County Council.

This planning application and associated documents should be read in context with a separate planning application for a residential Gypsy and Traveller site, also proposed on part of the Green Gates Farm site.



Location Plan

2.0 The Brief & Vision

The aim of the proposal is to provide a quality and sustainable gypsy and traveller transit site to comply with central and local government policy and guidance.

2.1. Cultural Context

Gypsies and Travellers have historically followed a nomadic way of life, which has become increasingly difficult to maintain due to the lack of legal stopping places and changes to economic opportunities.

Gypsy and Traveller families may have a permanent base from which they travel for work purposes or for social/traditional purposes, however,

this proposal deals with the need for appropriate accommodation when travelling.

Some Gypsies and Travellers now live in 'bricks and mortar' accommodation. Some have chosen to do this but many have found that there are no other options available to them due to the lack of authorised Gypsy and Traveller sites.

The assessment of Gypsy and Traveller accommodation needs, and the duty to make provision for sites where the assessment identifies need, became statutory requirements under the Housing (Wales) Act 2014.

2.2. Assessment of Need

In January 2017, Denbighshire County Council Cabinet agreed to submit the Denbighshire Gypsy and Traveller Accommodation Assessment (GTAA) to Welsh Government. The GTAA identified that there is a need in the county for:

- A permanent residential site for 5-6 pitches for an extended family residing in Denbighshire; and
- A transit site for 4-5 pitches.

Welsh Government approved the Denbighshire GTAA in March 2017.

Residential Gypsy and Traveller sites provide a permanent home for Gypsy and Traveller families. This allows families to establish themselves within a community, access services such as schools and health services in the same way as any other resident.

Transit sites are for short-term use to allow Gypsy and Travellers to follow the cultural tradition of travelling by providing suitable places to stay for up to three months.

All sites provide toilet, washing and refuse facilities.

There are currently no Gypsy and Traveller sites providing culturally suitable accommodation for Gypsies and Travellers in Denbighshire. In order to identify suitable locations, Denbighshire County Council has undertaken the following:

- Reviewed all local authority owned land;
- Issued a Public Call for Land; See Appendix 1
- Written directly to over 300 relevant parties including landowners, agents and town and community councils; See Appendix 2

All potential sites were then appraised against planning requirements, WG guidance, viability/deliverability considerations; See Appendix 3 for criteria used

Denbighshire County Council Cabinet approved the development of the preferred location to Planning Application Stage on 25th September 2018.

Welsh Government has provided guidance on what should be included in the design of Gypsy and Traveller sites. Page Six of the "Designing Gypsy and Traveller Sites – Welsh Government Guidance" sets out some of the benefits of providing appropriate sites for the Gypsy and Traveller community.

"1.19 Gypsies and Travellers are amongst the most socially excluded groups, with health and education outcomes significantly worse than the settled population. Some evidence suggests where they are able to settle on well managed and maintained sites, Gypsies and Travellers are better able to access health and education services and this leads to a better quality of life.

1.20 As recognised by Estyn children should benefit through better attendance and attainment within the education system, as education professionals are able to build stable and trusting relationships with families.

1.21 Better health will result from, for example, uptake of preventative healthcare, including vaccinations of children as health visitors are able to access families, which they could not access previously. Greater integration of Gypsies and Travellers is also likely as individuals access local facilities, which can also lead to the reduced likelihood of children having to live or play in unsafe environments.

1.22 Most fundamentally, many more Gypsies and Travellers will be able to access culturally appropriate accommodation. This pays due regard to Human Rights case law and supports Objective 6 of the Welsh Government's Strategic Equality Plan by reflecting the needs of those with protected characteristics in meeting housing needs."

The provision of well-managed authorised transit Gypsy and Traveller site would also provide a wider benefit through reducing the number of unauthorised encampments elsewhere in the county. Responding to these often have financial implications for the landowner and can create tensions within local communities.

2.3. Functional Requirements

The brief was to develop a scheme in response to the GTAA for the provision of a site accommodating five transit plots and associated accessible amenity block, available to rent to those identified in the GTAA.

In addition, the amenity block is to be designed with energy saving features and to include Low Carbon Technologies to minimise carbon emissions during its use, providing a sustainable development allowing Denbighshire County Council and users to benefit from reduced costs.

It is important to acknowledge the existing site context, to maintain & enhance the existing boundary screening and minimise impact on the neighbouring properties.

Consideration is to be given to the selection of appropriate external building materials to complement the established landscaped site context and to be appropriately robust.

3.0 Site and Context Analysis

The design of the development has been undertaken in accordance with; TAN 12 : 'Design' 2014, Denbighshire County Councils; RD1- 'Sustainable development and good standard design' RD5- 'The Welsh language and the social and cultural fabric of the communities.'

The Green Gates Farm site is a Denbighshire County Council, owned tenanted farm, located in a semi-rural area on the outskirts of St Asaph but close to various industrial and business developments. There are also a substation/transformer site, power generation site, residential property and working farms nearby.

The existing site is naturally split by a small watercourse into two areas, known as Green Gates Farm 'East' and 'West'. The western area of the site, although currently used for livestock grazing and trotting is allocated for Employment land (PSE2).

The land to the South West (known as the 'former Pilkington's site') has recently seen enabling works undertaken to encourage development, and is also allocated for Employment land (PSE 2 & VOE7, B1, B2 uses and waste management).

The site itself is currently not allocated in Denbighshire County Council's Local Development Plan but the site and proposal comply with LDP Policy BSC10 which states:

Proposals for gypsy and traveller caravan sites (including mixed residential and business sites) will be permitted provided the following criteria are met:

- i) the site is situated outside the Area of Outstanding Natural Beauty, Green Barriers and the Pontcysyllte Canal and Aqueduct World Heritage site (including the buffer zone); and*
- ii) the site is located within or on the outskirts of an established settlement boundary with access to a range of facilities/services (including schools), public transport and main transport routes; and,*
- iii) the proposal makes suitable provision for on-site play space, storage and parking; and,*
- iv) the proposal would not be detrimental to the amenity of occupiers of adjacent properties.*

In relation to item (iv) above this statement and the design proposals demonstrate what measures have been taken to protect the amenity of adjacent properties.

The overall Green Gates Farm site covers just under 30 Hectares (West 16.48, East 13.33), with the proposed development located on the eastern part of the site and covering 0.6 Hectares.



Adjacent Land Use

The area is currently gently sloping open land intermittently used for livestock grazing incorporating several mature trees that appear to be remnants from previous field boundaries and subdivided by a number of existing native hedgerows, to form several 'fields'. The site itself sits within one such 'field'.

A Preliminary Ecological Appraisal has been included as a supporting document to this application and provides a complete description of ecology on the site and the likely impact of the proposals, however, generally the impact on existing ecology is low.

The most significant constraint on the siting of the proposal are the easements that control access and development over the land containing power cables associated with offshore wind turbines that run through the Green Gates Farm site. The proposed site layout has been designed to fit between two easements running in a roughly north/south direction over the Green Gates Farm site and the proposed eastern and western boundaries of the site are formed by the boundaries to the easements themselves. This does mean that there is also a significant landscape buffer between the proposed development and the nearest adjoining properties.

4.0 Interpretation

The proposals for the public realm, including landscaping have been prepared in accordance with Denbighshire County Councils Supplementary Planning Guidance Note: 'Trees and Landscaping'.

A Tree Survey in accordance with BS5837 : 2012 'Trees in Relation to Design, Demolition and Construction – Recommendations' was undertaken in August 2018 and is included in the supporting documents to this application. The scope of BS5837 is to provide guidance on how trees and other vegetation can be integrated into construction and development proposals. It will be necessary to remove two mature trees as a result of the development but the loss of these trees will be more than compensated for by the planting of new trees.

A framework for a soft landscaping scheme has been developed which is based on improving the ecological features on the site and enhancing the setting with the use of as many native species as possible and providing ecological connectivity to the wider surrounding areas.

The new soft landscape seeks to build on the character of the existing trees and hedgerows in the surrounding area but new hedgerows will provide a more diverse mix of native species.

Planting to the eastern boundary will be denser with a range of native tree species that will help screen the development from the nearest residential buildings but will not overshadow the proposed pitches.

The eastern hedge boundary will be extended to meet the existing field boundary to the north of the site to provide a new wildlife corridor.

It is proposed that new hedges will be planted outside the new visibility splays to replace the existing hedge and the opportunity will be taken to incorporate a more diverse range of native species than the current hedges which ecological surveys have indicated are 'species poor'.

All of the landscaping areas will be managed & maintained by Denbighshire County Council, in accordance with the Landscape Consultants Maintenance & Management Plan.

Adequate open space in accordance with Denbighshire County Council Local Development Policy BSC11 – 'Recreation and Open Space' is provided within the proposals, with a small area to be designated as a play area.

5.0 Design Development

Early in the development process various options were considered for both the spatial arrangement within the proposed building and the arrangement on site, based on Welsh Government Guidance 'Designing Gypsy and Traveller Sites' May 2015.

Once a decision had been made that Green Gates Farm was the most appropriate site various locations within the overall farm site were considered. The main considerations were that: there should be suitable access, including the necessary visibility splays to the new connection to Cwtfir Lane, noise from the A55 should not be an issue, the development could not impinge on existing easement strips for below ground power cables, the development should be a reasonable distance from adjoining properties and should sit comfortably within the landscape context.

The presence of significant underground power cables and associated easements prevented development on large areas of the existing Green Gates Farm site and dictated to a large extent where the proposed development could be sited.

The linear form of the development has resulted from the requirement for suitable access and turning areas for caravans and service vehicles within the strip of available land between easements.

6.0 The Proposal

The following documents will be provided in support of the planning application and will be referenced in this document:

Design Proposal

P4_18_401 A103	Site Location (Showing this site and that of separate Transit Site application) as proposed
P4_18_401 A104	Site Plan as proposed
P4_18_401 A106	Site Sections/Elevation as proposed
P4_18_401 A107	Aerial View as proposed
P4_18_401 A110	Site Plan as existing
P4_18_401 A112	Floor Plan & Elevations as proposed

Ecological Reports

Preliminary Ecological Appraisal – Enfys Ecology Report
 EE/460.18/MM V2 20

Tree Survey

BS5837:2012 Report
Survey Schedule
Tree Constraints Plan TCP-01
Tree Protection Plan TPP-01

Flood Consequence Assessment
Flood Consequence Assessment & Outline Drainage Strategy-
WSP September 2018

Highway Engineer – Denbighshire County Council
Transport Statement – August 2018
General arrangements and Visibility Splays
Construction Details

6.1. Character

To minimise the impact of the development on neighbouring properties and the surrounding countryside it is proposed that the new access road, hardstanding and new amenity building will be cut into the ground slightly. This is illustrated on Drg No P4_18_401 A106 Transit Site Sections.

The prominence of the proposed new amenity building will be reduced by cutting into existing ground levels but the external palette of materials has also been carefully considered to reflect local vernacular buildings and maintain a rural character.

The rural character of the site will be enhanced by the introduction of new hedgerows along the eastern and western boundaries which will break down the existing large open expanse of grazing land into smaller fields more reminiscent of the historic pattern of field boundaries.

It is proposed in accordance with Denbighshire County Council Local Plan Policy RD5 'The Welsh Language and the Social and Cultural Fabric of Communities' and Welsh Government Technical Advice Note TAN 20 'Planning and the Welsh Language' that bilingual signage will be provided and the development will adopt a Welsh Language name, see Community and Linguistic statement for further information.

The planning authority have confirmed that a financial contribution is not required under Denbighshire County Council Local Plan Policy BSC3 to support new infrastructure but improvements to Cwttir Lane will be undertaken in association with this application as indicated in the supporting documents.

6.2. Access

As outlined in Denbighshire County Council Supplementary Planning Guidance Note 8, *'our towns and cities have not been designed with the needs of disabled people in mind; one person in six in Wales has a disability'* whilst more locally *'It is estimated 1 in 3 of Denbighshire's population have a recognised disability (32,000 people). Improvements benefit many people, including people with prams/pushchairs, elderly people, those with short/long term impairments. Providing an accessible environment benefits society at large.*

The extent to which the whole site can be designed to accommodate all users' needs is limited due to the fact the caravans used during their stay will be their own. Therefore, when considering access, this is limited to the levels and surfacing within the site and the amenity block.

Although located on a gradually sloping site, levels to the new hardstanding area will be adjusted to provide a nominally 'level' area with falls sufficient to allow surface water to disperse but provide a suitable surface for manoeuvring and siting of caravans, together with appropriate pedestrian access around the site.

The amenity block will accommodate five separate 'family' shower rooms, each allocated to one of the caravan pitches. The external doors to these family rooms will have level access thresholds and increased door widths. Internally the relationship of the WC and WHB will be suitable so that hand rails could be installed if the need is identified. Sufficient space has also been included for wheelchair movement.

A sixth room in the amenity block will be utilised as an office, this will be predominantly used as a staff base when booking site users in/out and a neutral location for site users to meet with individuals, such as visiting health/social care professionals. As with the other external doors this will be accessed via a door suitable for wheelchair users. An open plan layout internally will accommodate a desk and seating.

Adjacent to the amenity block bin storage will be housed within a fenced compound to allow safe use by the Gypsy and Traveller community but also cleaning and refuse collection from outside the traveller's area when the site is occupied.

Vehicular access to the site is via Cwttir Lane. This lane already serves several private properties, farms and businesses.

A Transport Statement has been undertaken by Denbighshire County Council Highways Department following traffic surveys along the lane and is included as a supporting document to this planning application. The transport assessment considers issues relating to vehicular, pedestrian and cycle access. A Road Safety Audit has also been undertaken and is included in the transport assessment.

The Accessibility elements of the proposals have been designed in accordance with; Equality Act 2010, BS8300: 2018, Welsh Assembly Government Technical Advice Note TAN 12: 'Design' 2014 and Denbighshire County Council Supplementary Planning Guidance Note 8: 'Access for All'

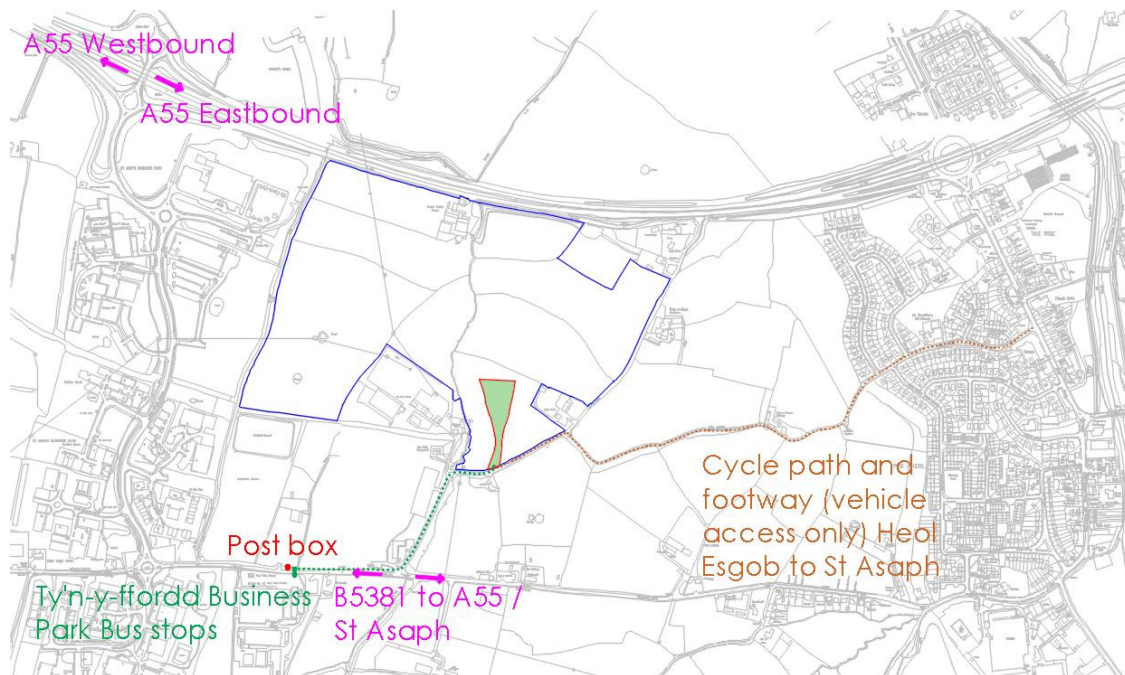
6.3. Movement

A Transport Statement has been prepared by Denbighshire County Council Highways Department and is included as a supporting document to the application.

Cwttir lane provides access to the B5381 (Glascoed Road) that subsequently provides links St Asaph to the east and the Business park to the west. Beyond the immediate area the A55 trunk road, with routes to Chester to the east and Bangor and Caernarfon to the West, is a 5 minute drive from the site, with connections to both the M56 Manchester & M6 Liverpool being just over an hour's drive.

Public transport can also be accessed readily. In closest proximity is the 'Ty'n-y-ffordd Business Park' Bus stop, this is located on Glascoed Road approximately a 10 – 15 walk away from the site. Currently from this stop services include the 51B which runs between Rhyl and Denbigh, and the 54 which runs between Rhyl and St Asaph. Furthermore, the rail network can be access in Rhyl, which is approximately 15 – 20 minute drive, or 30 minutes on the 51B bus route referenced above.

The site is also within close proximity to a designated cycle path and footway 'Heol Esgob'. The route connects the site and surrounding area to St Asaph.



Transport Routes adjacent to the site

Within the site itself a turning space for service & emergency vehicles has been provided outside the designated Gypsy and Traveller area. Within the constraints of the site some variation in the edge of the carriageway has been introduced to soften the layout and to reduce vehicle speed entering the site.

Space for two parking spaces are included within each pitch which will be of sufficient size to accommodate users with mobility issues.

6.4. Environmental Sustainability

6.4.1. Flood Consequence Assessment

A Flood Consequence Assessment (FCA) and Outline Drainage Strategy has been prepared by WSG and is included as a supporting document to this application.

The site has little or no risk of fluvial flooding and very low risk from surface water, and highway flooding. There is a low risk of groundwater flooding. Other flood risks are deemed negligible.

The proposed development will include a sustainable drainage system to serve the site with appropriate site attenuation. This will ensure that surface water is managed on site so that any flood risk to the development is mitigated in accordance with national guidelines.

6.4.2. Geology

The British Geological Survey indicates superficial deposits of Till Devensian – Diamicton over Warwiczshire Group Mudstone, Siltstone and sandstone bedrock.

It is not anticipated that there will be any structural issues accommodating strip footings to the small single storey buildings proposed but further geotechnical investigations will be undertaken to confirm that.

Historical mapping indicates that the site has comprised farmland since the 1871 Ordnance Survey with the only noticeable development being the possible infilling of either one or two ponds within the area of the site.

The risk of contamination generally is low but a Phase 1 Environmental Risk Assessment will be undertaken and it is anticipated that testing of materials to the infilled ponds will be required.

Historical mapping is included in Appendix 4

6.4.3. Archaeology

Following consultation and initial advice from the development control officer at Clwyd- Powys Archaeological Trust a geophysical survey of the eastern part of Green Gates Farm was undertaken by Tiger Geo Limited.

No features of potential archaeological interest were identified. The only features of note that were identified were one infilled pond (as referred to above) and two former field boundaries.

A copy of the Geophysical Survey is included as a supporting document to this planning application.

6.4.4. Energy

Proposed Sustainable Strategies included in the Design of the project have been undertaken in accordance with Denbighshire County Council SPG Note: Renewable Energy' and LDP Policies VOE 5 Conservation of natural resources and VOE 6 Water management.

The amenity block has been designed in a regular rectangular shape, to reduce the external wall area & minimise the potential heat loss from the external walls.

A 'Fabric first' approach has also been adopted to provide insulation levels above current building regulations requirements with a view to achieving a high A rated EPC and to comply with LDP Policy VOE5.

Acknowledging the WG Policy Statement 'energy needs must be met from low carbon sources and a move to a resilient low carbon energy production via indigenous sources and thus renewable energy, on both a centralised and localised basis.'

The building will incorporate either Photo Voltaic or Solar Thermal panel arrays to ensure that overall energy consumption is compliant with current Building Regulations.

Energy efficient artificial lighting will be used allied to efficient switching of lighting, whilst water saving devices will be used on wash had basin taps, shower mixers and WCs and a strategy developed to comply with LDP Policy VOE 6.

6.4.5. Noise

An initial noise risk assessment of the site has been undertaken and it has been determined that noise thresholds from the nearby A55 are not likely to exceed recommendations for this type of development.

Noise mapping was used to determine which areas of the Green Gates Farm site would be suitable.

A copy of the noise risk assessment is included in Appendix 5.

6.5. Community Safety

The Community Safety proposals have been designed in accordance with; TAN12 : 'Design' 2014 which identifies community safety as one of the five aspects of good design, Denbighshire County Councils SPG 'Planning for Community Safety' & 'Secure by Design' Information.

'Good design and attractive places can encourage a sense of 'ownership' amongst the local community, which contributes to well-being and quality of life. On-going maintenance of public spaces is also important in fostering a sense of community pride and reducing the risks of crime.'

Initial consultation has taken place with North Wales Police and North Wales Fire and Rescue in development of the proposals to date. Further consultation will be required throughout the more detailed design

process. To date basic principles of site security, site layout, access for emergency services vehicles have been accommodated however its acknowledged more detailed discussion are required.

The layout of the new access road has been designed to function in several ways. The initial gate and height barrier are set back from Cwttir Lane sufficiently to allow a large vehicle such as a refuse wagon or a car towing a caravan sufficient room to stop before entering the site without obstructing Cwttir Lane itself.

Once opened the access road is long enough to provide sufficient temporary parking for the booking in/out process to take place, again minimising the impact on the surrounding area. The access road is also wide enough to allow vehicles pass whilst entering and leaving the site. A second gate and height barrier are located at the entrance to the hardstanding area.

When the site is occupied this allows the hardstanding area and access road to be separated not only to limit the speed of vehicles entering the site, but with the use of fencing within the site will allow refuse collection, general maintenance and cleaning of the amenity building be undertaken segregated from the users of the site. This is conducive to safer maintenance access for service vehicles and environment for the site users.

Inclusion of CCTV and number plate recognition covering the access road is also proposed. Details of how this will be monitored and how it can assist with the management of the site have yet to be developed in full. However it is anticipated it will assist with ensuring only authorised users can access site, assist with the time taken to manage arrivals and departures from the site. It is not however proposed to cover the hardstanding area where the caravans will be sited.

Also following the initial meeting with the Police Liaison Officer, a new 2m high boundary fence will be provided to the perimeter of the site to provide security. This will be supplemented with a native mixed species hedgerow; planted on the outside of the fence (to ensure that the new development blends in with the adjoining landscape). Over time, the hedging will be encouraged to form a dense, impenetrable barrier, which will further aid security of the site.

6.6. Response to Planning Policy

The Design and Access Statement, scheme drawings and supporting documents demonstrate how current guidance and planning policies

have been considered in the design of the new site to provide a solution that will be of positive benefit to the community and will not have an unacceptable effect on the character and appearance of the site.

This design and access statement is prepared with guidance from the following documents:

Welsh Government 'Design and Access Statements in Wales' April 2017

6.6.1. National Policy

Housing (Wales) Act 2014

Equality Act 2010

BS8300: 2018

Designing Gypsy and Traveller Sites in Wales – Welsh Government Guidance (May 2015)

Welsh Government Strategic Equality Plan

Welsh Government Circular 005/2018: Planning for Gypsy, Traveller and Showpeople Sites (June 2018)

Welsh Assembly Government Technical Advice Notes:

TAN 5 Nature Conservation and Planning

TAN 8 Renewable Energy

TAN 11 Noise

TAN 12 Design

TAN 15 Development & Flood Risk

TAN 18 Transport

TAN 20 Planning and the Welsh Language

TAN 21 Waste

6.6.2. Local Policy

Denbighshire County Council Local Development Plan 2006-2021 Policies applicable to the development are:

Theme: Respecting Distinctiveness

RD1 - Sustainable development and good standard design

RD5 - The Welsh language and the social and cultural fabric of communities

Theme: Building Sustainable Communities
BSC1 - Growth Strategy for Denbighshire
BSC 3 - Securing infrastructure contributions from development
BSC 10 – Gypsy and Traveller sites
BSC 11 - Recreation and Open Space

Theme: Valuing Our Environment
VOE5 - Conservation of natural resources
VOE6 - Water management
VOE10 - Renewable energy technologies

Denbighshire County Council Supplementary Planning Guidance Notes:
SPG 'Planning and the Welsh Language'
SPG 'Access for All'
SPG 'Renewable Energy'
SPG 'Planning for Community Safety'
SPG 'Trees and Landscaping'

Appendix 1
Public Call for Land

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 or by post to the address at the bottom of this letter.

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

Dated: 13th September 2017

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

Appendix 2

Letter to Landowners/Agents/Town & Community Councils

Address
Address
Address
Address

Postcode

Eich cyf/Your ref

Ein cyf/Our ref

Dyddiad/Date 8th September 2017

Rhif union/Direct dial 01824 706916

e-bost/e-mail cdll@sirddinbych.gov.uk

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 ar wefan Sir Ddinbych. Gallwch ei chyflwyno ar-lein neu trwy **e-bost** at 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.

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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 on the Denbighshire website which can be submitted online or submitted by **email** to 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

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

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Comments should be submitted to:

✉ ldp@denbighshire.gov.uk

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

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Angela Loftus

Rheolwr Cynllunio Strategol a Thai/ Strategic Planning and Housing Manager

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

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

Appendix 3

Criteria for Potential Site Selection

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

Appendix 4

Historical Mapping

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

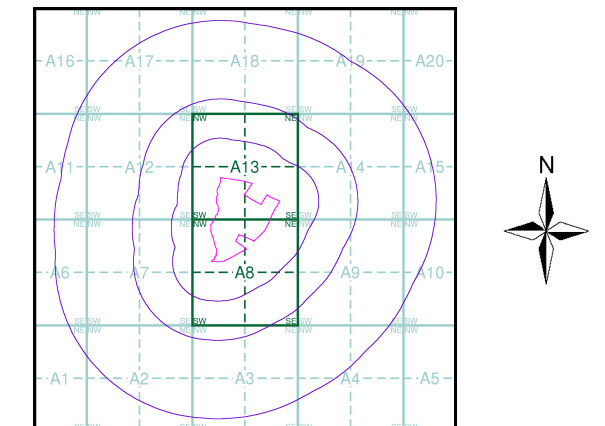
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Historical Mapping & Photography included:

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

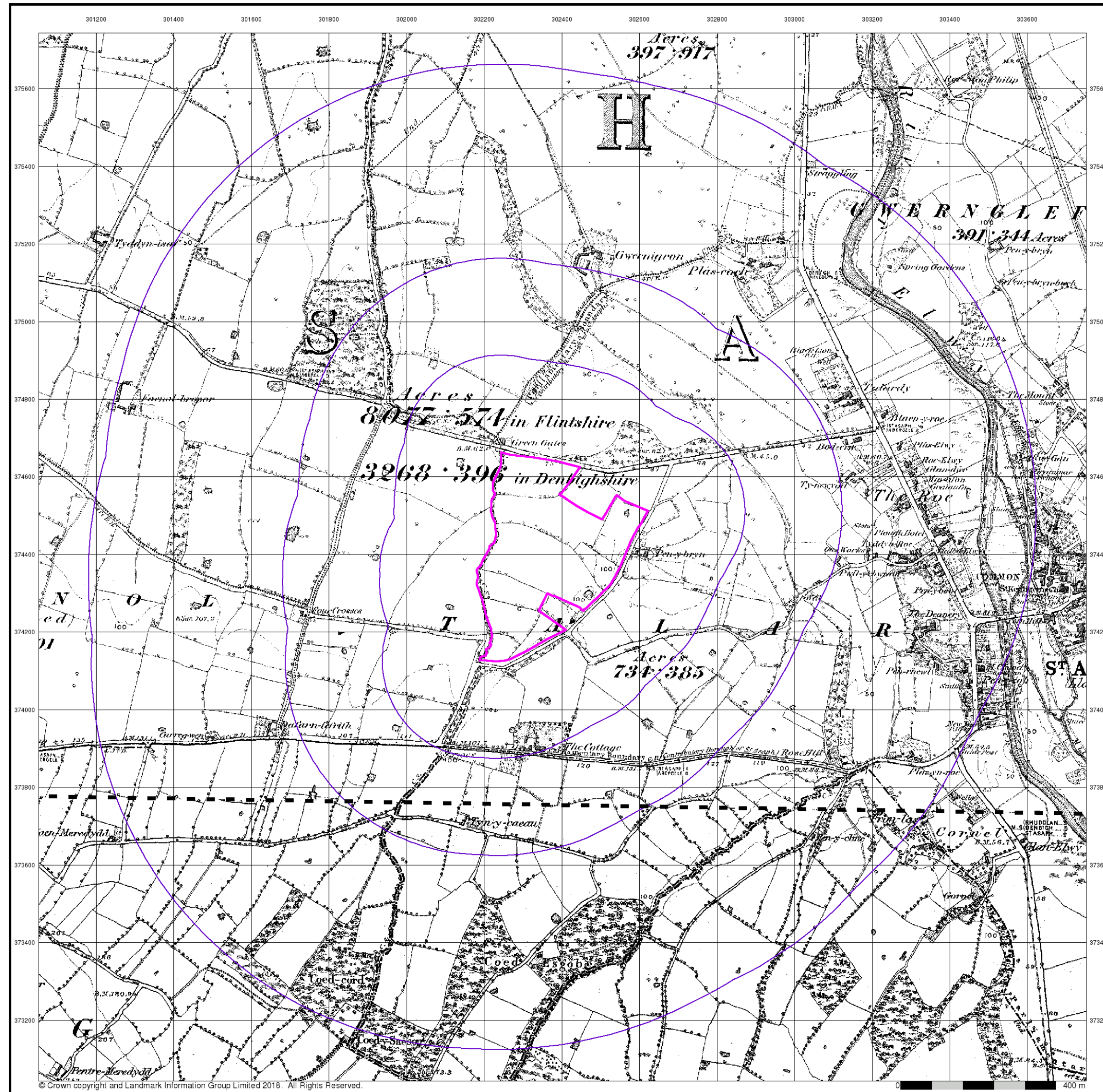
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Search Buffer (m): 1000

Site Details

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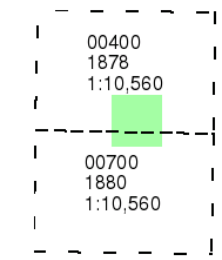
Flintshire

Published 1878 - 1880

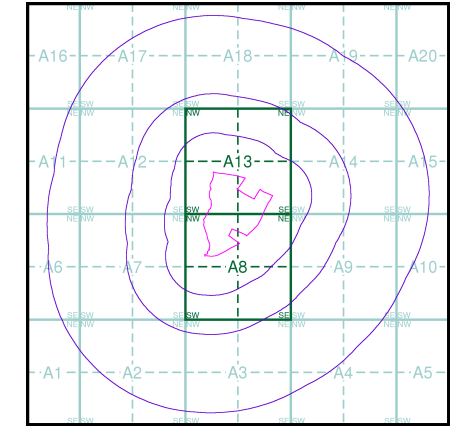
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. 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



Order Details

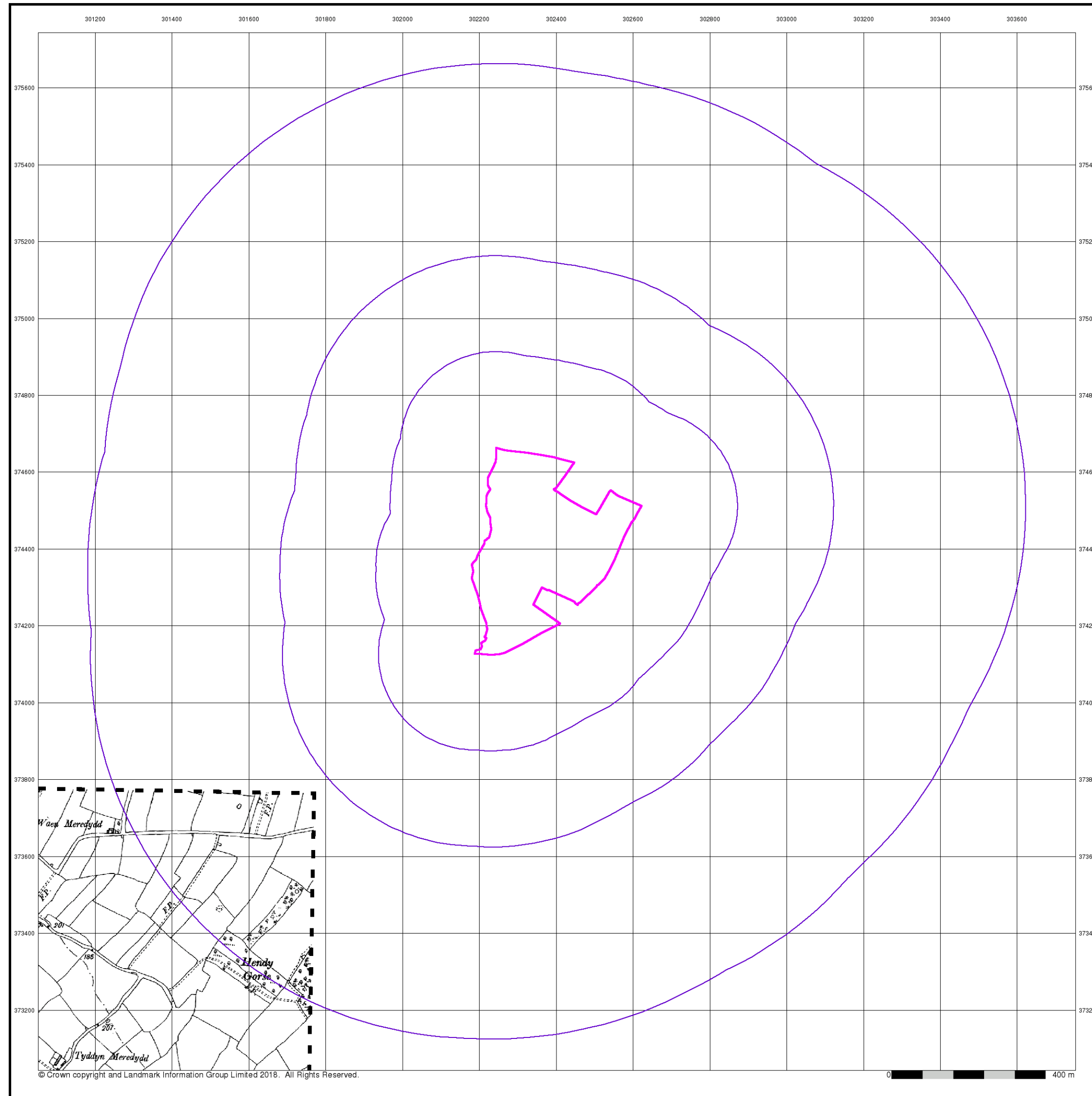
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0 400 m

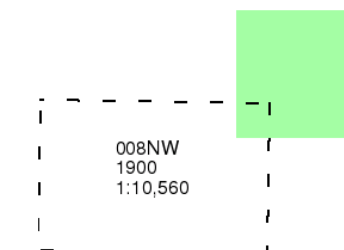
Denbighshire

Published 1900

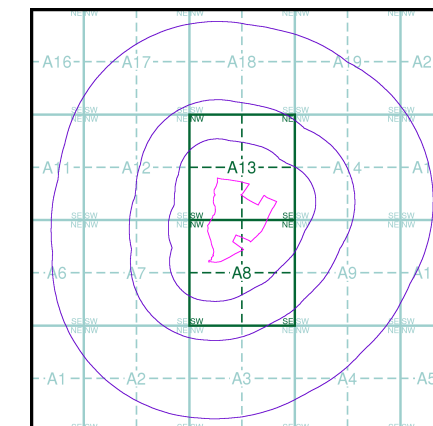
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Map Name(s) and Date(s)



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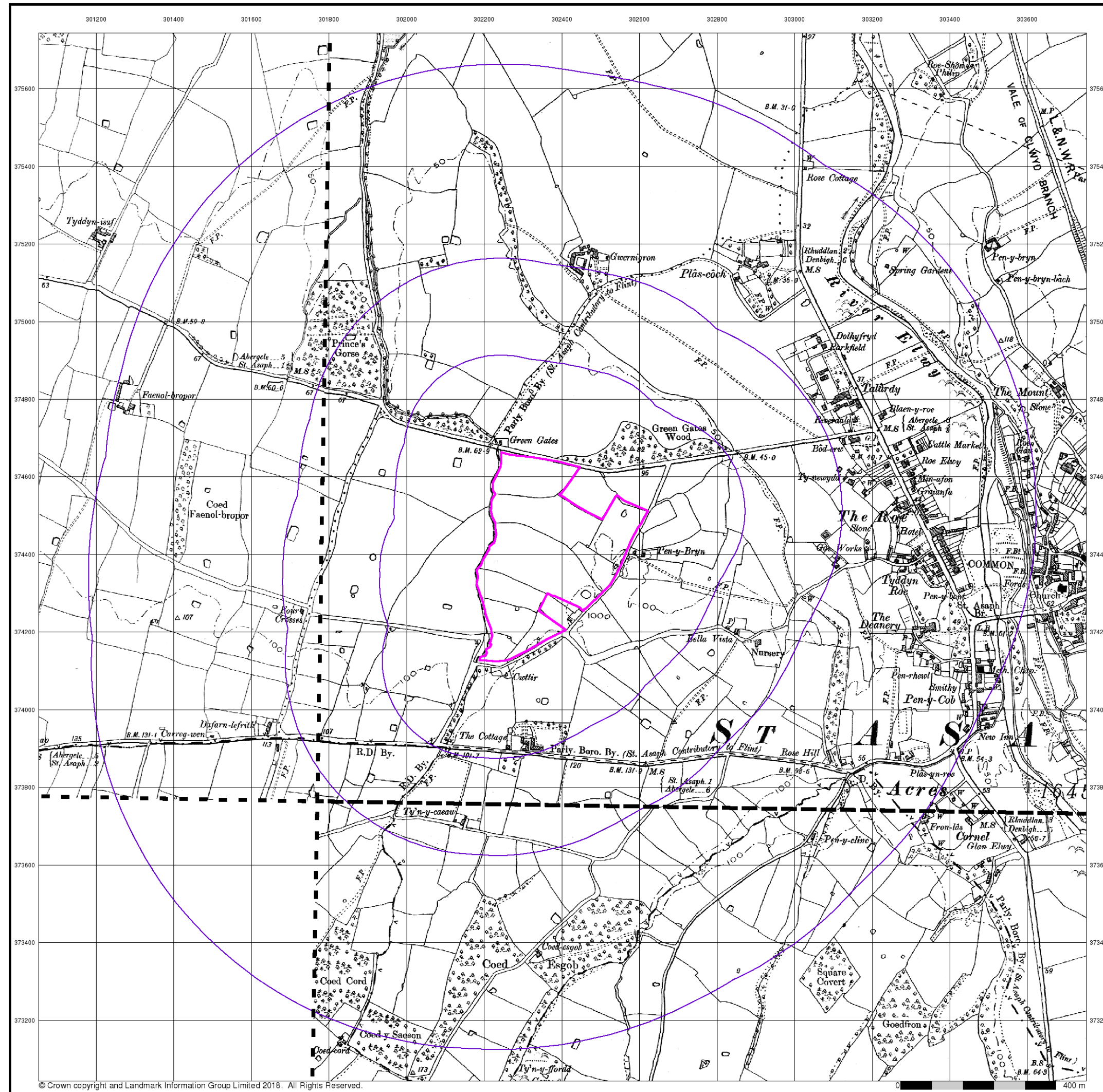


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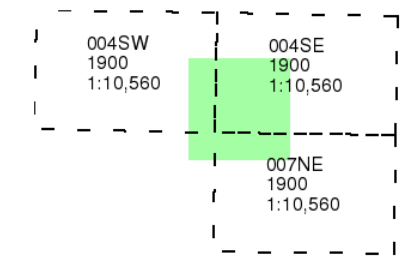
Flintshire

Published 1900

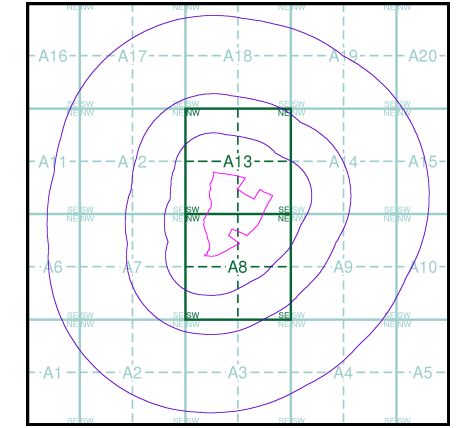
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. 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

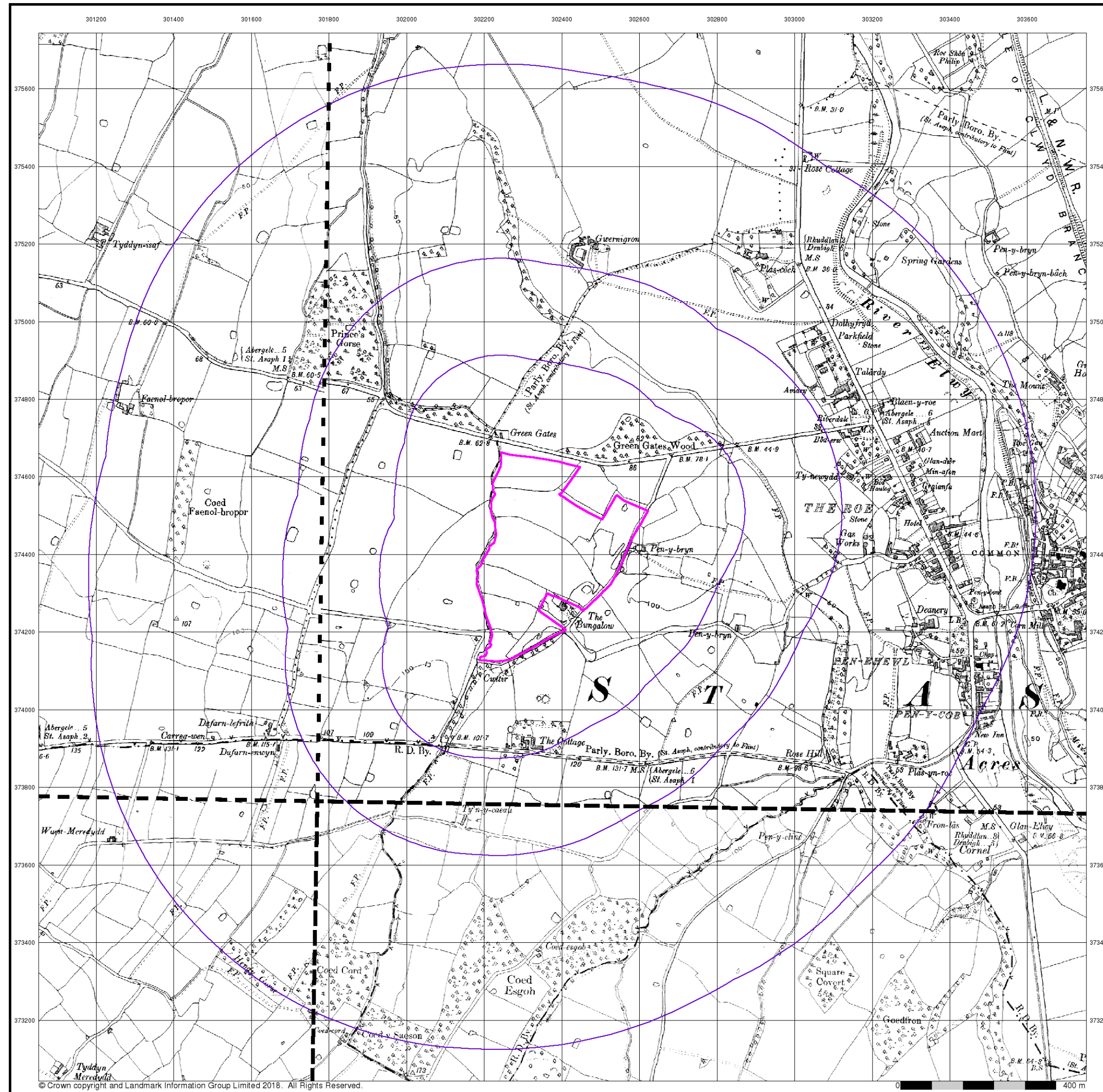


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Denbighshire

Published 1914

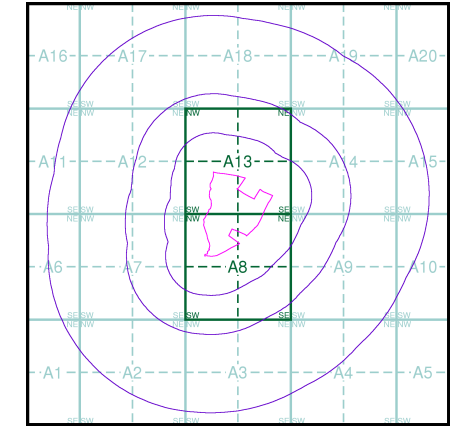
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Map Name(s) and Date(s)

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008NW 1914 1:10,560	008NE 1914 1:10,560

Historical Map - Slice A



Order Details

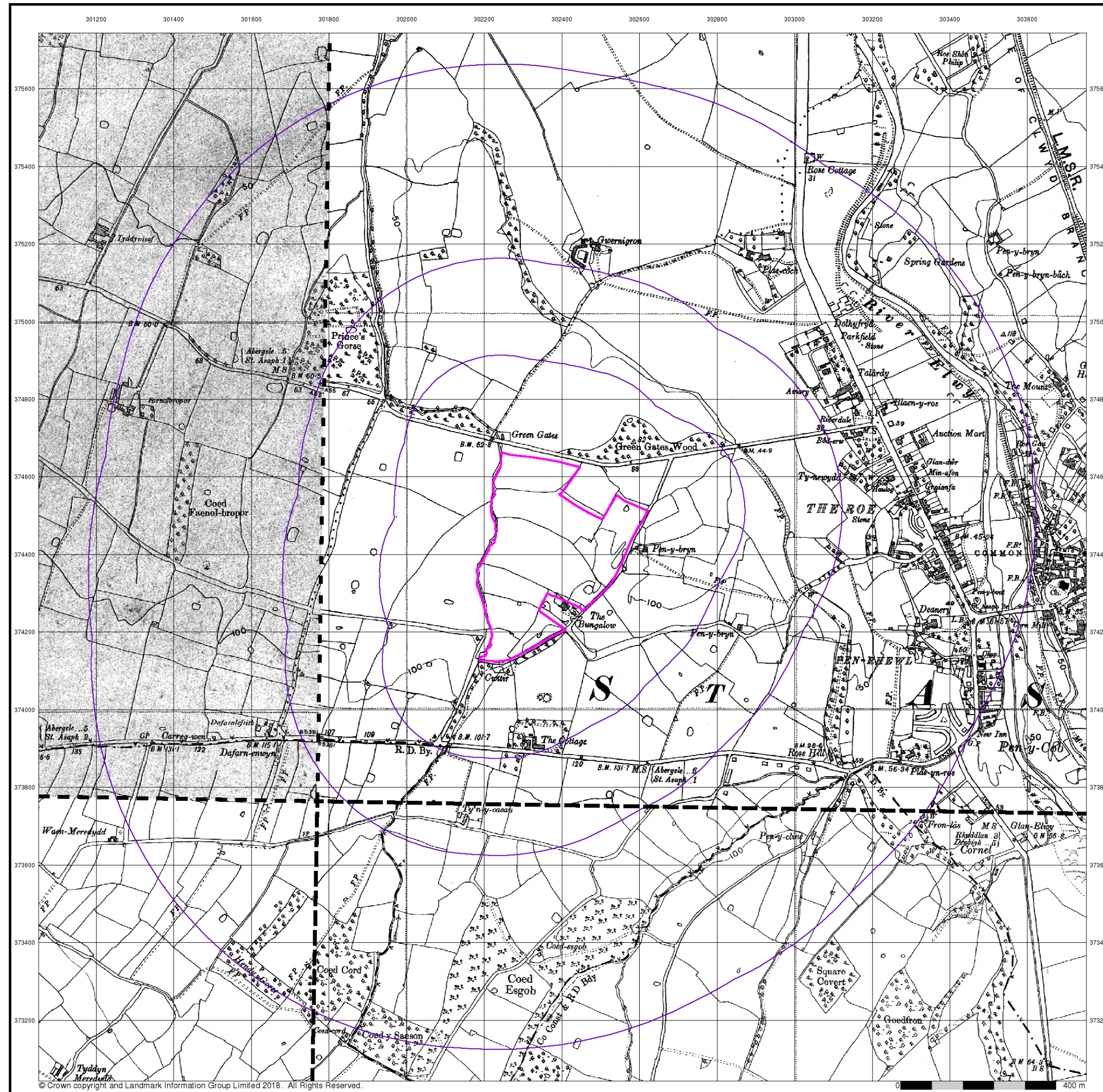
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Denbighshire

Published 1938 - 1953

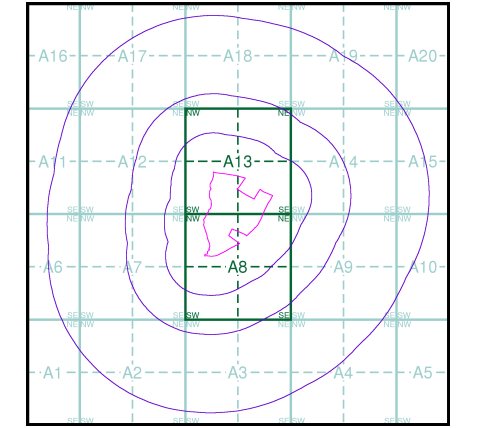
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Map Name(s) and Date(s)

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008NW 1953 1:10,560	008NE 1953 1:10,560

Historical Map - Slice A



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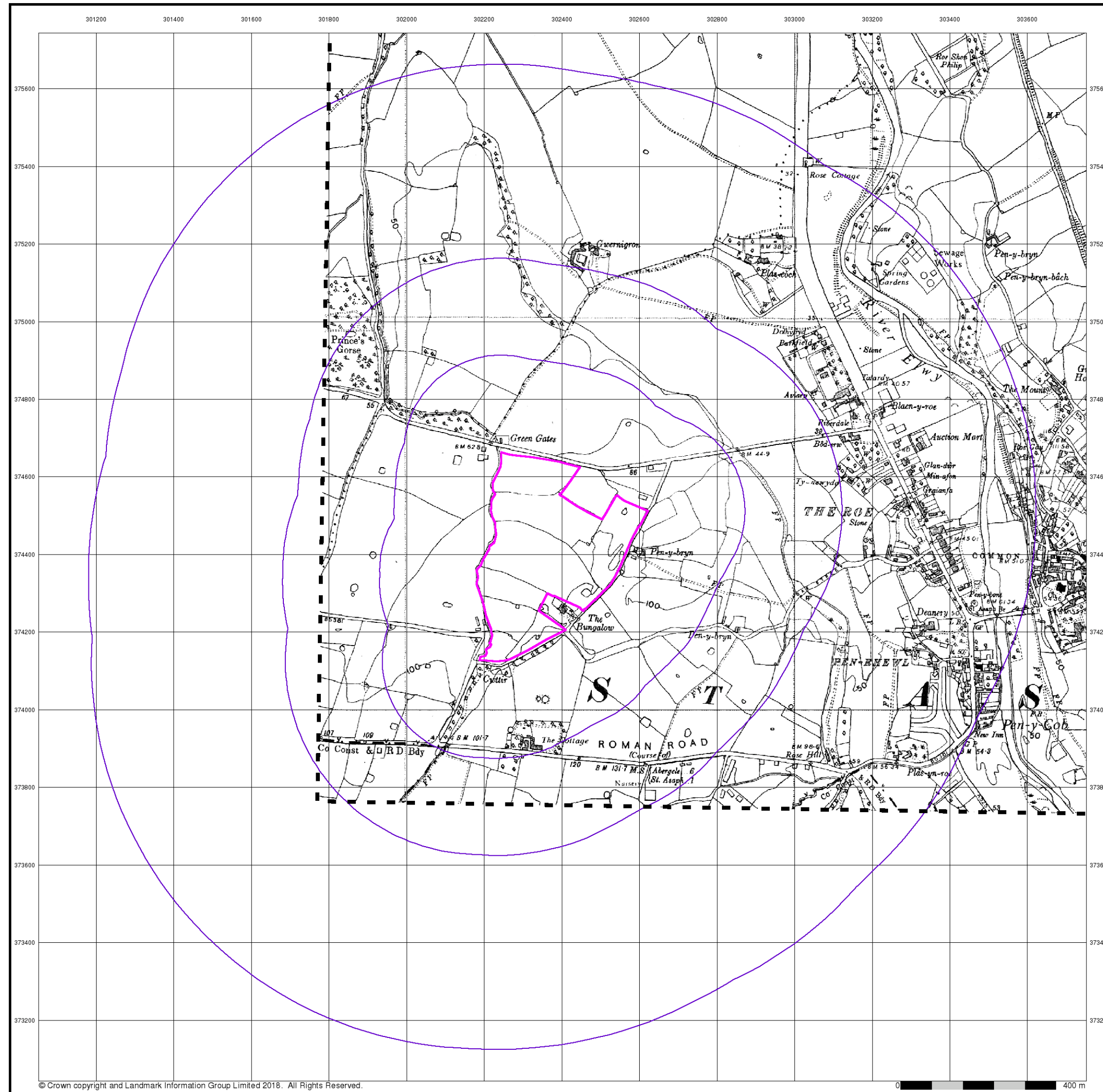
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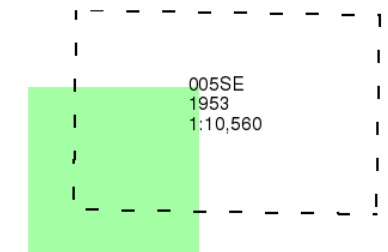
Denbighshire

Published 1953

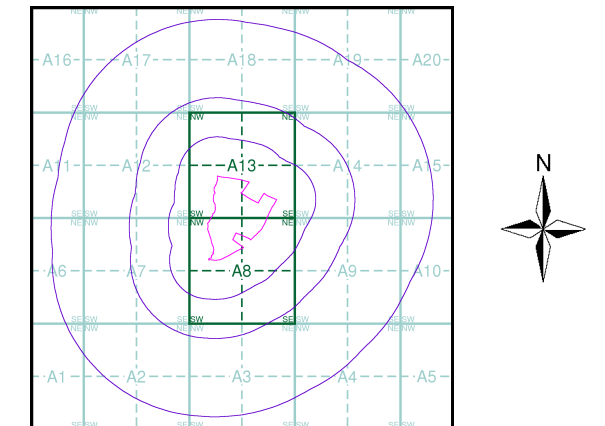
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Map Name(s) and Date(s)



Historical Map - Slice A



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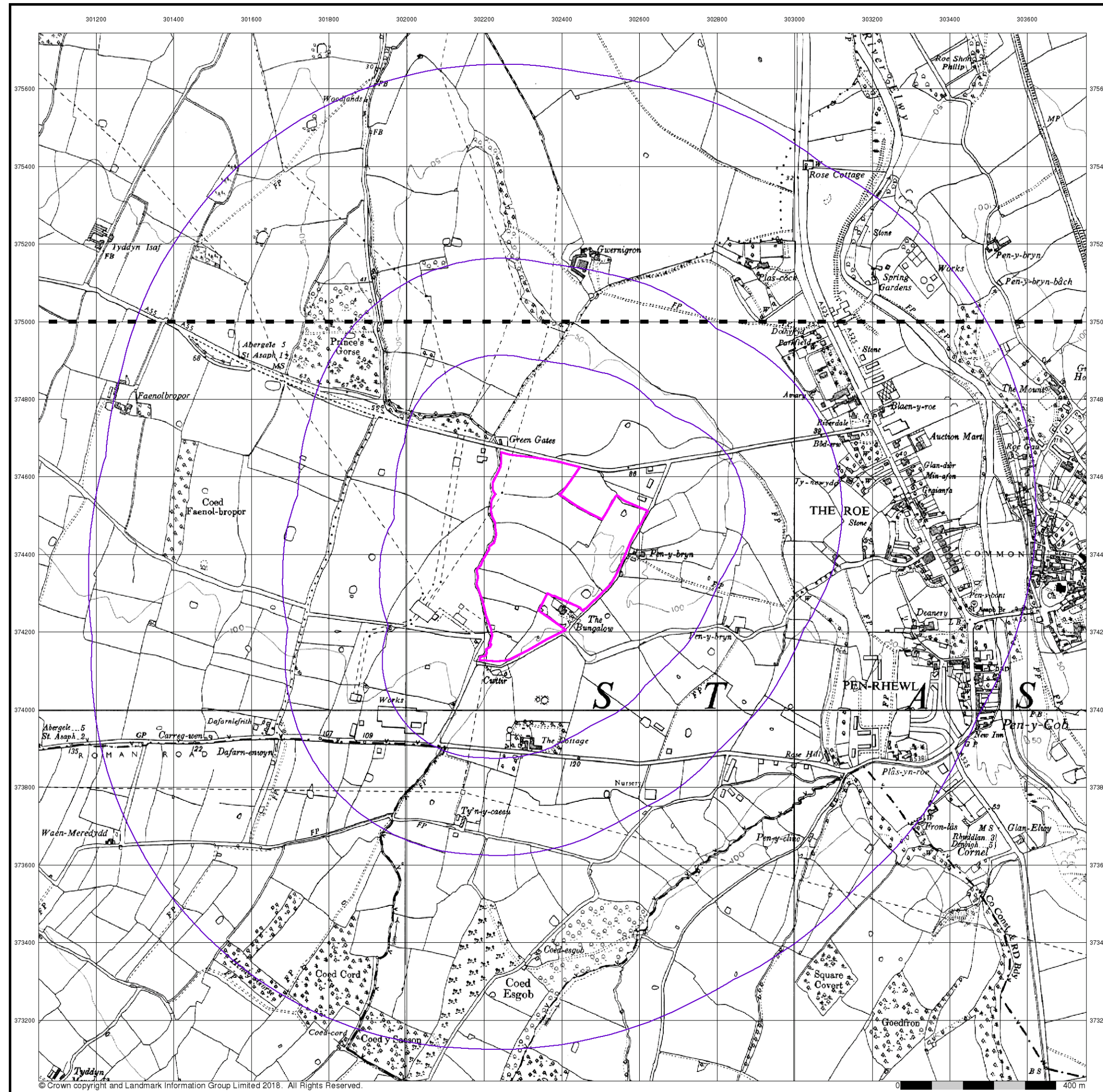
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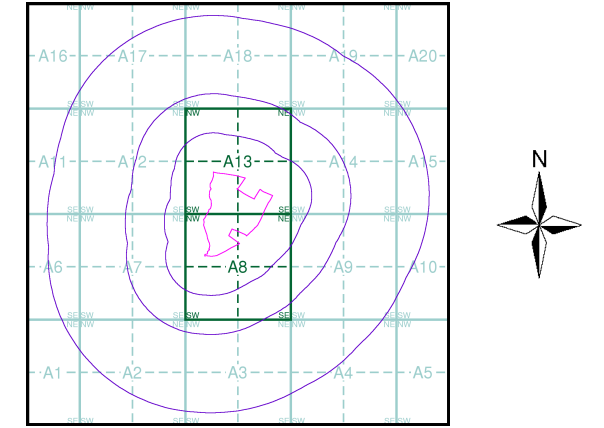
Ordnance Survey Plan Published 1964 Source map scale - 1:10,000

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Map Name(s) and Date(s)

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

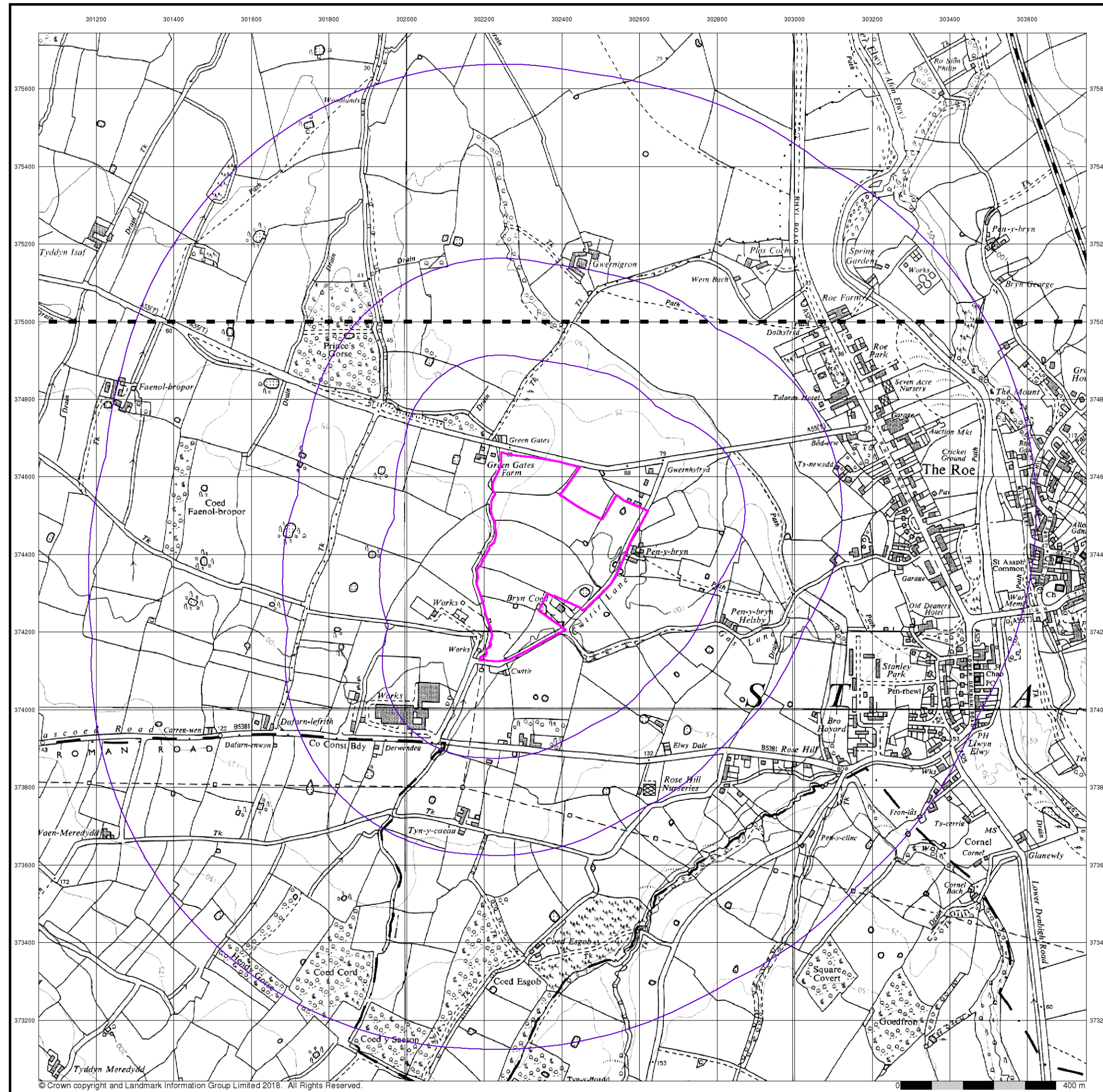
Historical Map - Slice A



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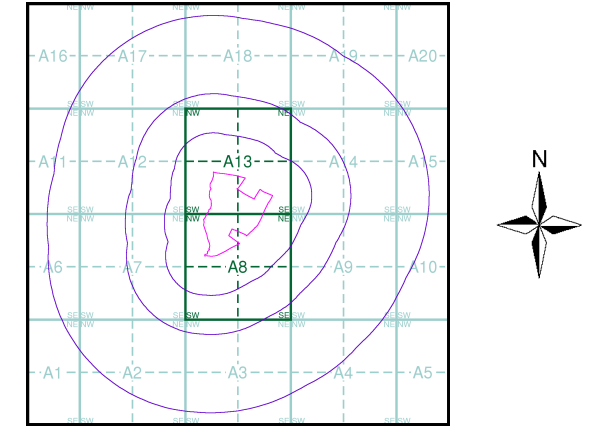
Ordnance Survey Plan Published 1968 - 1969 Source map scale - 1:10,000

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

Historical Map - Slice A



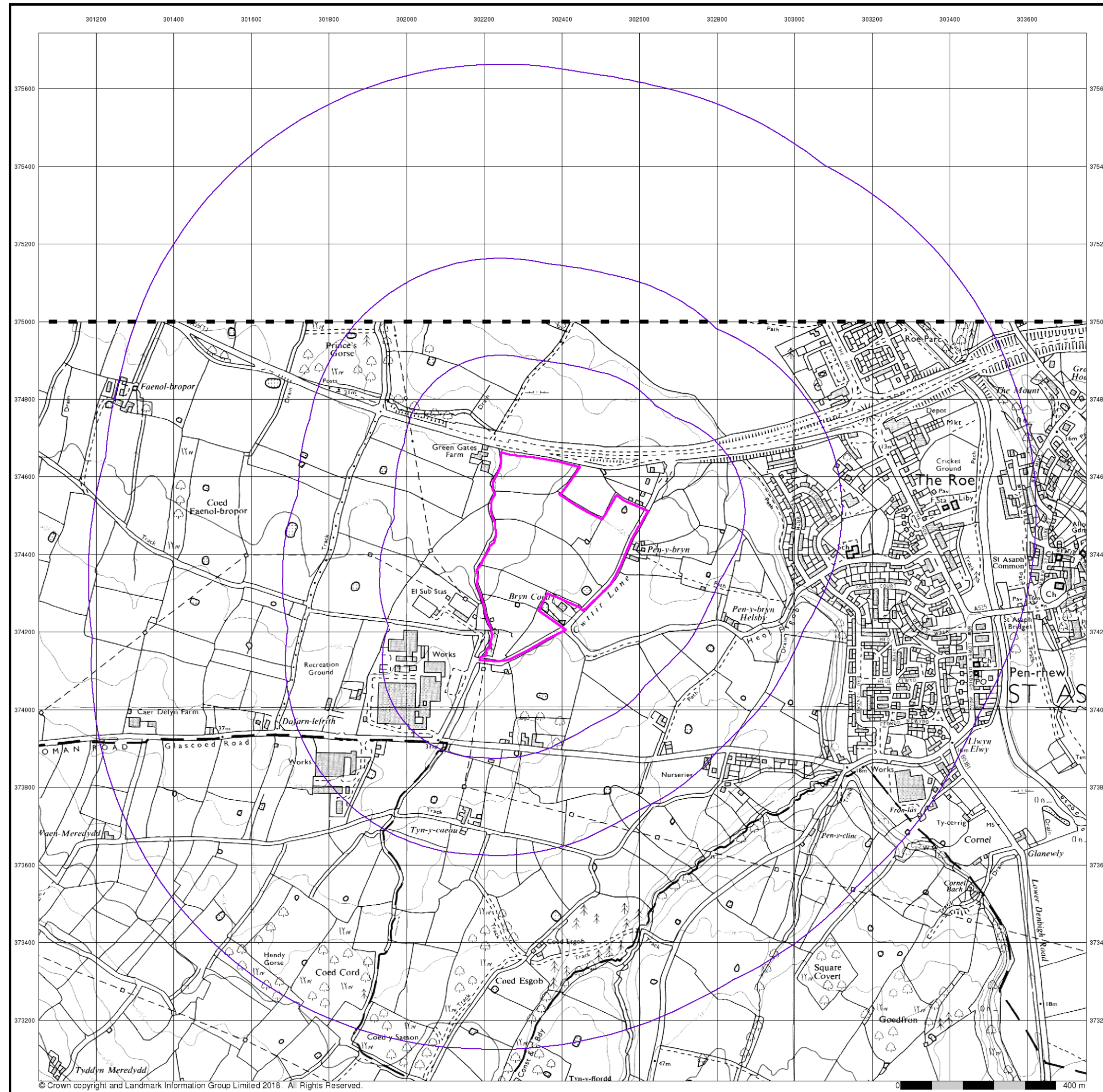
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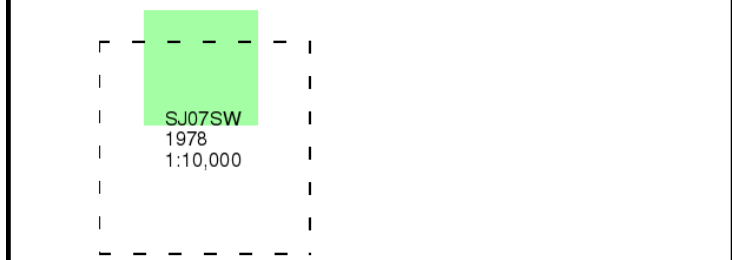
Ordnance Survey Plan

Published 1978

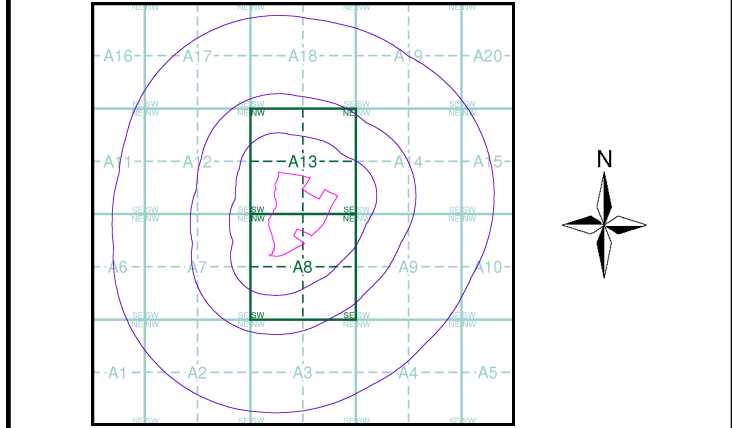
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Map Name(s) and Date(s)



Historical Map - Slice A

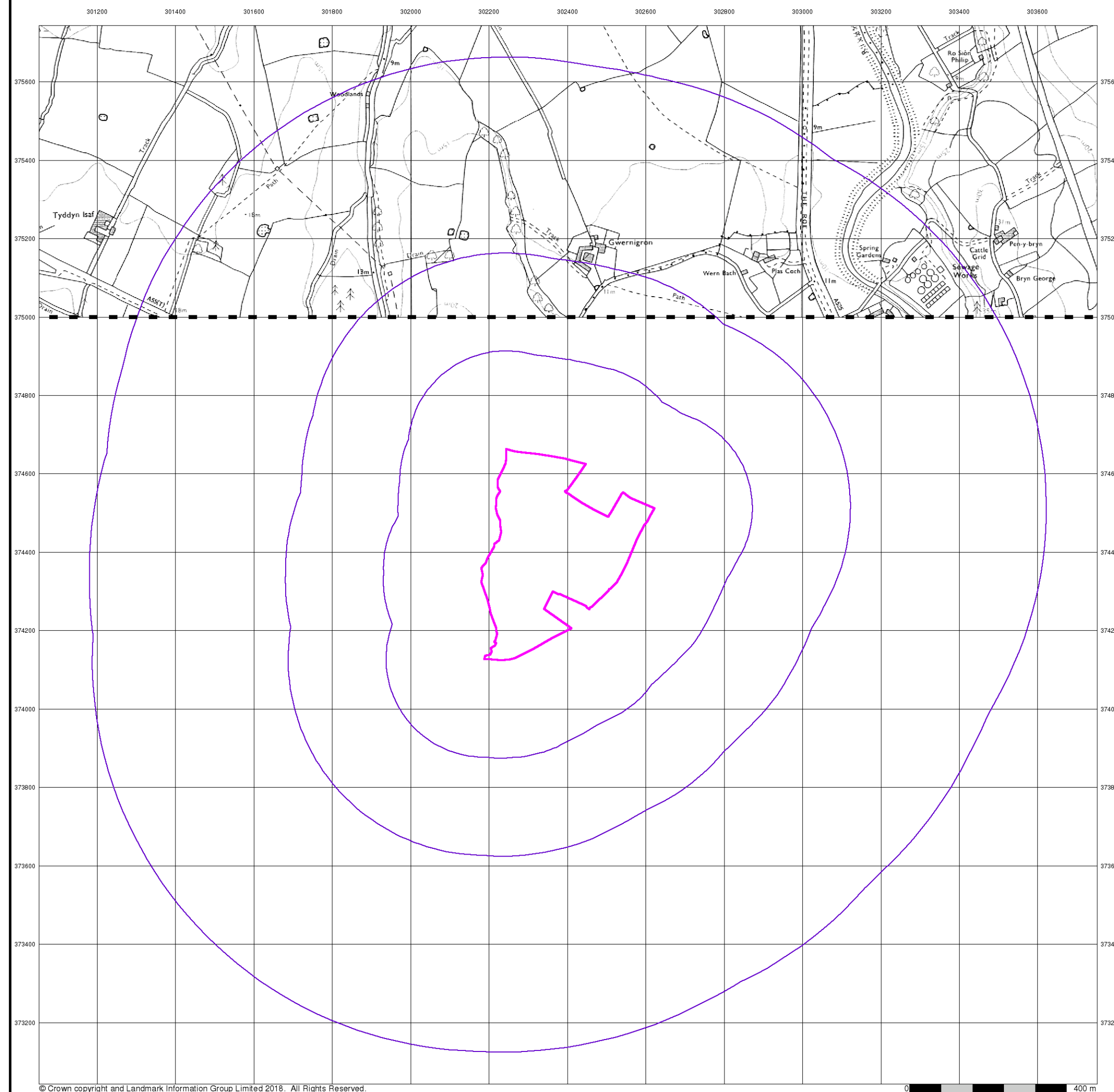


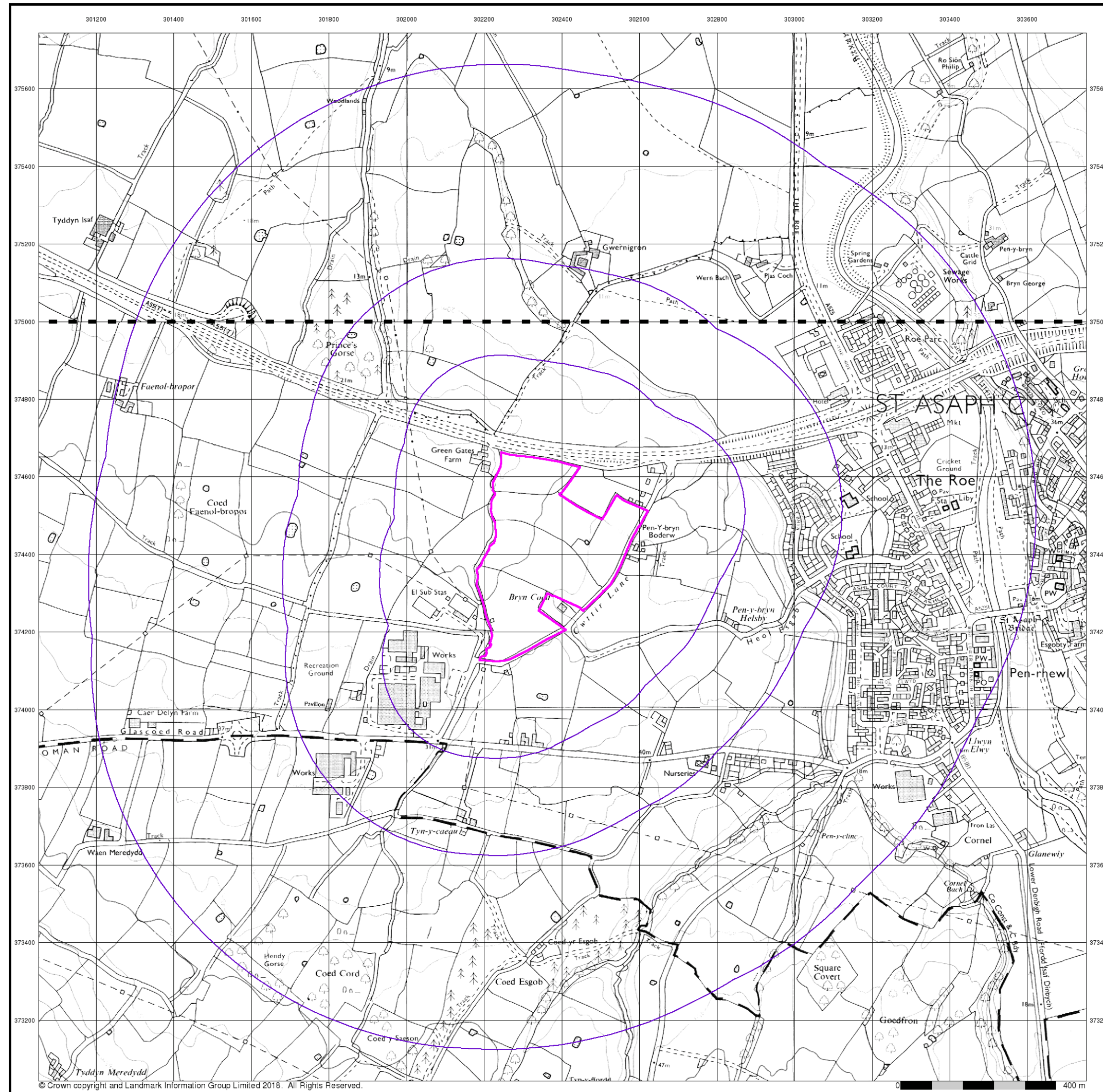
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Ordnance Survey Plan

Published 1992 - 1994

Source map scale - 1:10,000

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Map Name(s) and Date(s)

SJ07NW

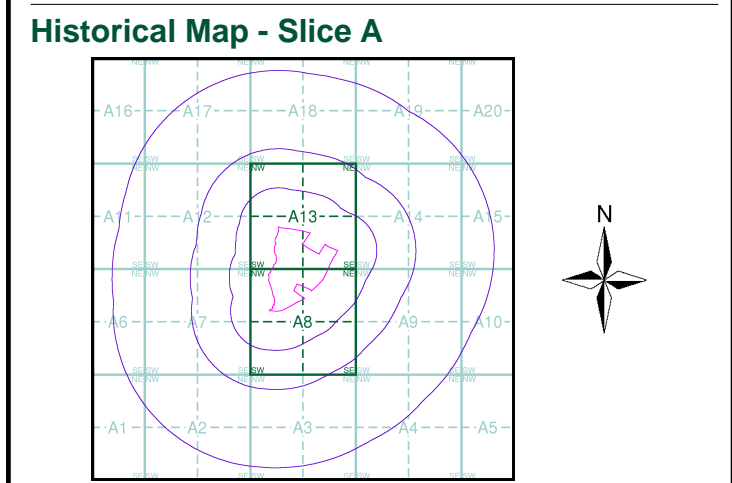
1994

1:10,000

SJ07SW

1992

1:10,000

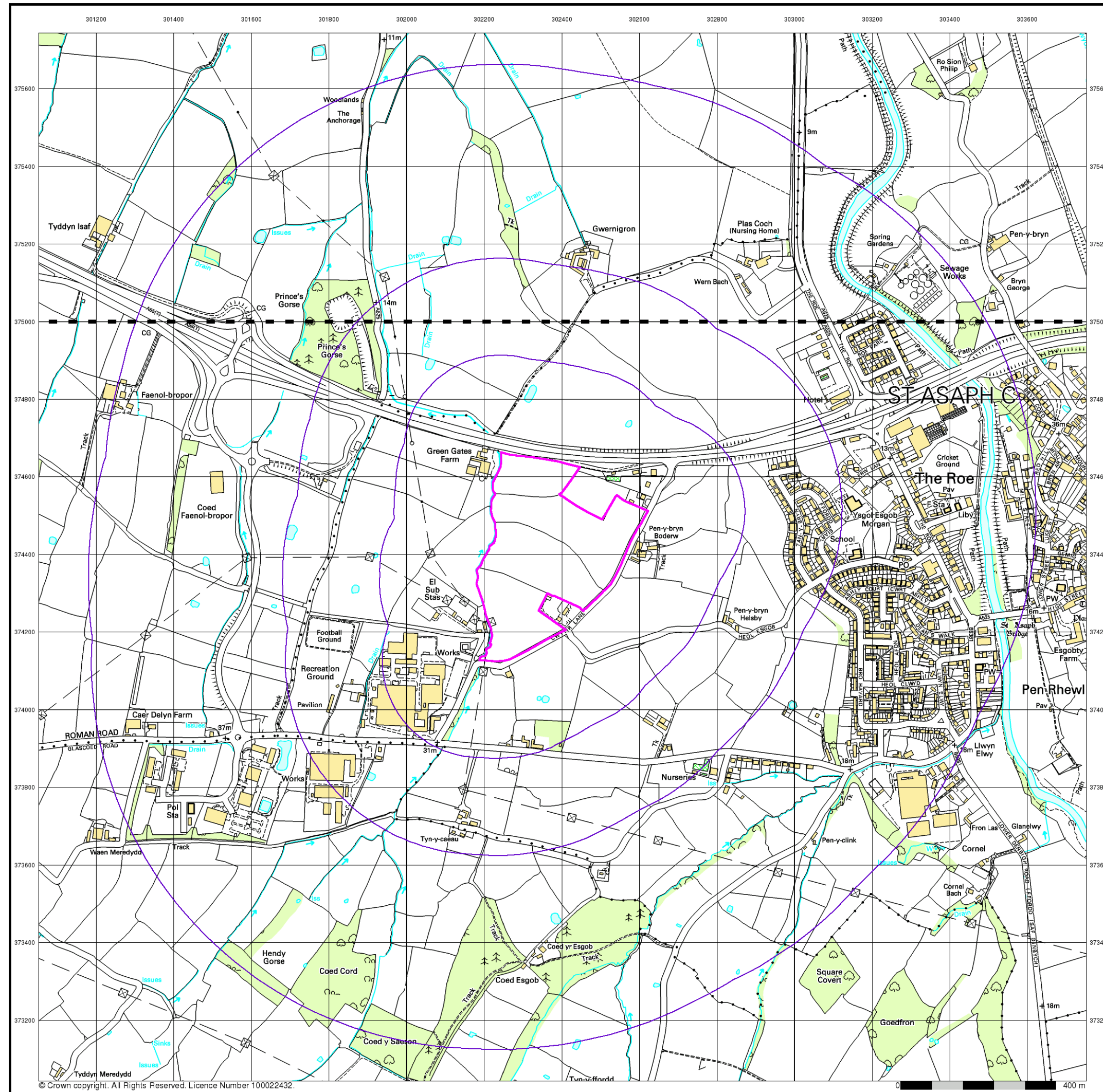


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Site Details

Site at 302350, 374410



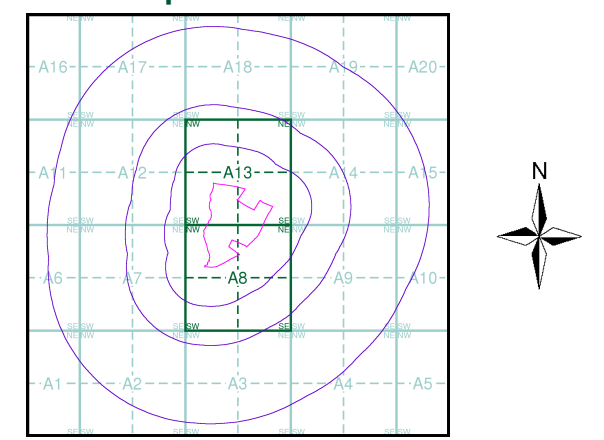
10k Raster Mapping
Published 2000
Source map scale - 1:10,000

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)

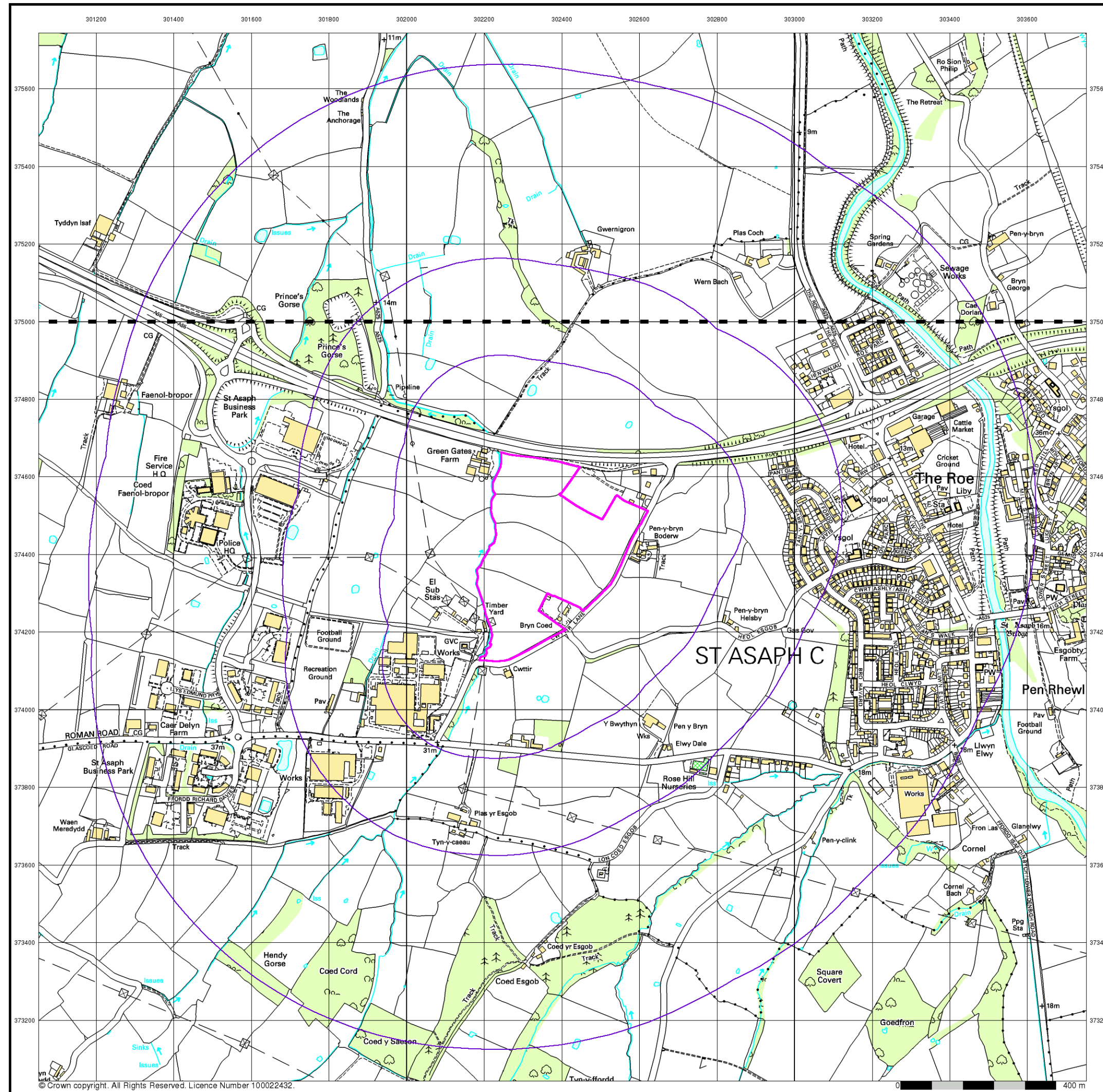
SJ07NW
2000
1:10,000
SJ07SW
2000
1:10,000

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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10k Raster Mapping

Published 2006

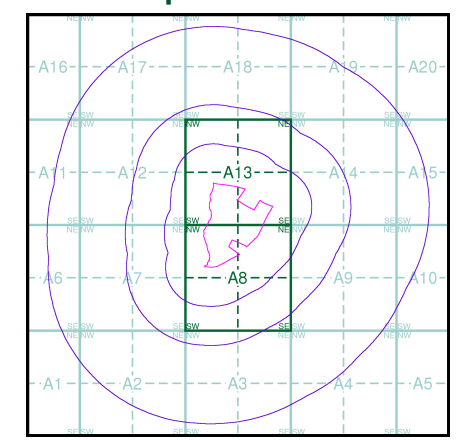
Source map scale - 1:10,000

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

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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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Appendix 5

Noise Risk Assessment

Memo

9 October 2018

To Melvyn Edwards

CC As per email distribution

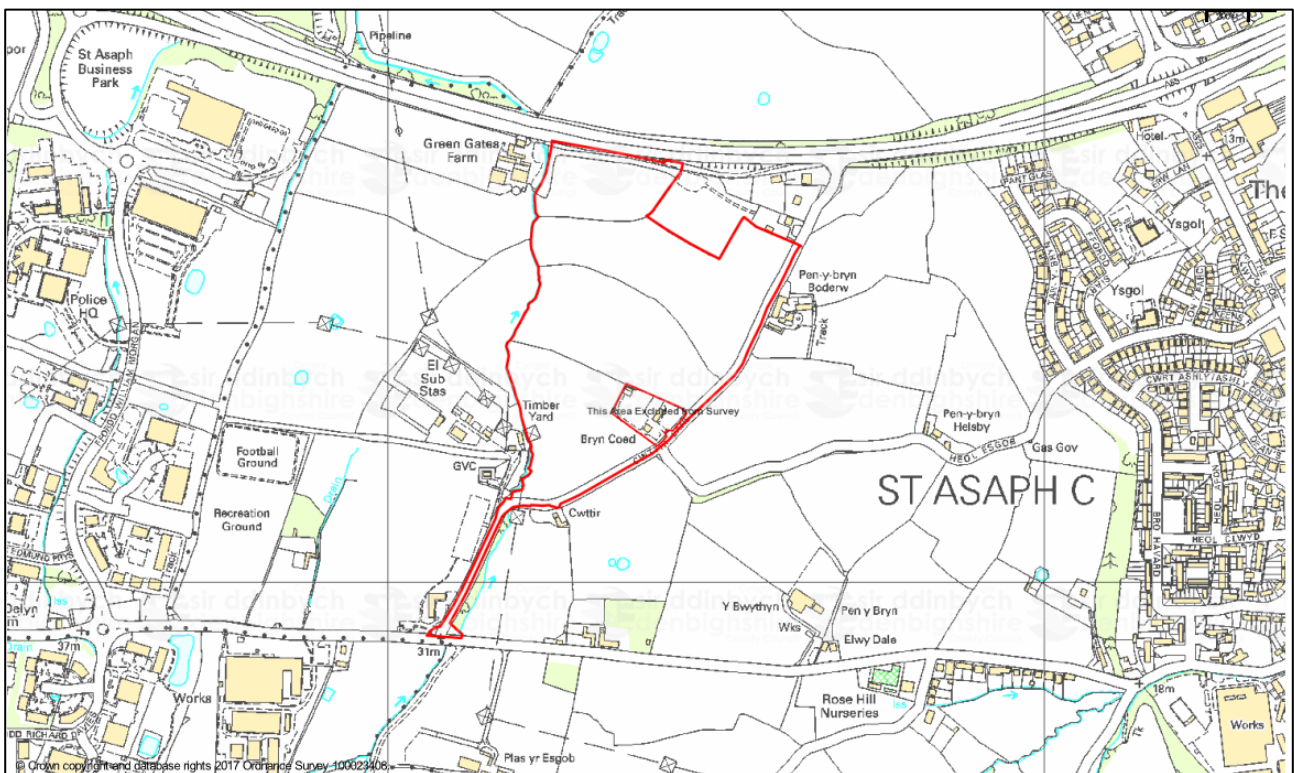
Subject Greengates Farm - Acoustic Design Statement

Introduction

This memo presents a site noise risk assessment of Greengates Farm to residential development. Greengates Farm is located to the south of the A55 in St Asaph, Denbighshire (reproduced in Figure 1).

The assessment of noise risk at a proposed residential development site is not intended to be the basis for the determination of a planning application. The recommended approach is intended to give the developer, the noise practitioner, and the decision maker an early indication of the likely suitability of the site for new residential development from a noise perspective and the extent of the acoustic issues that would be faced. Thus, a site considered to be high risk will be recognised as presenting more acoustic challenges than a site considered as low risk.

Figure 1: Location of the Greengates Farm site.



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CS/096248-01 M02

Methodology

The initial site noise risk assessment follows the methodology in ProPG Planning & Noise for new residential development¹ 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 area². Noise levels have been predicted under the Calculation of Road Traffic Noise 1988 (CRTN)³ 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 roads⁴. $L_{Aeq,16h}$ 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-Portal⁵.

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;

¹ 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>.

² 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.

³ Department of Transport and Welsh Office. Calculation of Road Traffic Noise. HMSO 1988.

⁴ 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.

⁵ 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


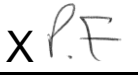
Typical Issues for low noise risk sites	Comments
Relevant noise sources identified	The A55 to the North of the site
Assess the extent of noise risk for unmitigated site	See main body of this memo. No alternative layouts considered as noise levels will unlikely alter due to layout changes
Opportunities 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

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

APPENDIX A

Figure 2: ProPG site noise risk assessment.

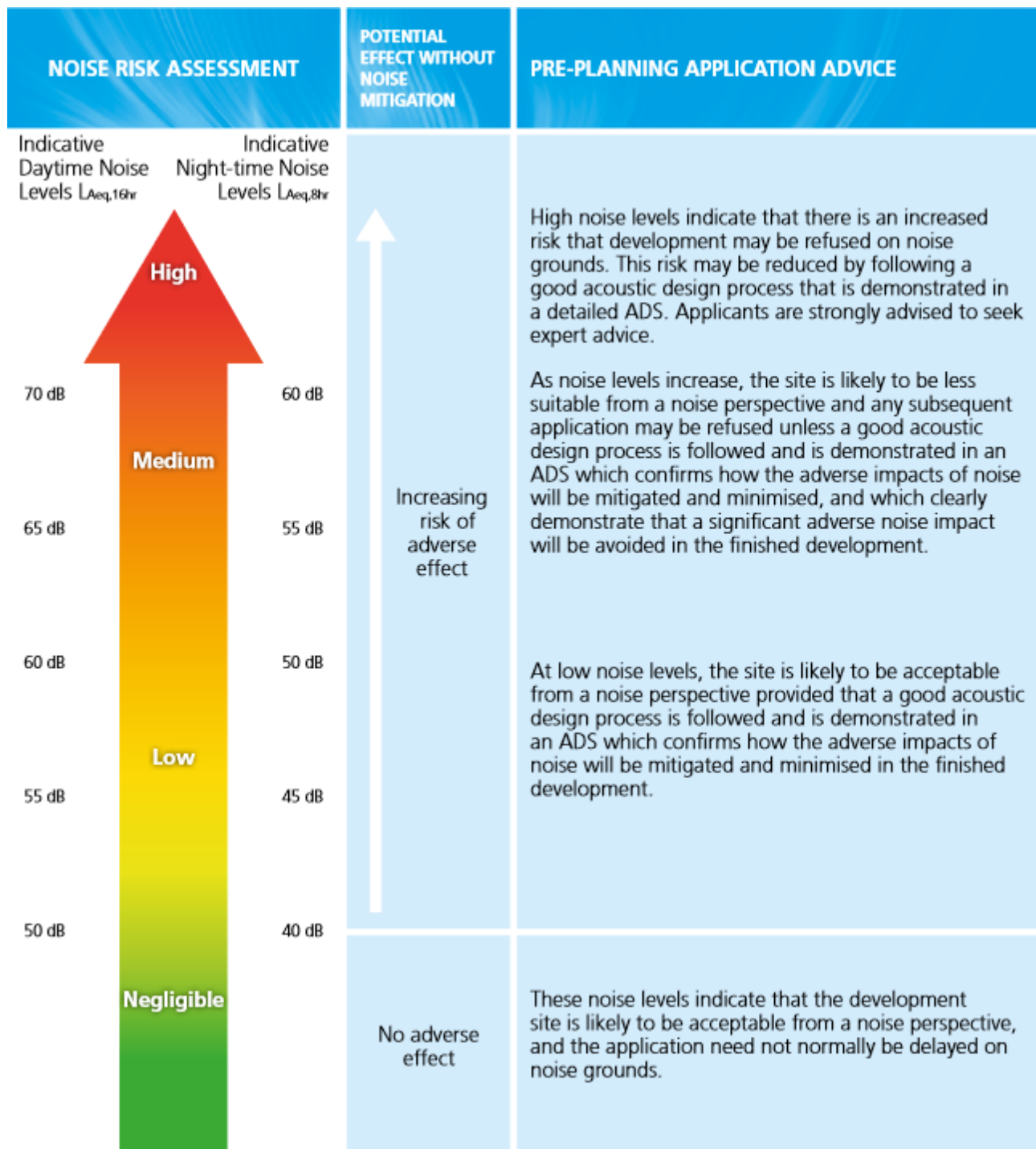


Figure 3: Predicted daytime noise levels at 1.5 metres above local ground level, $L_{Aeq,16h}$ (dB)

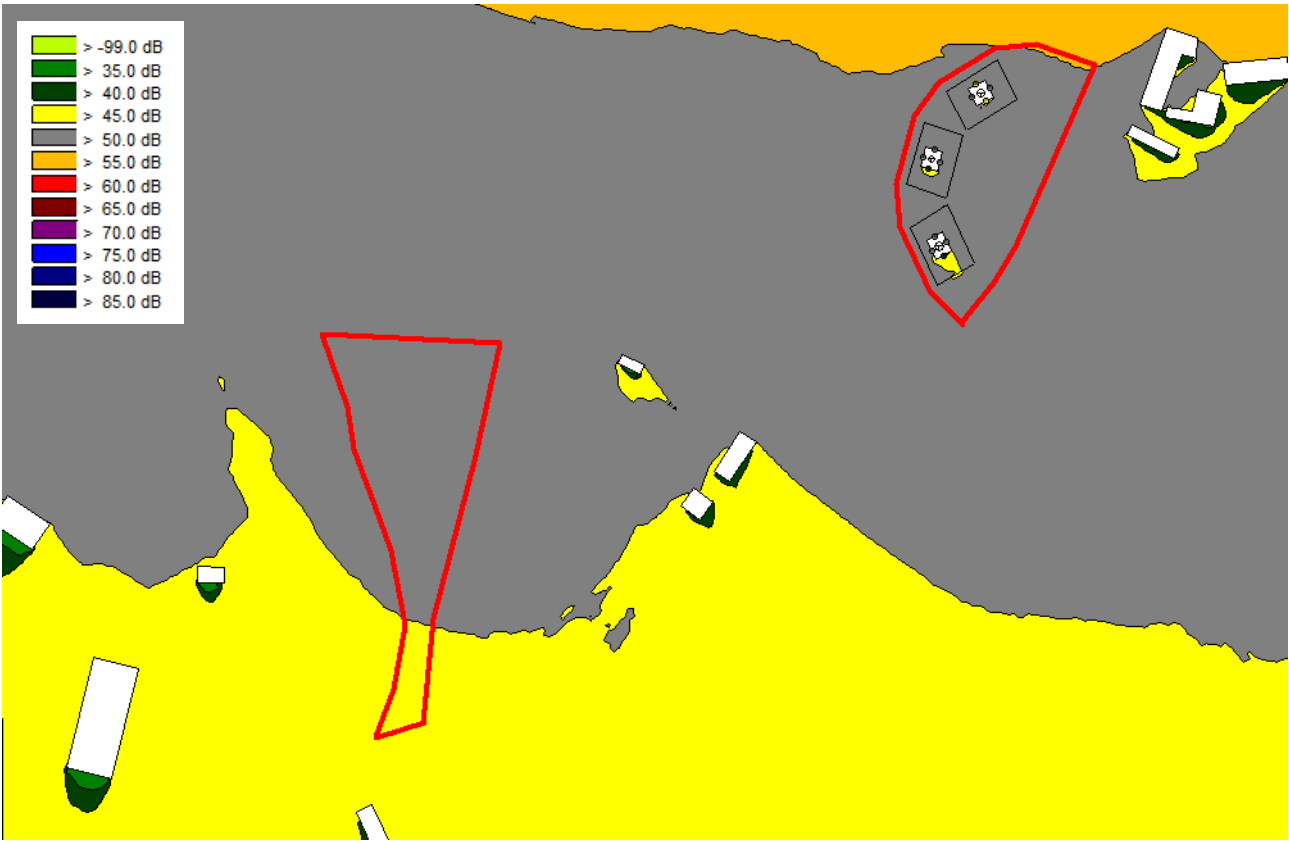
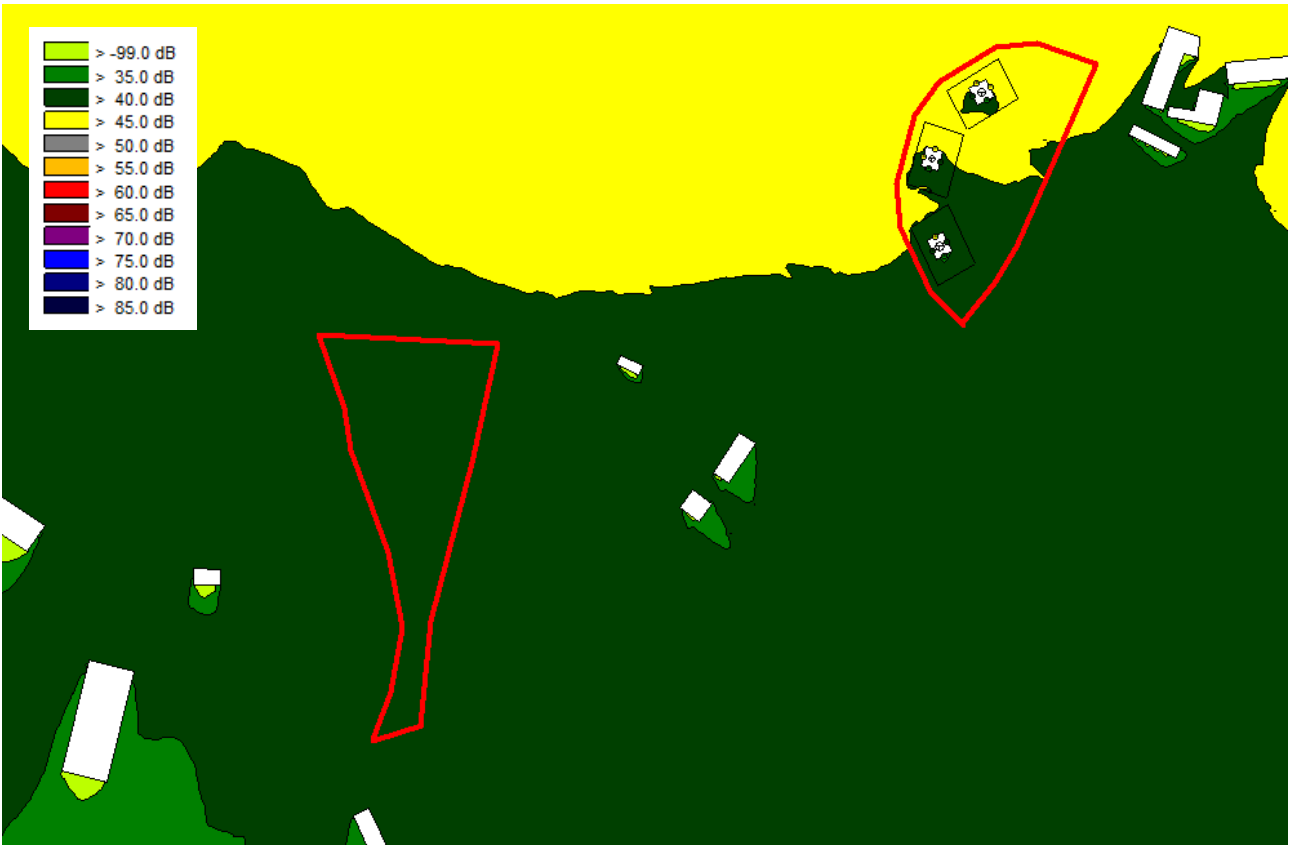


Figure 4: Predicted night-time noise levels at 1.5 metres above local ground level, $L_{Aeq,8h}$ (dB)



Excerpts from ProPG SD02

ProPG SD02⁷ 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.”

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