



Datganiad Cynllunio, Dylunio a Mynediad Medi 2018

Mewn perthynas â

Safle Preswyl Newydd Arfaethedig ar gyfer Sipsiwn a Theithwyr

ar gyfer Cyngor Sir Ddinbych
yn

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



Golygfa o'r awyr o'r datblygiad arfaethedig

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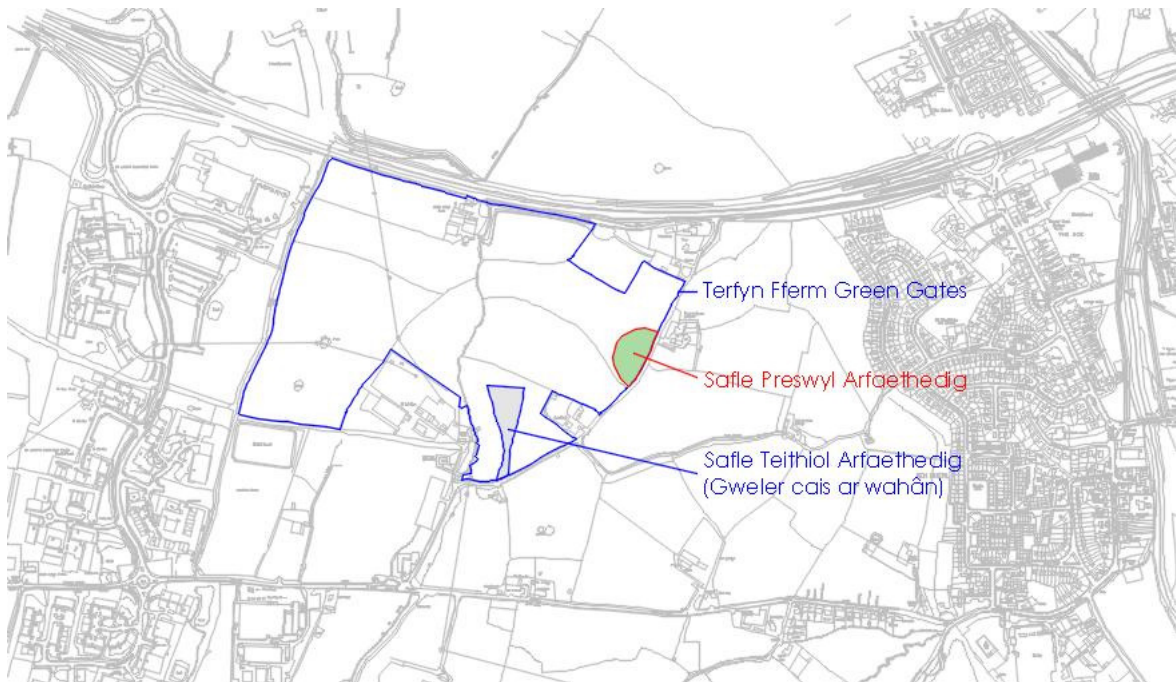
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1.0 Crynodeb o'r Cynnig

Mae'r datganiad dylunio a mynediad hwn wedi'i baratoi i gyd-fynd â chais cynllunio llawn ar gyfer darparu safle preswyl newydd ar gyfer Sipsiwn a Theithwyr yn cynnwys chwe llain ar ran o 'Green Gates Farm', Llanelwy, i'w adeiladu a'u 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 teithiol ar gyfer 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 preswyl 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 hefyd fod eisiau safle parhaol at ddibenion gwaith neu at ddibenion cymdeithasol / traddodiadol. Ar adegau eraill gall unigolion neu deuluoedd ddewis aros mewn un ardal

oherwydd amgylchiadau personol, megis angen cael mynediad at ysgolion, iechyd neu os ydynt yn penderfynu nad yw teithio bellach yn ymarferol.

Mae rhai Sipsiwn a Theithwyr bellach yn byw mewn llety o 'frics a mortar'. Mae rhai wedi dewis gwneud hyn ond mae eraill 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. Mae safleoedd preswyl hefyd yn darparu ardal i baratoi bwyd.

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 tirfeddianwyr, asiantwyr 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 24 Ebrill 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 ac mae 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."

2.3. Gofynion Ymarferol

Mae'r briff a ddatblygwyd mewn ymateb i'r Asesiad Llety Sipsiwn a Theithwyr ar gyfer darparu chwe llain breswyl ac adeiladau amwynder cysylltiedig a fydd yn hygyrch a chynhwysol, ar gael i'r unigolion a nodwyd yn yr Asesiad Llety Sipsiwn a Theithwyr eu rhentu.

Yn ychwanegol, bydd yr adeiladau amwynder yn cael eu dylunio gyda Thystysgrif Perfformiad Ynni A ac yn cynnwys Technolegau Carbon Isel i leihau allyriadau carbon yn ystod eu defnydd, gan ddarparu datblygiad cynaliadwy a chaniatáu i breswylwyr y dyfodol elwa o'r costau gwasanaeth gostyngedig a gynhyrchwyd drwy gynaeafu, storio ac allforio ynni carbon isel.

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 tirwedd sefydledig 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' a CCA Cyngor Sir Ddinbych: 'Datblygiad Preswyl' yn cynnwys 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 ger Bodelwyddan, yn agos at ddatblygiadau busnes a datblygiadau diwydiannol amrywiol, ynghyd â safle trawsnewid / is-orsaf, eiddo preswyl a ffermydd gweithredol.

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'. Wedi'u lleoli yn union gerllaw ei gilydd, 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. Mae hefyd wedi'i

ddyrannu ar gyfer tir cyflogaeth (PSE 2 a VOE7 B1, B2 defnydd 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

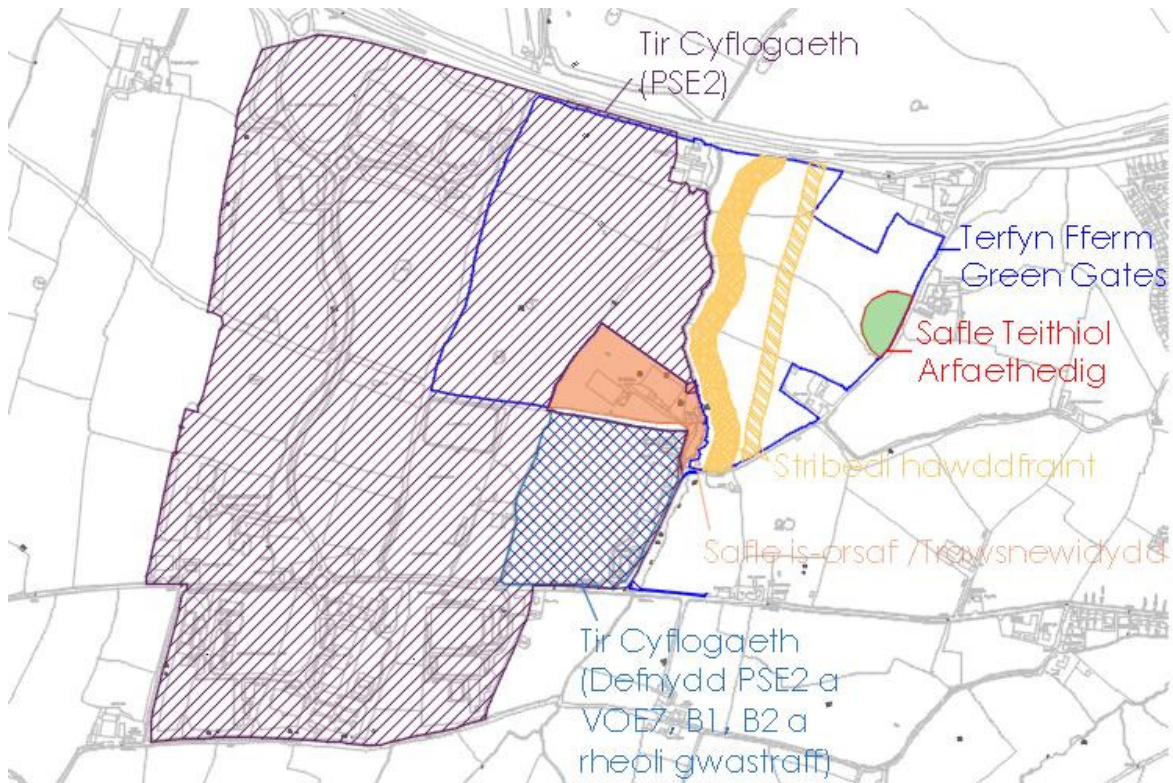
iii) mae'r cynnig yn gwneud darpariaeth addas ar gyfer mannau chwarae, storio

a pharcio ar y safle; ac

iv) ni fyddai'r cynnig yn niweidio mwynderau 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 preswyl arfaethedig wedi'i leoli ar ochr ddwyreiniol y safle, yn cwmpasu ardal o 0.56 hectar.



Defnydd Tir Cyfagos

Mae'r ardal ehangach ar Green Gates Farm ar hyn o bryd yn cynnwys tir agored ar lethr graddol sy'n cael ei ddefnyddio 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.

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'.

Nid oes coed o fewn y safle a fydd yn cael eu heffeithio gan y datblygiad ond er mwyn sicrhau'r lleiniau gwelededd angenrheidiol ar gyfer y fynedfa newydd i gerbydau bydd rhaid tynnu'r gwrych presennol ar Cwttir Lane. 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 gwrychoedd newydd yn darparu ymyl werdd ddeniadol i'r safle a byddant hefyd yn cynnig rhywfaint o breifatrwydd i ddefnyddwyr ac yn sgrinio'r safle. Bydd y gwrychoedd newydd hefyd yn cryfhau'r coridorau bywyd gwyllt ar hyd ffiniau'r safle.

Bydd yr holl ardaloedd tirlunio yn cael eu rheoli a'u cynnal gan Adran Tai Cyngor Sir Ddinbych, yn unol â Chynllun Cynnal a Chadw a Rheoli a fydd yn cael ei gytuno ag Adran Gynllunio Cyngor Sir Ddinbych.

Darperir man agored digonol o fewn y cynigion, yn unol â Pholisi Datblygu Lleol BSC11 Cyngor Sir Ddinbych – 'Hamdden a Mannau Agored', gydag ardal agored wedi'i ffensio a'r lleiniau preswyl newydd arfaethedig yn edrych drosti.

5.0 Datblygu Dyluniad

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

Yn ystod y cam hwnnw nid oedd safle penodol wedi'i ganfod ond cafwyd adborth gan gynrychiolwyr y gymuned Sipsiwn a Theithwyr a alluogodd i ddyluniad yr adeiladau gael ei ddatblygu o'r templed a ddarparwyd yn nogfen Canllaw Llywodraeth Cymru.

Roedd y cynrychiolwyr yn hoff o'r syniad o'r adeiladau wedi'u trefnu o amgylch ardal agored y gellir ei defnyddio fel ardal chwarae yn debyg i ddatblygiad King's Meadow yn Aberhonddu.

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 Cwtir 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.

Roedd y lleoliad a ddewiswyd o fantais gan ei fod yn eithaf gwastad ac roedd hi'n bosib creu cynllun wedi ei glystyru o amgylch ardal agored i'r

safle hwnnw, gyda'r ardal agored a'r tirlunio yn creu byffer rhwng yr adeiladau amwynder / lleiniau arfaethedig a Cwttir Lane a'r adeilad preswyl agosaf.

Cyflwynwyd cynnig i ddarparu basn / pwll ymdreiddio fel nodwedd yn yr ardal agored a fyddai hefyd yn darparu datrysiad draenio cynaliadwy ond, pan ystyriwyd y cynnig gan eu cynrychiolwyr, penderfynwyd y byddai hyn yn peri risg i blant o fewn y gymuned Sipsiwn a Theithwyr ac felly bydd yr ardal nawr yn cael ei datblygu'n ardal ar gyfer bywyd gwyllt.

6.0 Y Cynnig

Darperir y dogfennau canlynol i ategu'r cais cynllunio a dylid eu darllen ar y cyd â'r 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 A105	Cynllun Safle fel y cynigiwyd
P4_18_401 A108	Adrannau/ Drychiadau Safle fel y cynigiwyd
P4_18_401 A109	Golygfa o'r Awyr fel y cynigiwyd
P4_18_401 A110	Cynllun Safle fel y presennol
P4_18_401 A111	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

Mae ystyriaeth wedi'i rhoi i leoliad y safle a'r adeiladau ar y safle er mwyn lleihau unrhyw effaith ar eiddo preswyl cyfagos a'r effaith hefyd ar gymeriad y tir fferm gerllaw. Mae'r datblygiad yn dilyn patrwm presennol yr eiddo preswyl a'r tyddynnod sydd wedi'u lleoli ar Cwttir Lane. Mae'r cynigion tirlunio wedi cynnwys ardaloedd eang yn llawn planhigion

newydd ar gyfer sgrinio ac nid yw'r adeiladau yn edrych dros eiddo preswyl cyfagos.

Gan fod tir y safle presennol yn eithaf gwastad yn ardal y safle arfaethedig, ni fydd angen gwneud llawer o addasiadau i lefelau'r tir i hwyluso'r datblygiad newydd.

Mae'r deunyddiau allanol hefyd wedi'u hystyried yn ofalus er mwyn adlewyrchu adeiladau cynhenid lleol a chynnal cymeriad gwledig.

Mae'r cynnig datblygu yn darparu'r cyfle i gadw a gwella'r tirwedd presennol, drwy ychwanegu planhigion addurnol a rhywogaethau cynhenid ar draws y safle gan greu datblygiad deniadol i fyw ynddo ac i ymweld ag ef.

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, bydd arwyddion dwyieithog yn cael eu darparu lle bo'r angen a bydd y datblygiad yn mabwysiadu enw Cymraeg. Mae Datganiad leithyddol a Chymunedol wedi'i gynnwys fel dogfen ategol i'r cais hwn sydd yn rhoi mwy o wybodaeth am yr agwedd hon o'r cynnig.

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 Cwtfir 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 y Canllaw Cynllunio Atodol, '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 gwrthio, pobl hŷn ac unigolion ag amhariadau tymor byr / hir. Bydd darparu amgylchedd hygyrch o fudd i'r gymuned yn gyffredinol.

Yn dilyn ymgynghoriad â'r unigolion hynny a fydd yn defnyddio'r safle preswyl, mae'r adeiladau amwynder wedi'u dylunio i ddarparu mynediad allanol uniongyrchol i'r holl ofodau. Hynny yw, yr ardal fwyta / paratoi bwyd, cyfleusterau tolied ac ymolchi a'r ardal storio. Mae hyn yn gwella cysylltiad â'u carafanau sydd wedi'u lleoli ger bob un.

Bydd gan y drysau allanol drothwyon mynediad gwastad, drysau lletach, a byddant wedi'u dylunio i ganiatáu mynediad a'r gallu i symud tu fewn iystafelloedd ymolchi sydd wedi'u haddasu ar gyfer cadeiriau olwyn.

Mae'r adeiladau hefyd wedi'u dylunio gydag addasiadau posib mewn golwg. Mae Canllaw Llywodraeth Cymru ar 'Ddylunio Safleoedd Sipsiwn a Theithwyr' Mai 2015 yn awgrymu cynllun tebyg i'r hyn sydd wedi'i nodi ond mae hefyd yn cynnwys 'lobi'. Penderfynwyd hepgor y lobi ar gyfer y cynnig hwn ar gais y teulu, fodd bynnag, gan gydnabod efallai na fydd defnyddwyr posib yn y dyfodol o'r un farn, mae pob gofal wedi'i gymryd i sicrhau, gydag addasiadau syml, y gellir creu cynllun arall sy'n cyd-fynd â'r canllaw.

Yn ogystal, mae'r cyfleusterau ymolchi a thoiled wedi'u dylunio â digon o le i'w haddasu ar gyfer defnyddwyr cadeiriau olwyn os oes angen.

Mae'r ardal storio biniau wedi'i lleoli mewn man caeedig ger y fynedfa i'r safle er mwyn hwyluso casgliadau; fodd bynnag, disgwylir y bydd biniau unigol yn cael eu symud i bob plot er mwyn caniatáu mynediad o ddydd i ddydd.

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 beiciau. 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

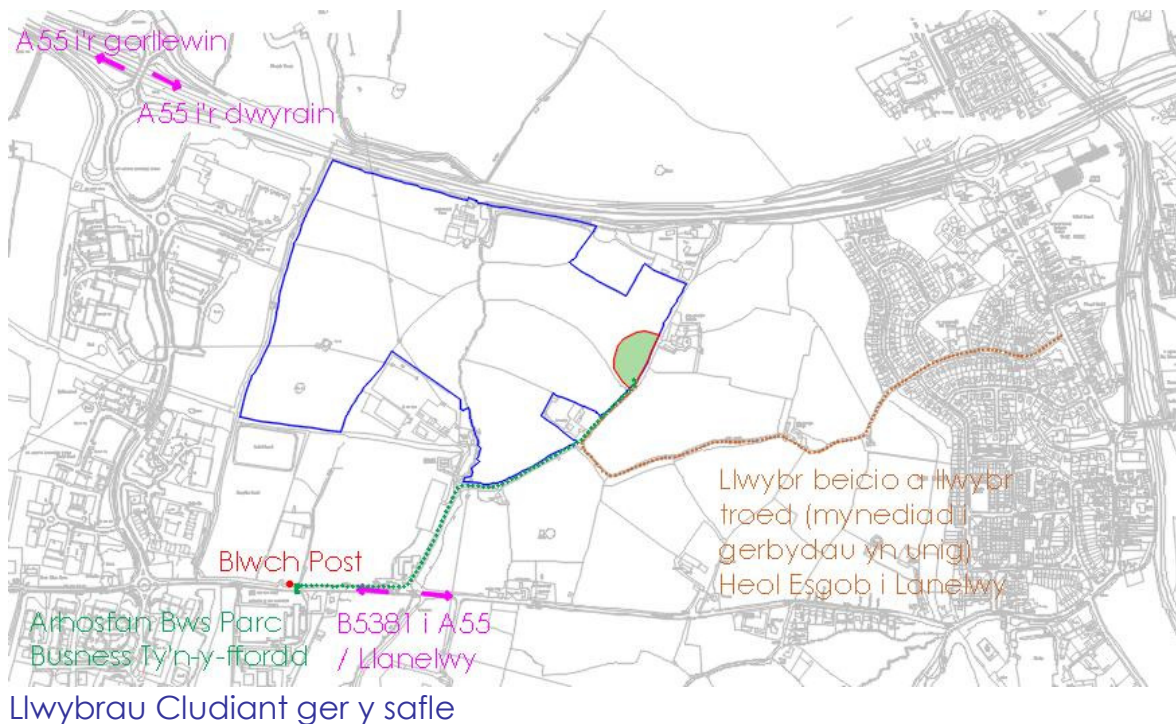
Mae Datganiad Cludiant wedi'i baratoi gan Adran Priffyrdd Cyngor Sir Ddinbych ac mae'r datganiad hwnnw wedi'i gynnwys fel dogfen ategol i'r cais hwn.

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 Llanellwy. 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 Llanellwy.



O fewn y safle ei hun mae man troi wedi'i ddarparu ar gyfer cerbydau gwasanaeth a cherbydau'r gwasanaethau brys. Mae'r ffordd fynediad wedi'i dylunio i ddilyn troad er mwyn lleihau cyflymder cerbydau.

Mae lle ar gyfer dau ofod parcio wedi'i gynnwys o fewn pob plot adeiladu a fydd o faint digonol ar gyfer defnyddwyr â phroblemau symudedd. Bydd lleoedd ar gael i ymwelwyr ar hyd y ffordd gerbydau sydd o faint da.

Mae lleoliad y safle yn cynnig cysylltedd da ar lefel leol a chenedlaethol ac mae hefyd yn darparu mynediad da ar gyfer unigolion sy'n cerdded, beicio neu'n defnyddio cludiant cyhoeddus.

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 risgiau lifogydd 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 glogglai Defensaidd – Diamicton dros garreg laid, lleidfaen a chraigwely tywodfaen Grŵp Swydd Warwig.

Ni ragwelir y bydd unrhyw broblem strwythurol o ran ychwanegu strbedi 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 pwll dŵr o fewn ardal y safle.

Mae'r perygl o halogiad yn isel ar y cyfan 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 oedd y pwll wedi'i lenwi y cyfeiriwyd ato uchod.

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 adeiladau wedi'u dylunio ar ffurf hirsgwar er mwyn lleihau arwyneb y wal allanol a lleihau'r gwres sy'n cael ei golli trwy'r waliau allanol.

Mae'r ardaloedd paratoi bwyd/ bwyta wedi'u dylunio yn eithaf bas o ran dyfnder a gyda ffenestri a/ neu ddrysau ar ddwy ochr i wneud y mwyaf o'r golau naturiol.

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 Nodyn Cyngor Technegol Llywodraeth Cymru 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 cyfarfod cychwynnol wedi'i gynnal gyda Swyddog Cyswllt Yr Heddlu ac mae adborth y Swyddog wedi'i gynnwys yn y cynllun arfaethedig. 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.

Mae cynllun y fynedfa newydd i'r datblygiad wedi'i ddylunio i ddarparu diogelwch ac atal mynediad diawdurdod i'r safle drwy gynnwys giât newydd a rhwystr uchder. Mae'r giât a'r rhwystr uchder ger y fynedfa wedi'u gosod yn ôl o Cwtir 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 Cwtir Lane ac achosi perygl posibl i ddefnyddwyr Cwtir Lane.

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 datblygiad 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 gyfeirio at y dogfennau canlynol:

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

6.6.1. Polisi Cenedlaethol

Polisi Cynllunio Cymru Llywodraeth Cymru (Rhifyn 9, Tachwedd 2016)

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 'Datblygiad Preswyl'
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 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.

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 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.

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

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.

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

www.sirddinych.gov.uk

Comments should be submitted to:

✉ ldp@denbighshire.gov.uk

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

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, Rhuthun, 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

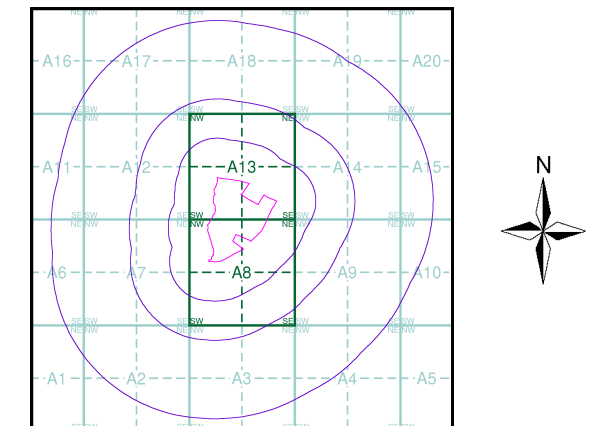
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Historical Mapping & Photography included:

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

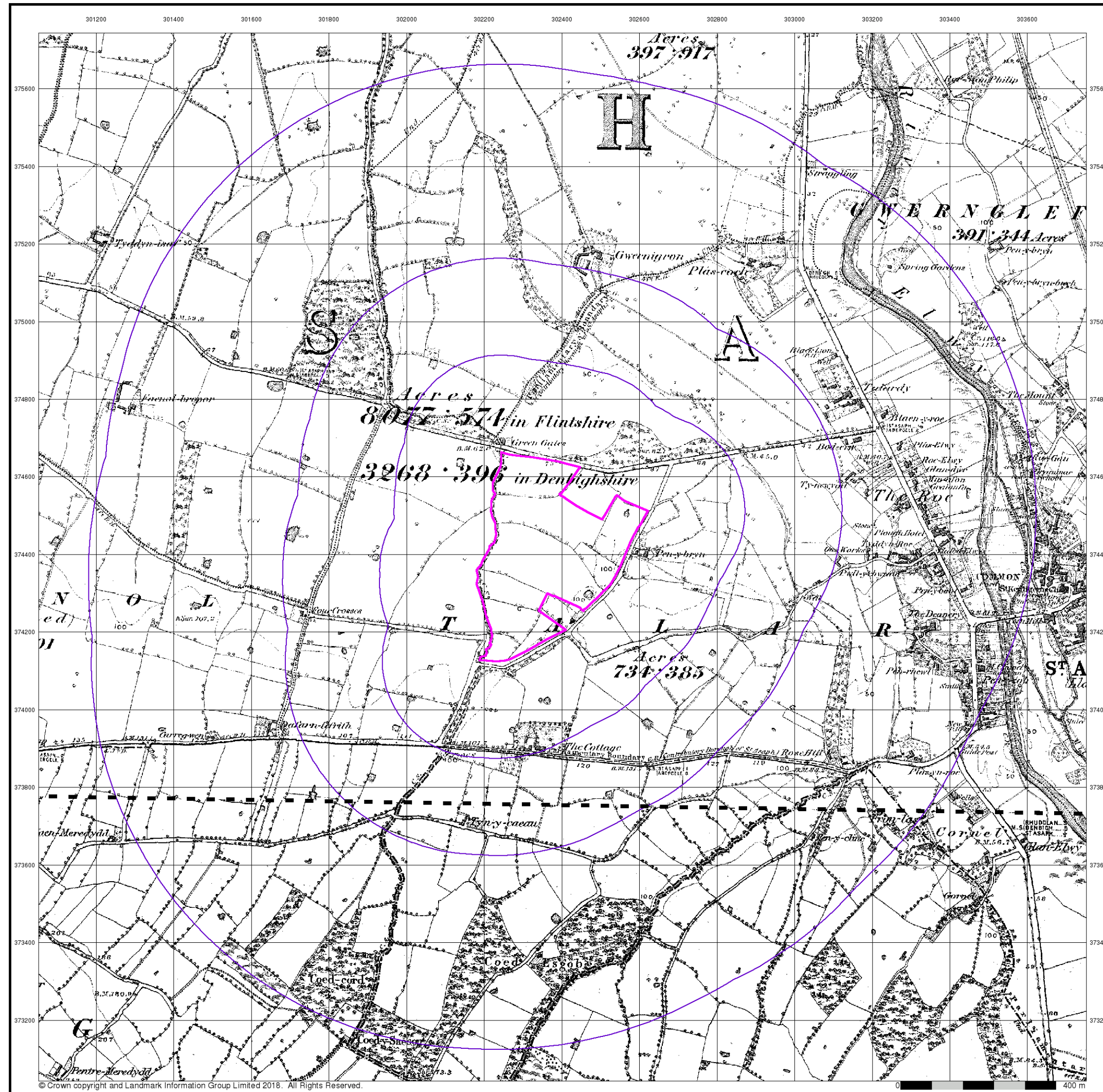
Order Number: 154135171_1_1
Customer Ref: Greengates
National Grid Reference: 302350, 374400
Slice: A
Site Area (Ha): 13.26
Search Buffer (m): 1000

Site Details

Site at 302350, 374410

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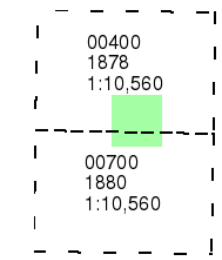
Flintshire

Published 1878 - 1880

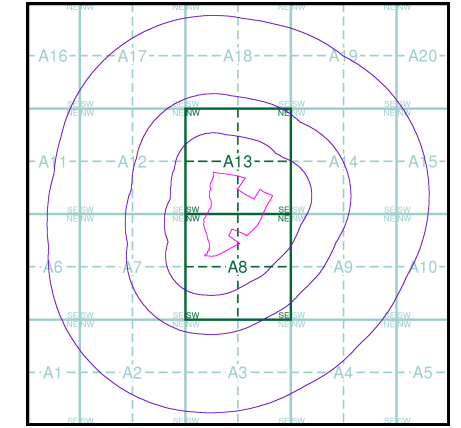
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Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

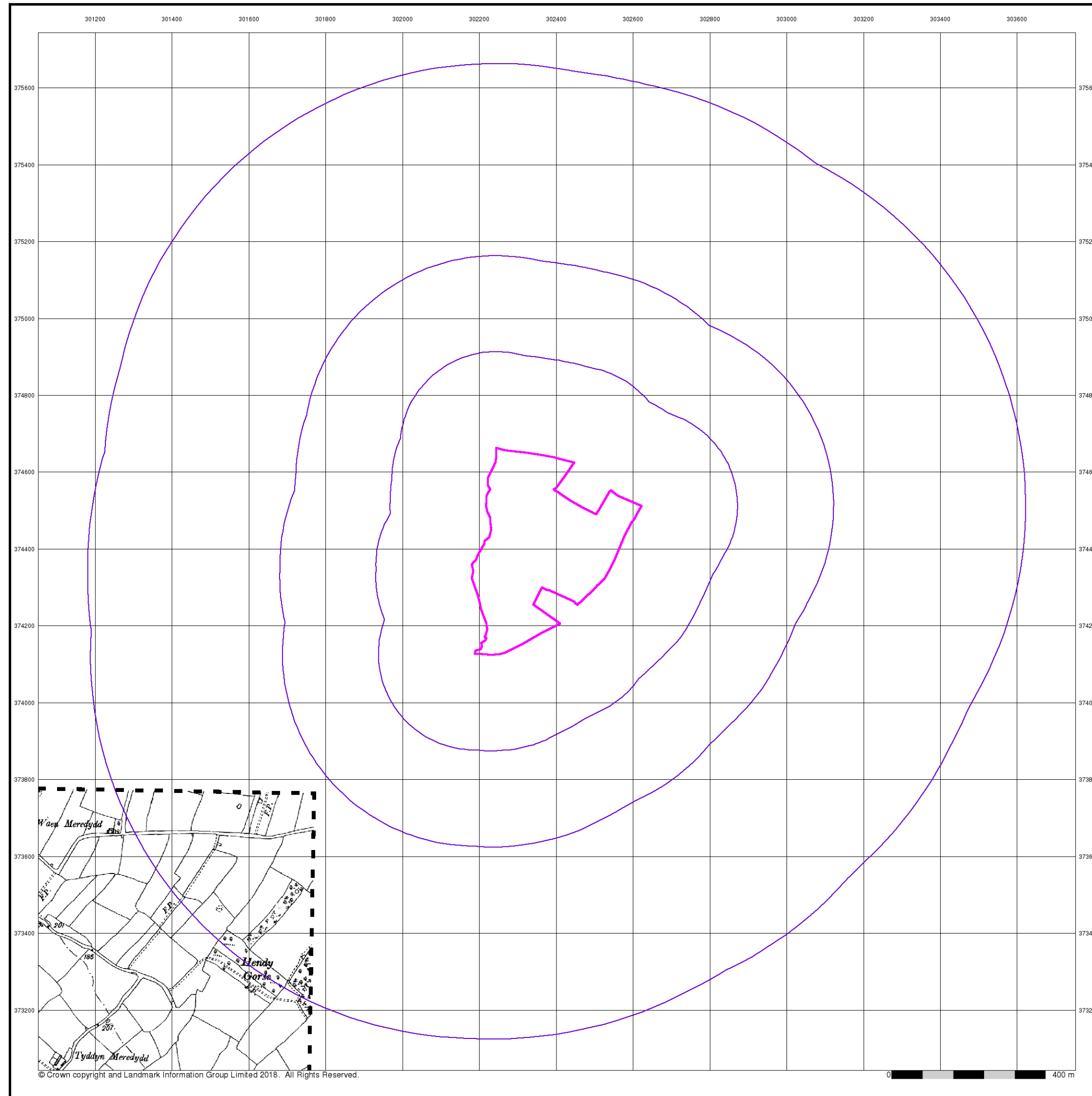
Order Number: 154135171_1_1
Customer Ref: Greengates
National Grid Reference: 302350, 374400
Slice: A
Site Area (Ha): 13.26
Search Buffer (m): 1000

Site Details

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0 400 m

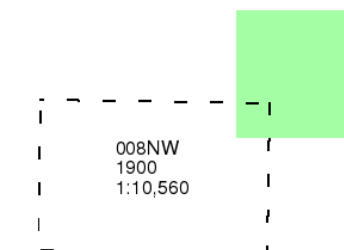
Denbighshire

Published 1900

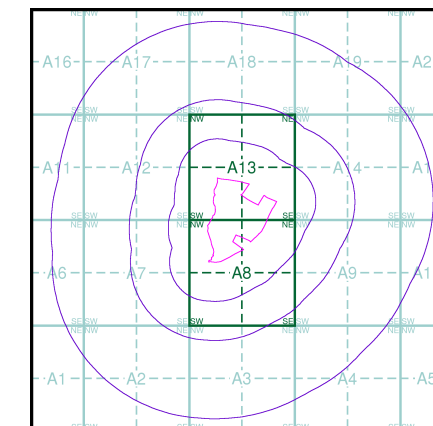
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps.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

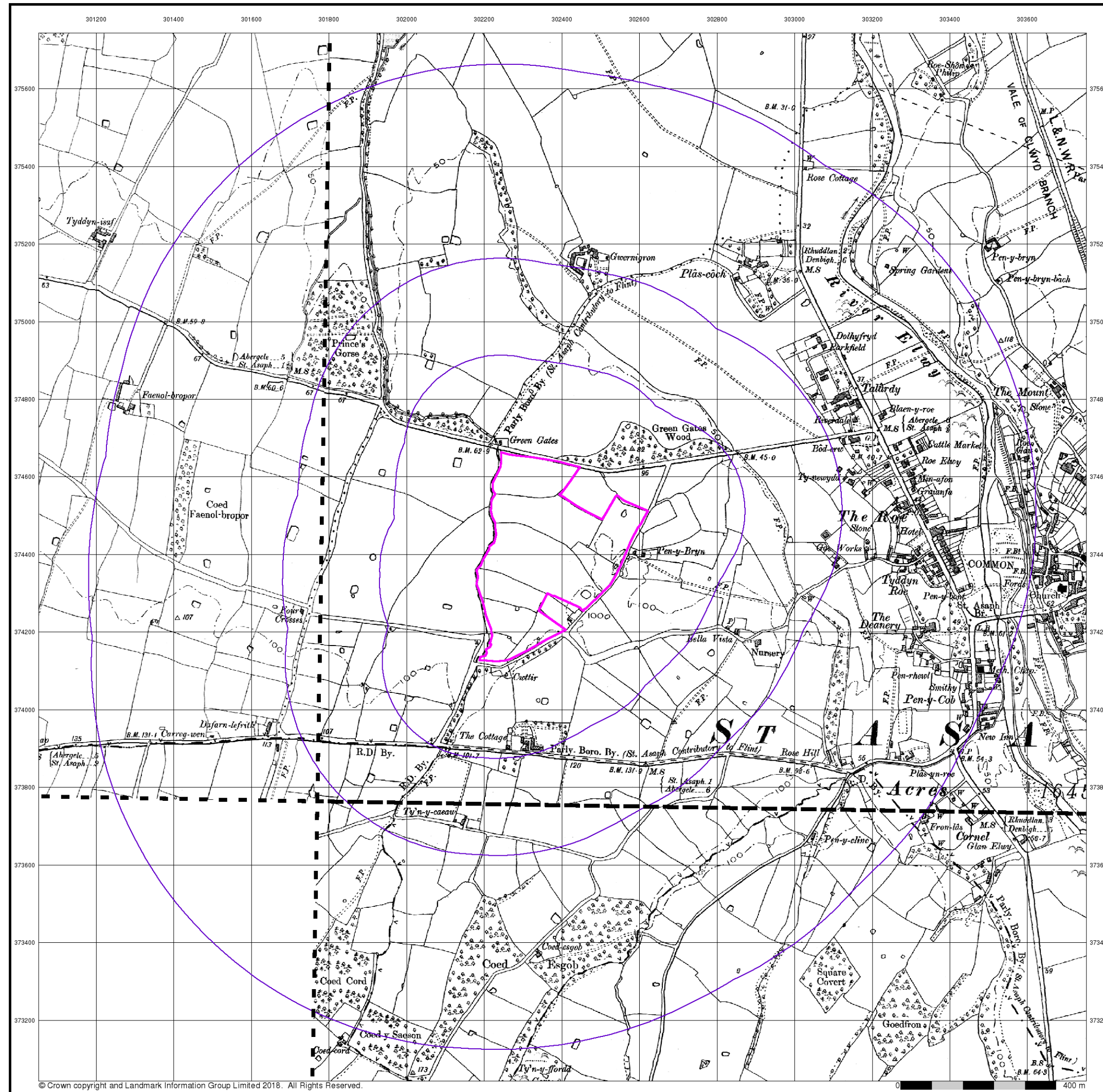


Order Details

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Customer Ref: Greengates
National Grid Reference: 302350, 374400
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Site Details

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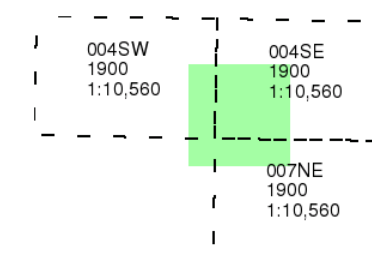
Flintshire

Published 1900

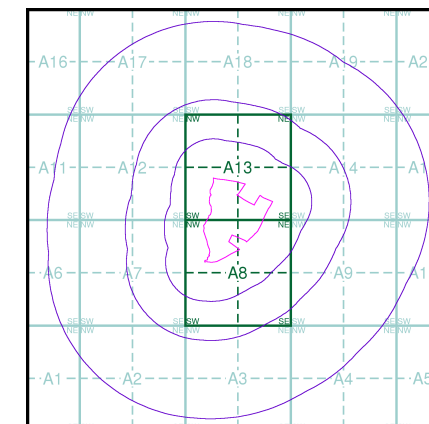
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Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

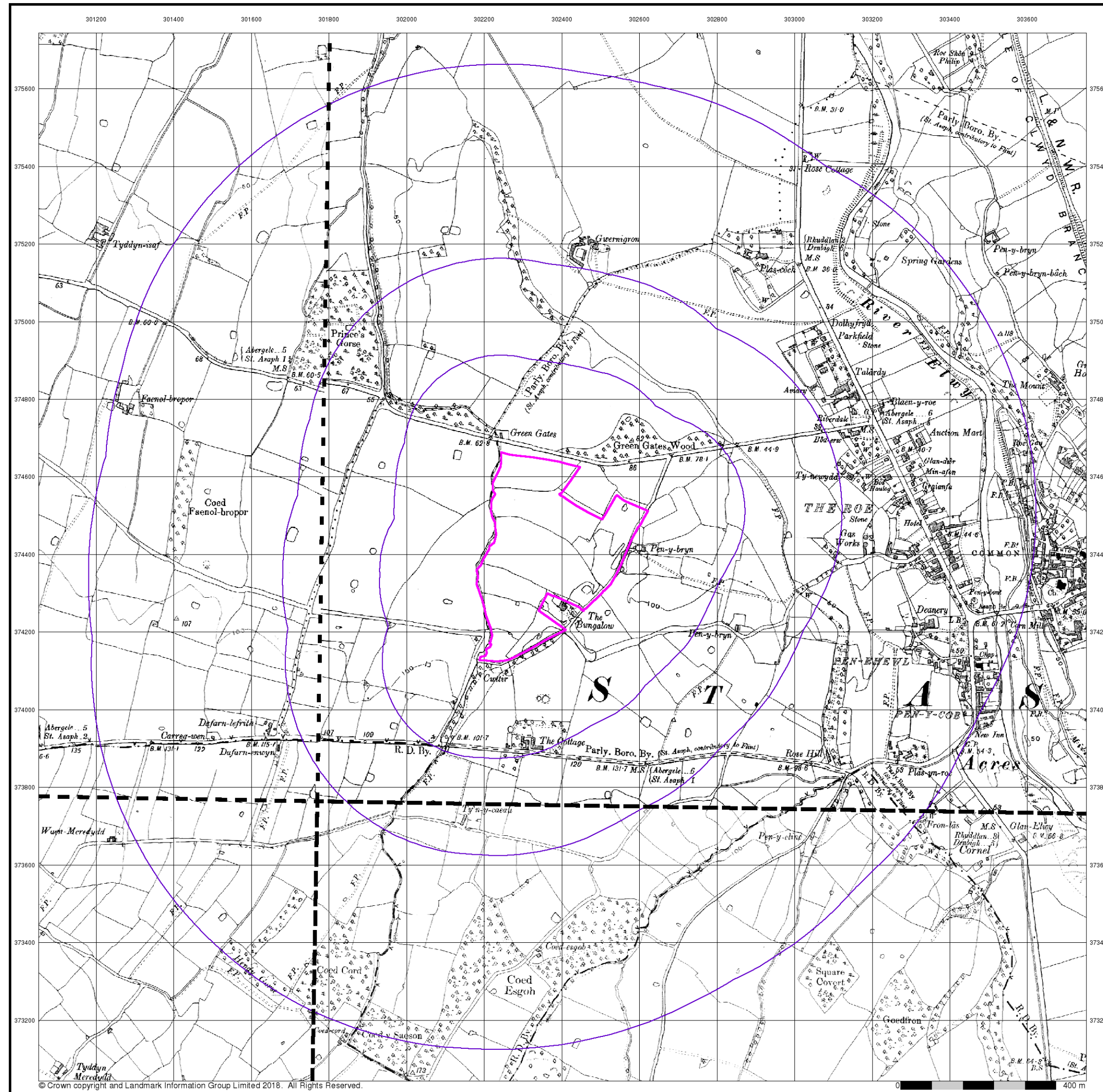
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Denbighshire

Published 1914

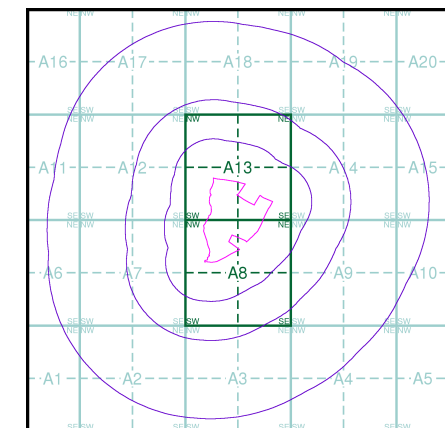
Source map scale - 1:10,560

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 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

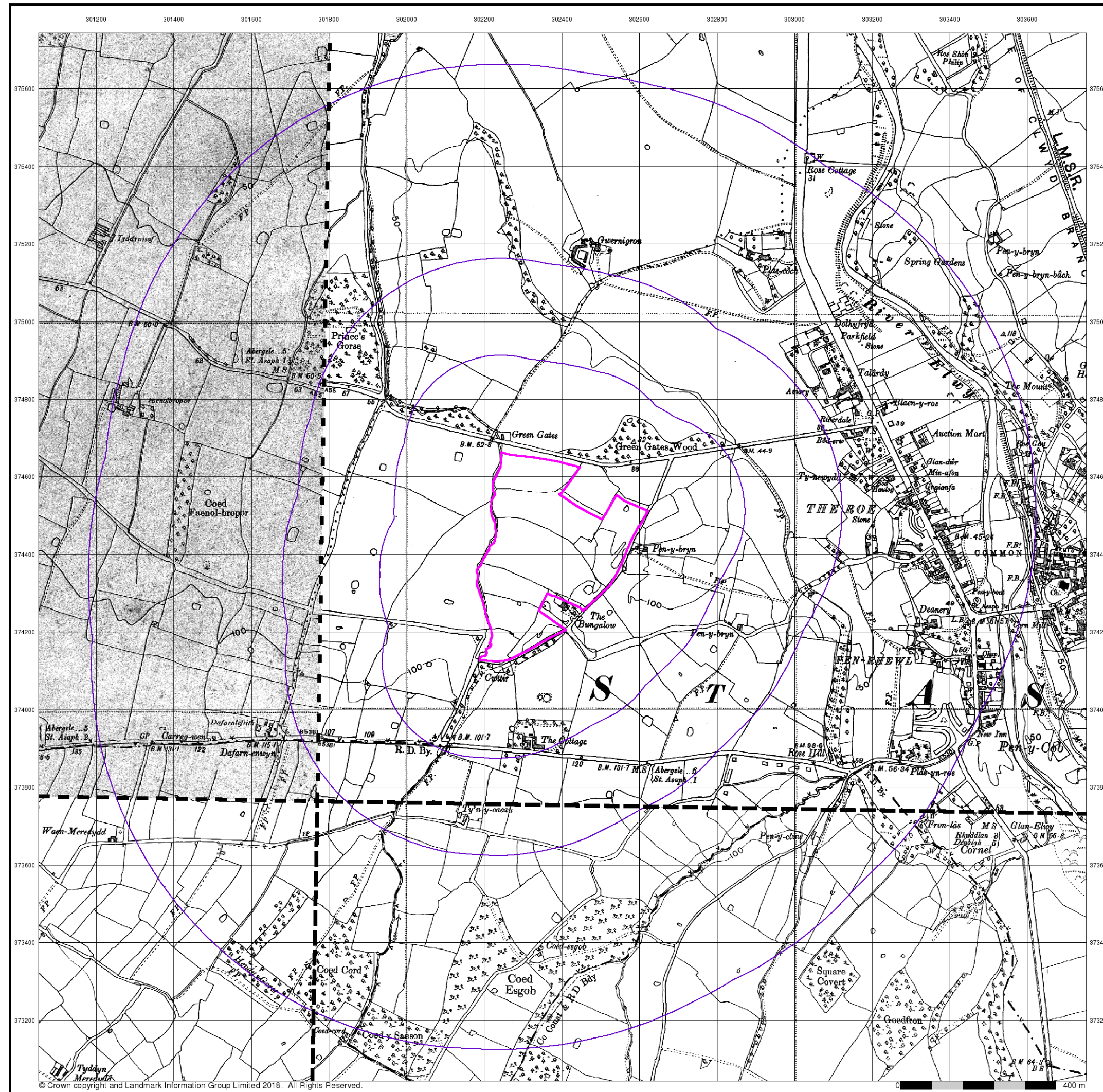
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Denbighshire

Published 1938 - 1953

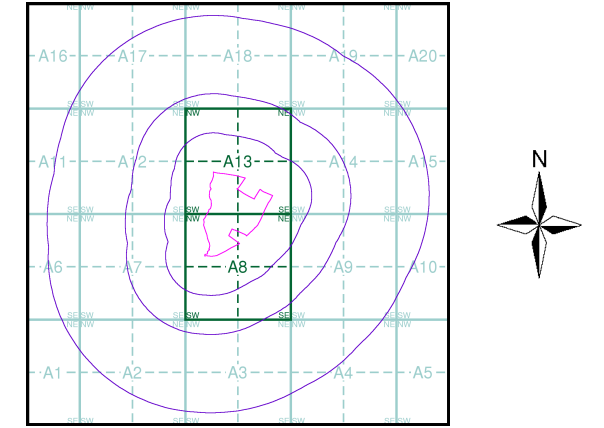
Source map scale - 1:10,560

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

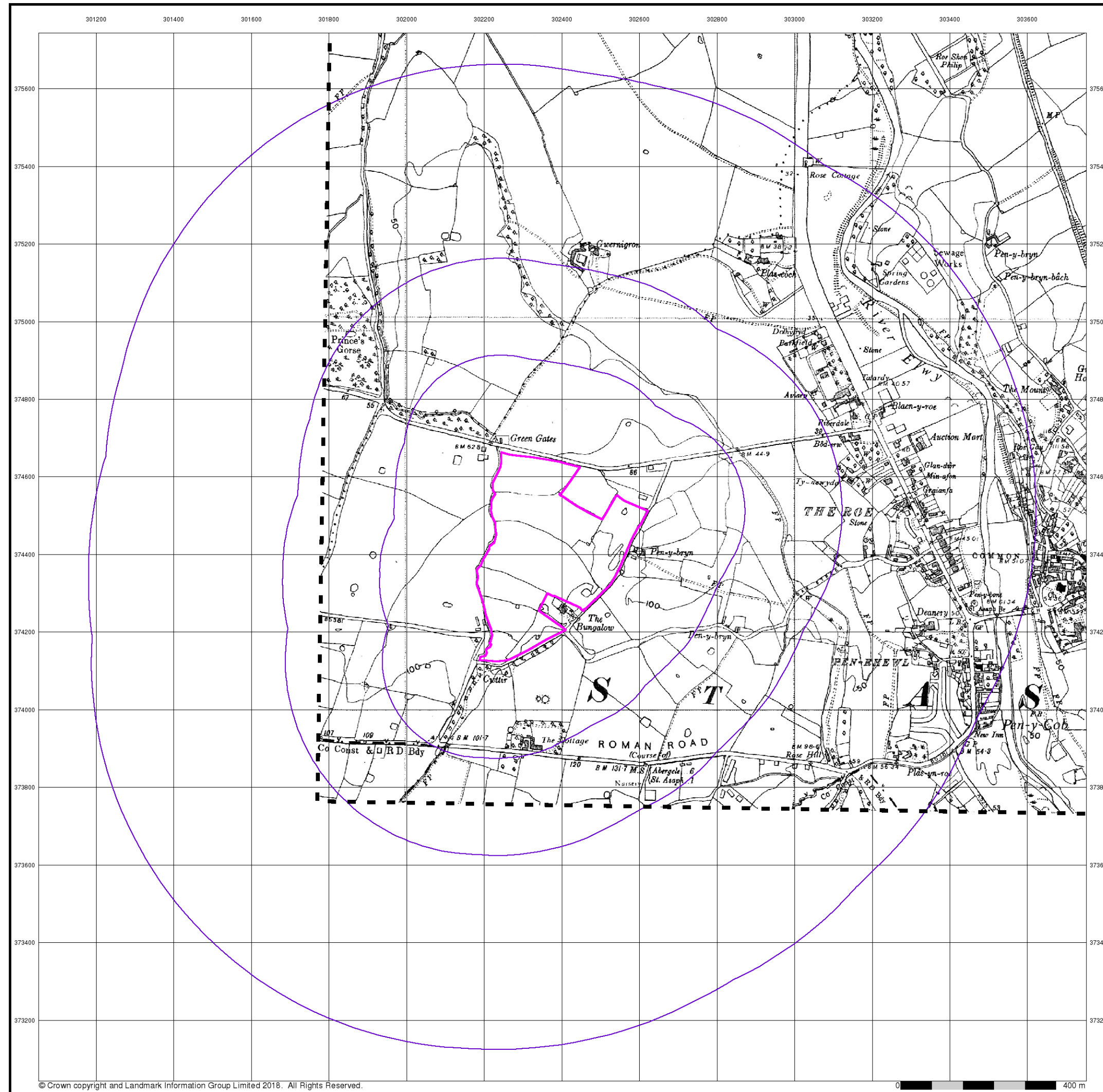


Order Details

Order Number:	154135171_1_1
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Site Details

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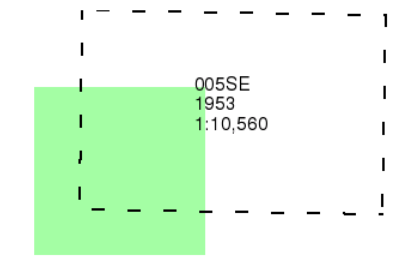
Denbighshire

Published 1953

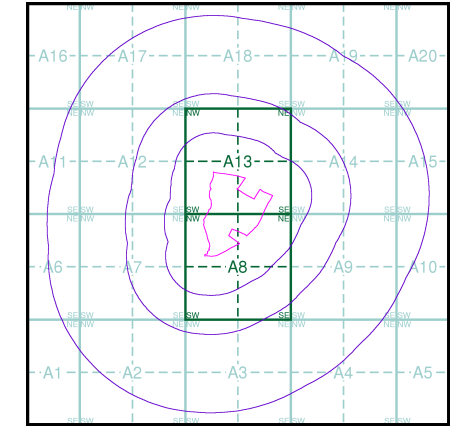
Source map scale - 1:10,560

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Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

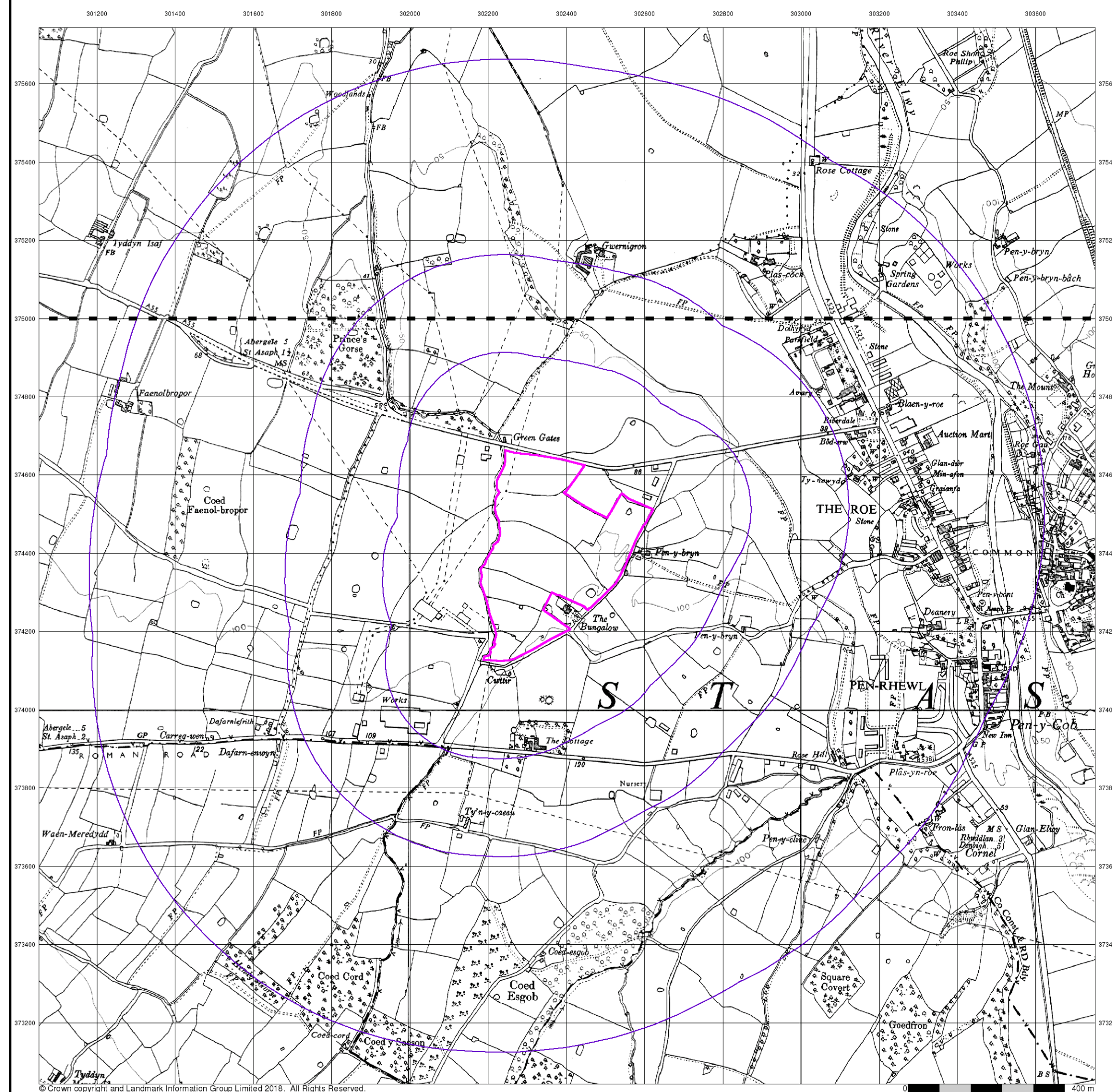
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Site Details

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Ordnance Survey Plan

Published 1964

Source map scale - 1:10,000

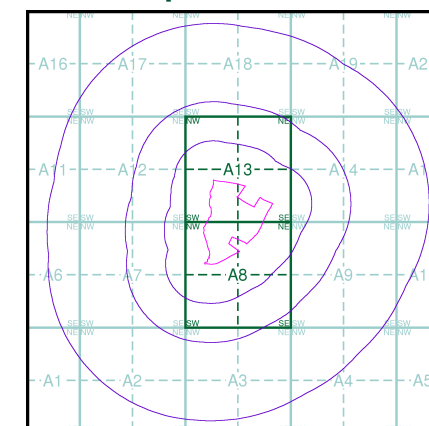
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Map Name(s) and Date(s)

SJ07NW
1964
1:10,560

SJ07SW
1964
1:10,560

Historical Map - Slice A



Order Details

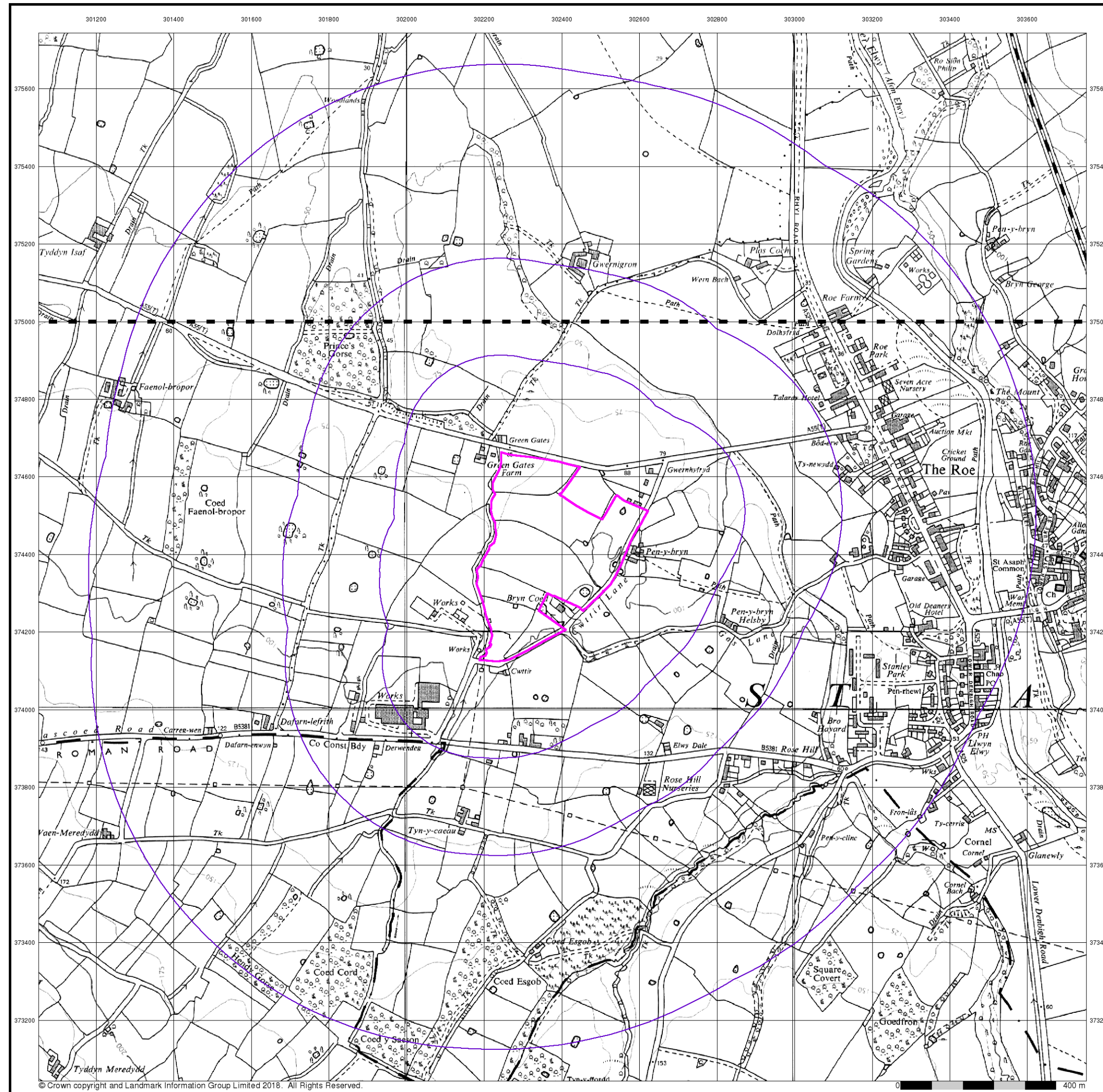
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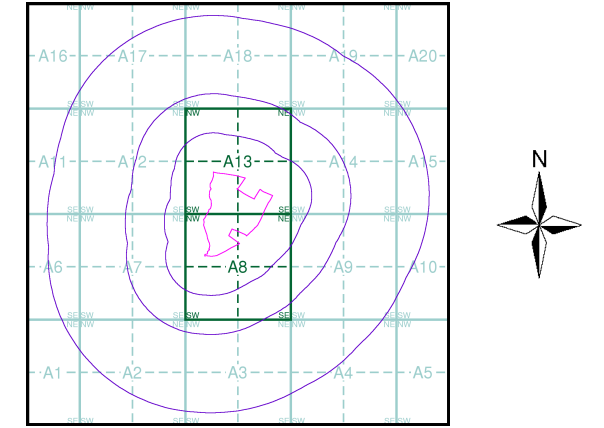
Ordnance Survey Plan Published 1968 - 1969 Source map scale - 1:10,000

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

Historical Map - Slice A



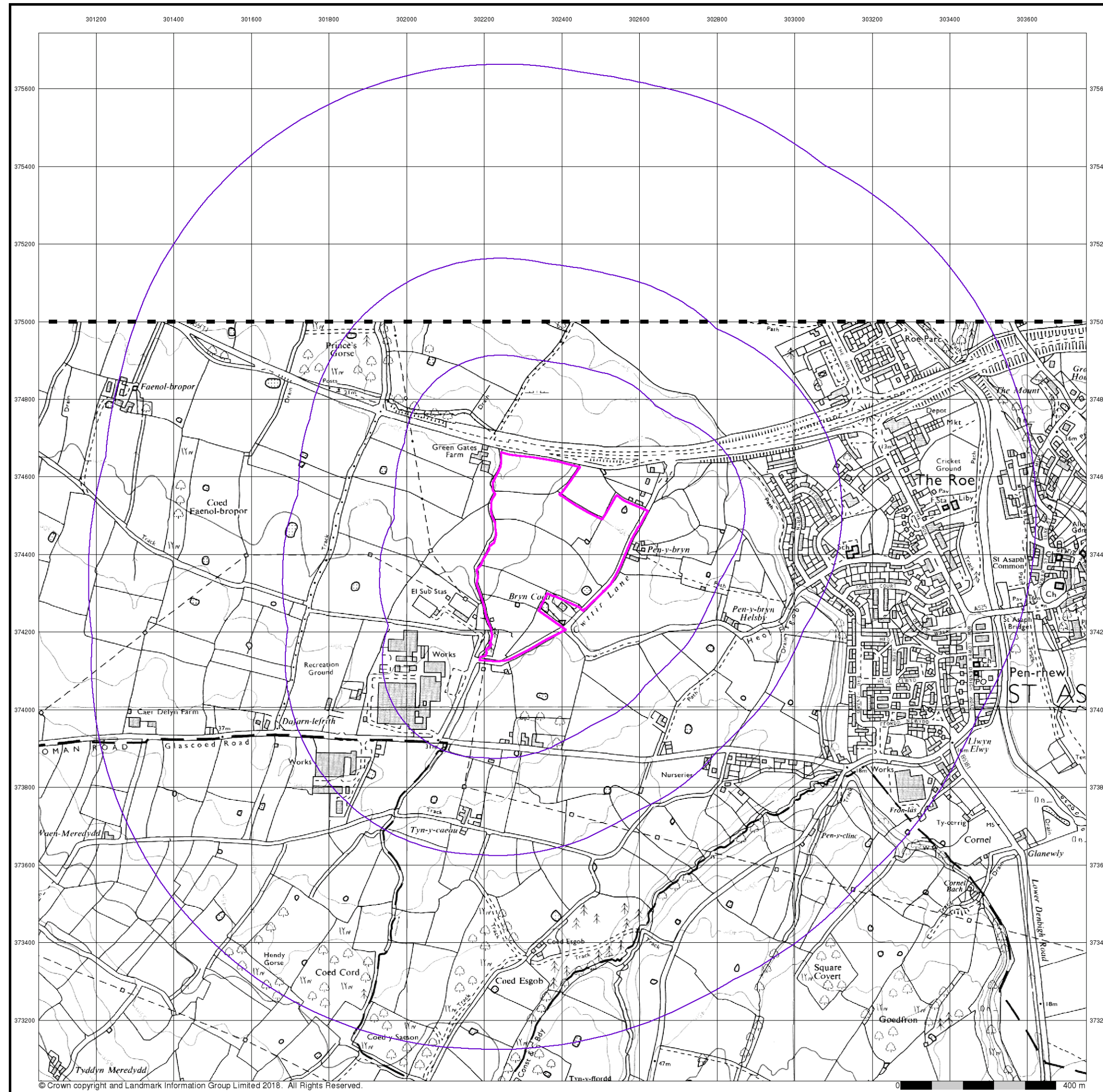
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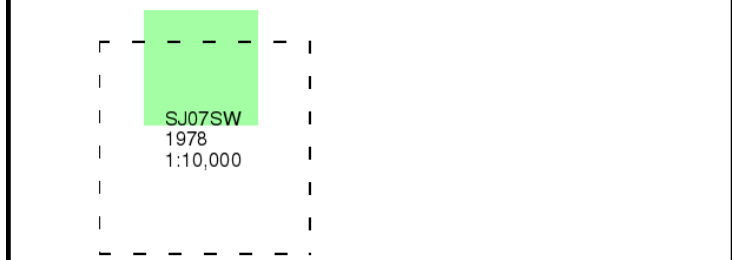
Ordnance Survey Plan

Published 1978

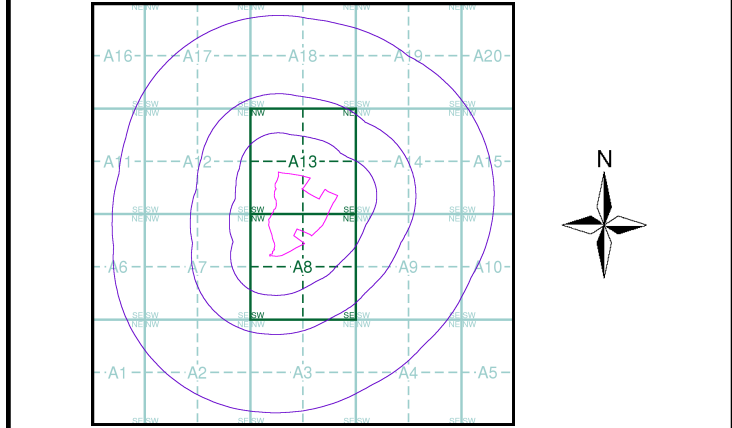
Source map scale - 1:10,000

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)



Historical Map - Slice A

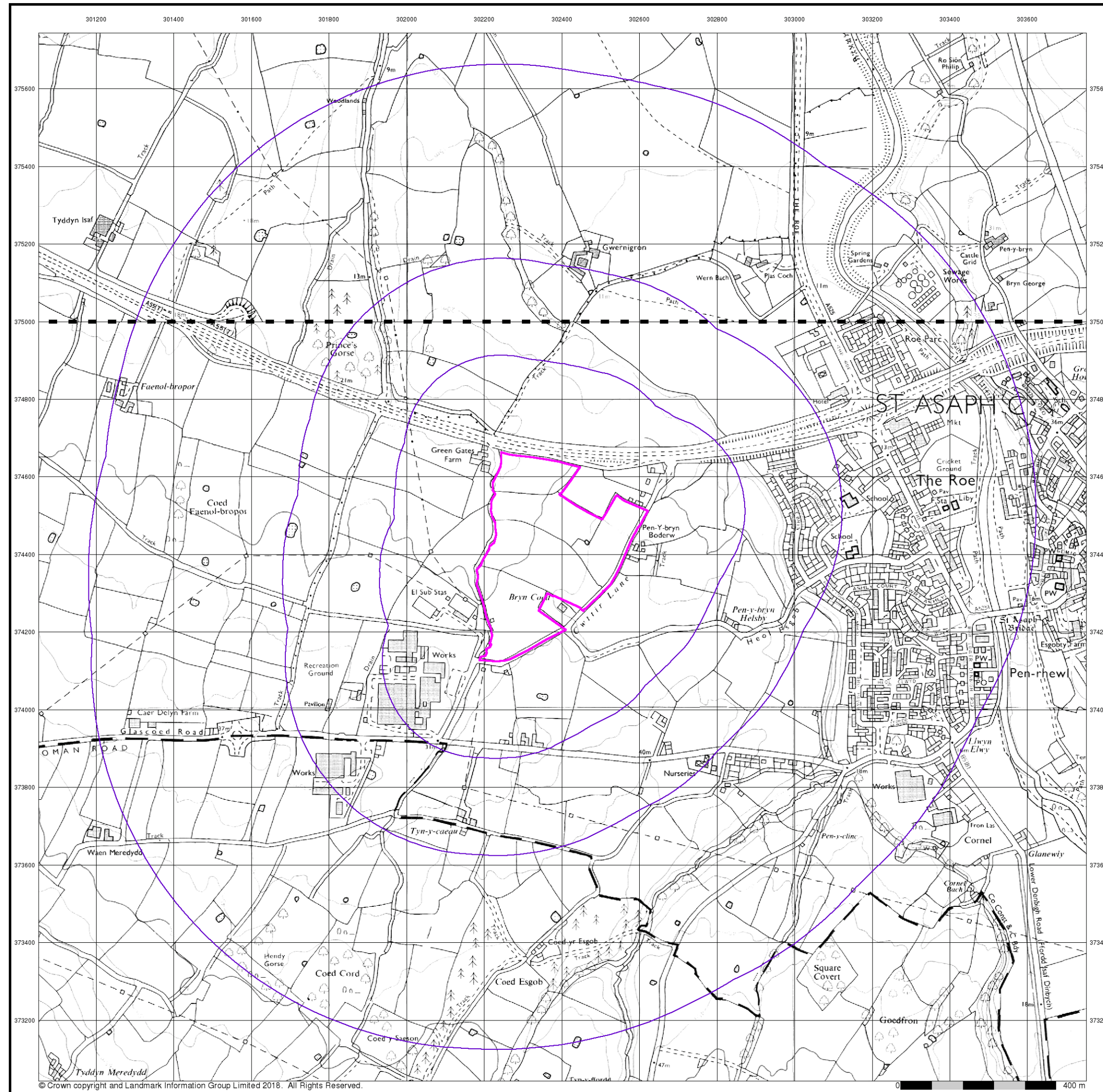


Order Details

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Site Area (Ha): 13.26
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Site Details

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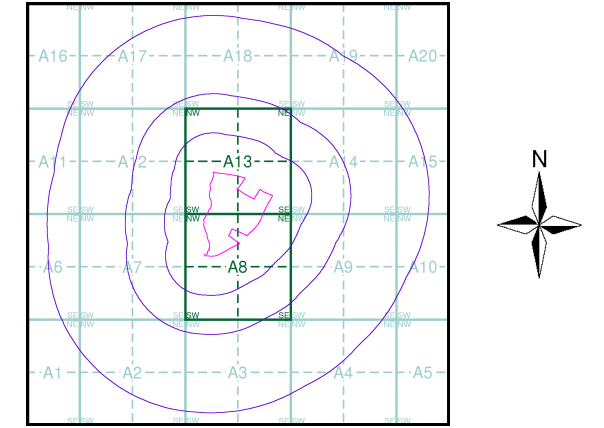
Ordnance Survey Plan
Published 1992 - 1994
Source map scale - 1:10,000

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Map Name(s) and Date(s)

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

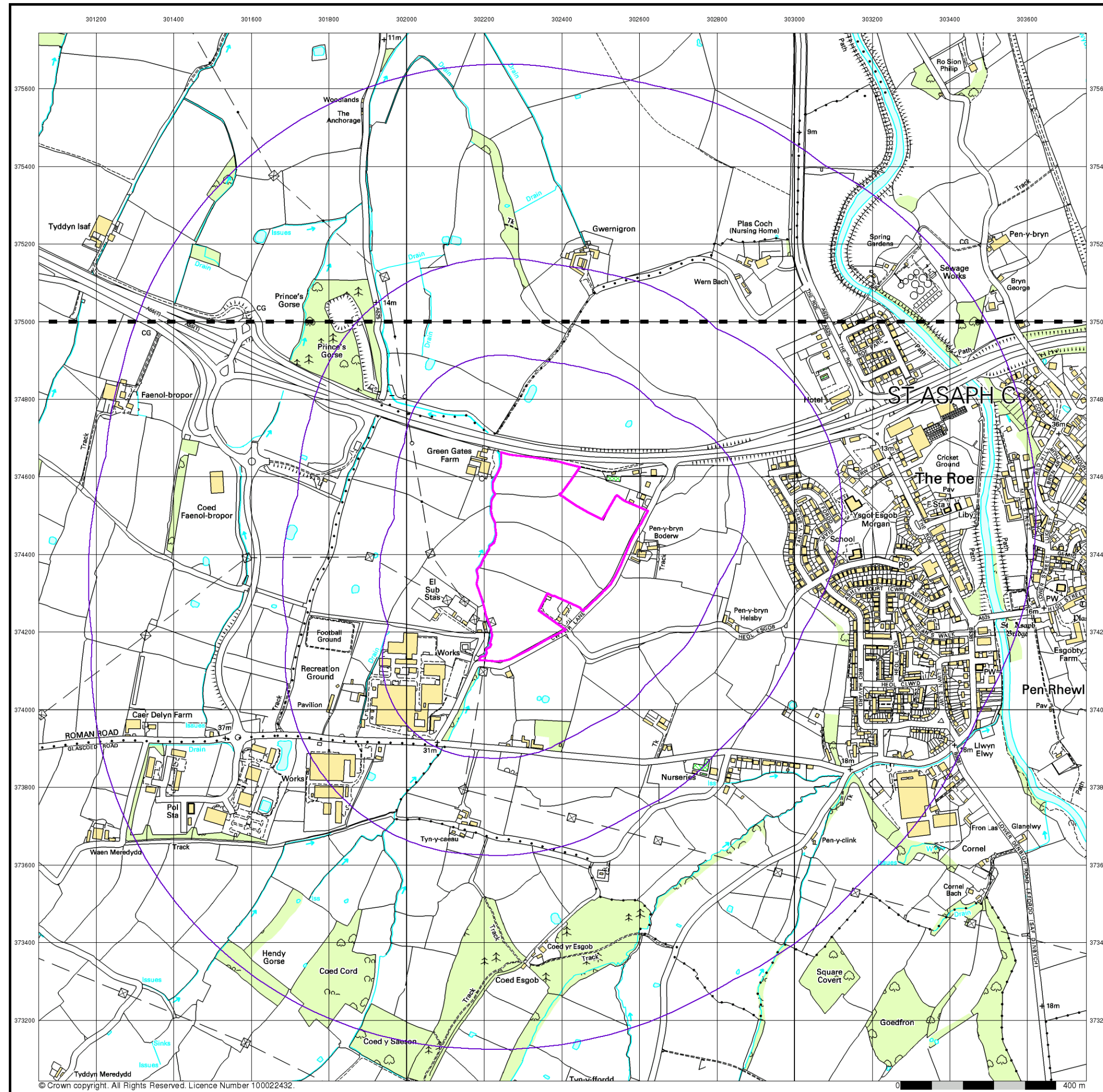
Historical Map - Slice A



Order Details	
Order Number:	154135171_1_1
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10k Raster Mapping

Published 2000

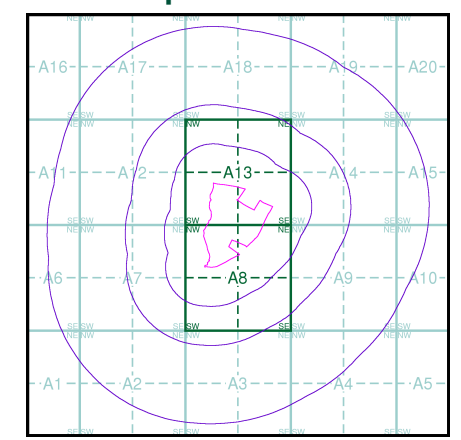
Source map scale - 1:10,000

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

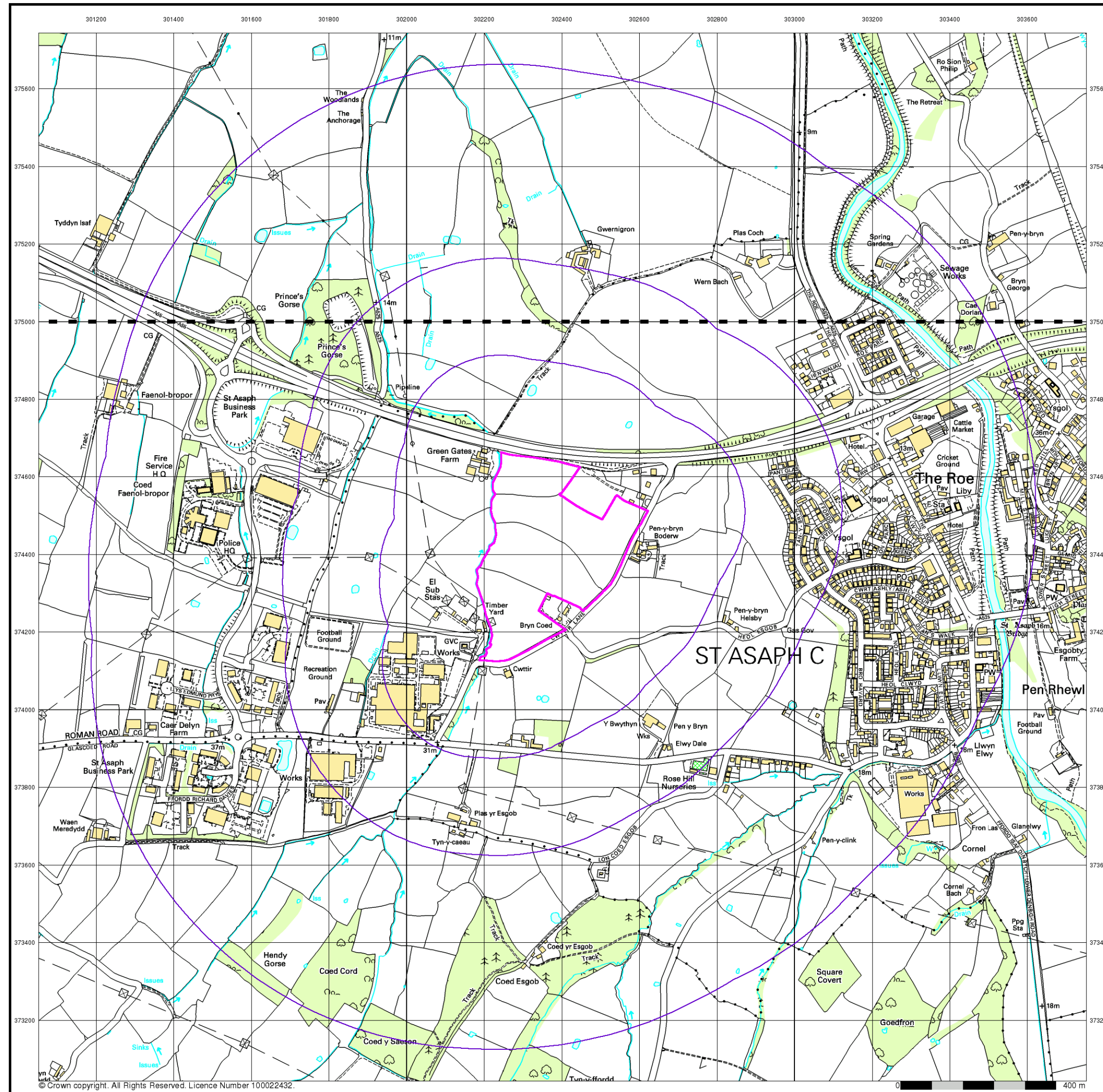
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10k Raster Mapping

Published 2006

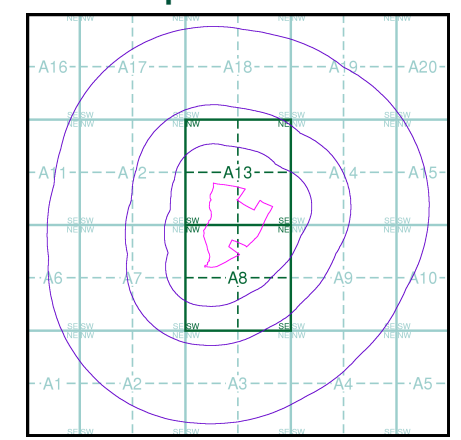
Source map scale - 1:10,000

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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Atodiad 5
Asesiad Risg Sŵn

Memo

9 October 2018

To Melvyn Edwards

CC As per email distribution

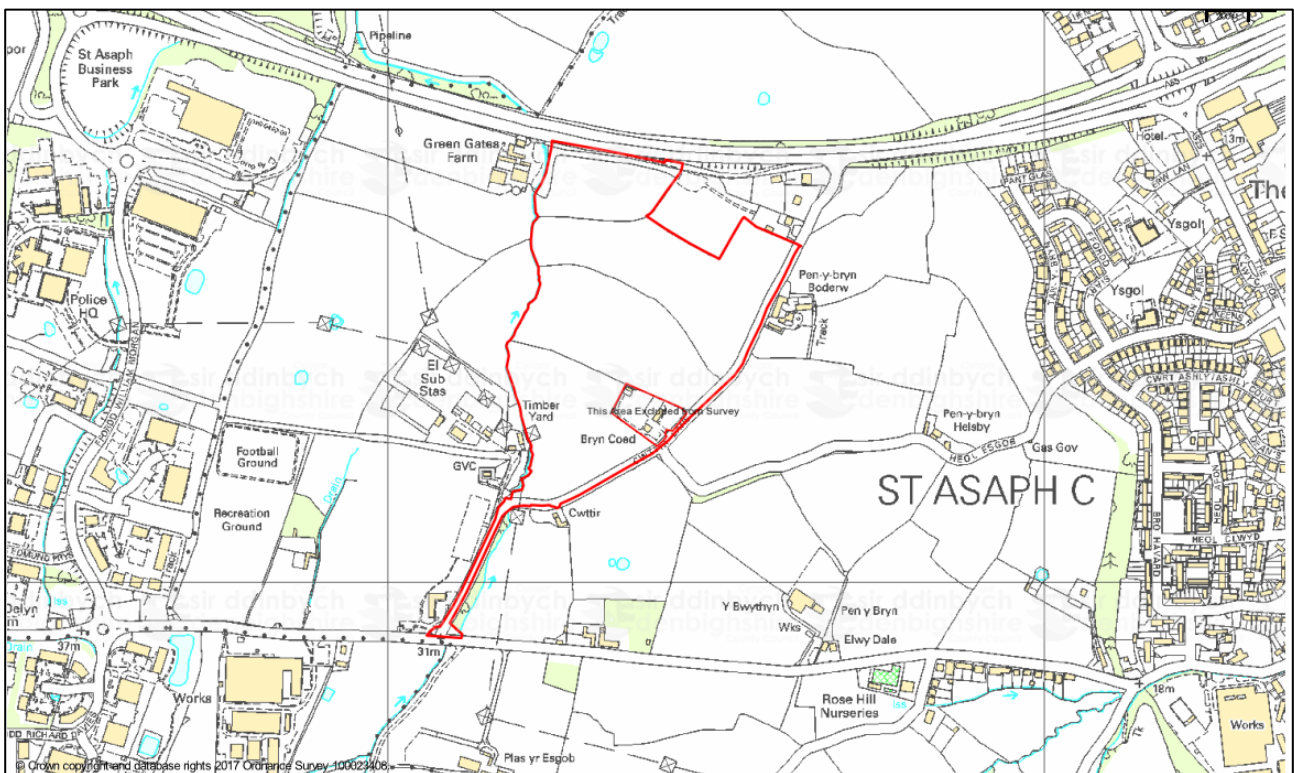
Subject Greengates Farm - Acoustic Design Statement

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.



Property and infrastructure

8th Floor, The Observatory, Chapel Walks, Manchester M2 1HL
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Capita Property and Infrastructure Ltd

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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


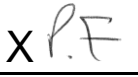
Typical Issues for low noise risk sites	Comments
Relevant noise sources identified	The A55 to the North of the site
Assess the extent of noise risk for unmitigated site	See main body of this memo. No alternative layouts considered as noise levels will unlikely alter due to layout changes
Opportunities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

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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.

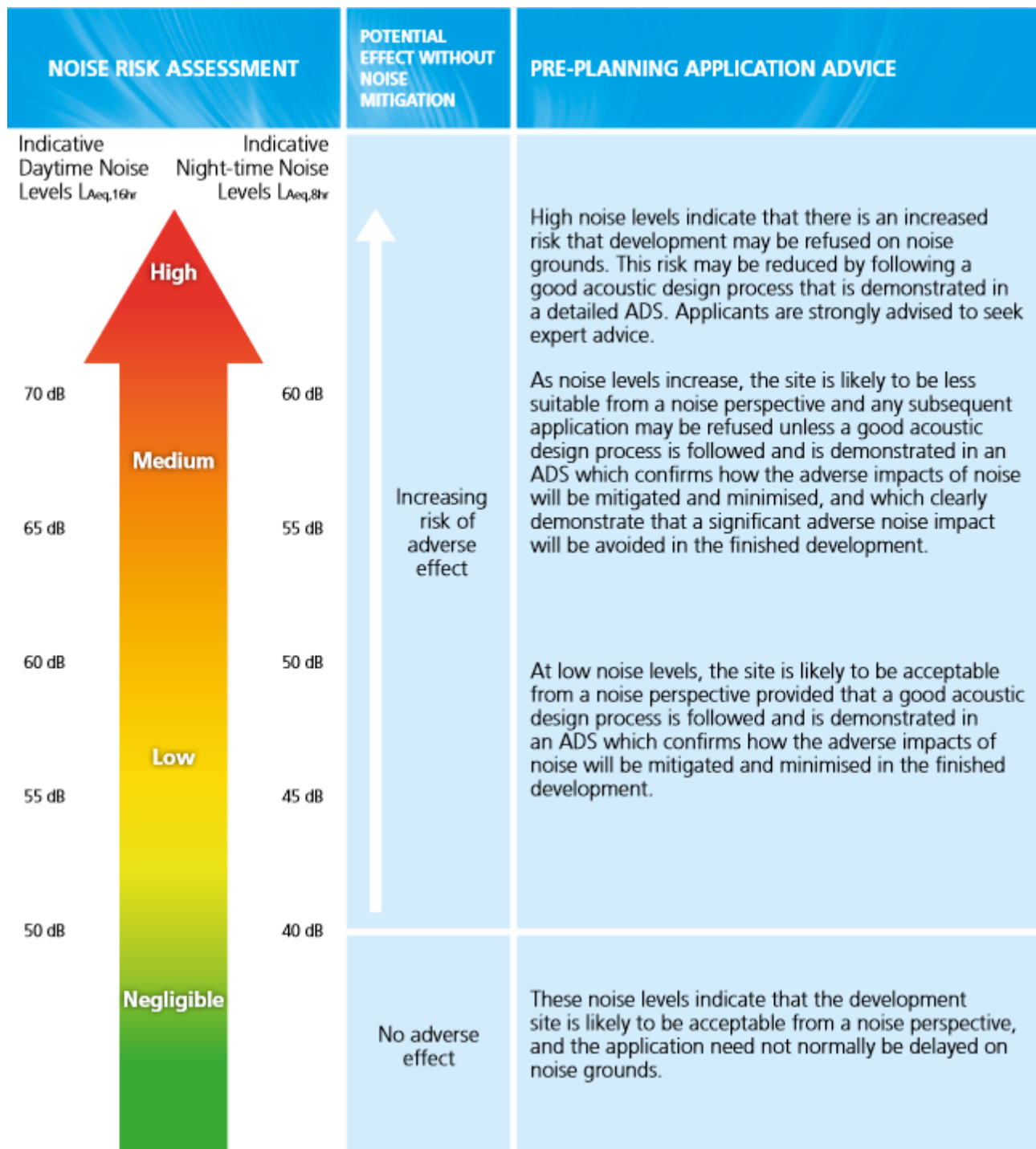


Figure 3: Predicted daytime noise levels at 1.5 metres above local ground level, $L_{Aeq,16h}$ (dB)

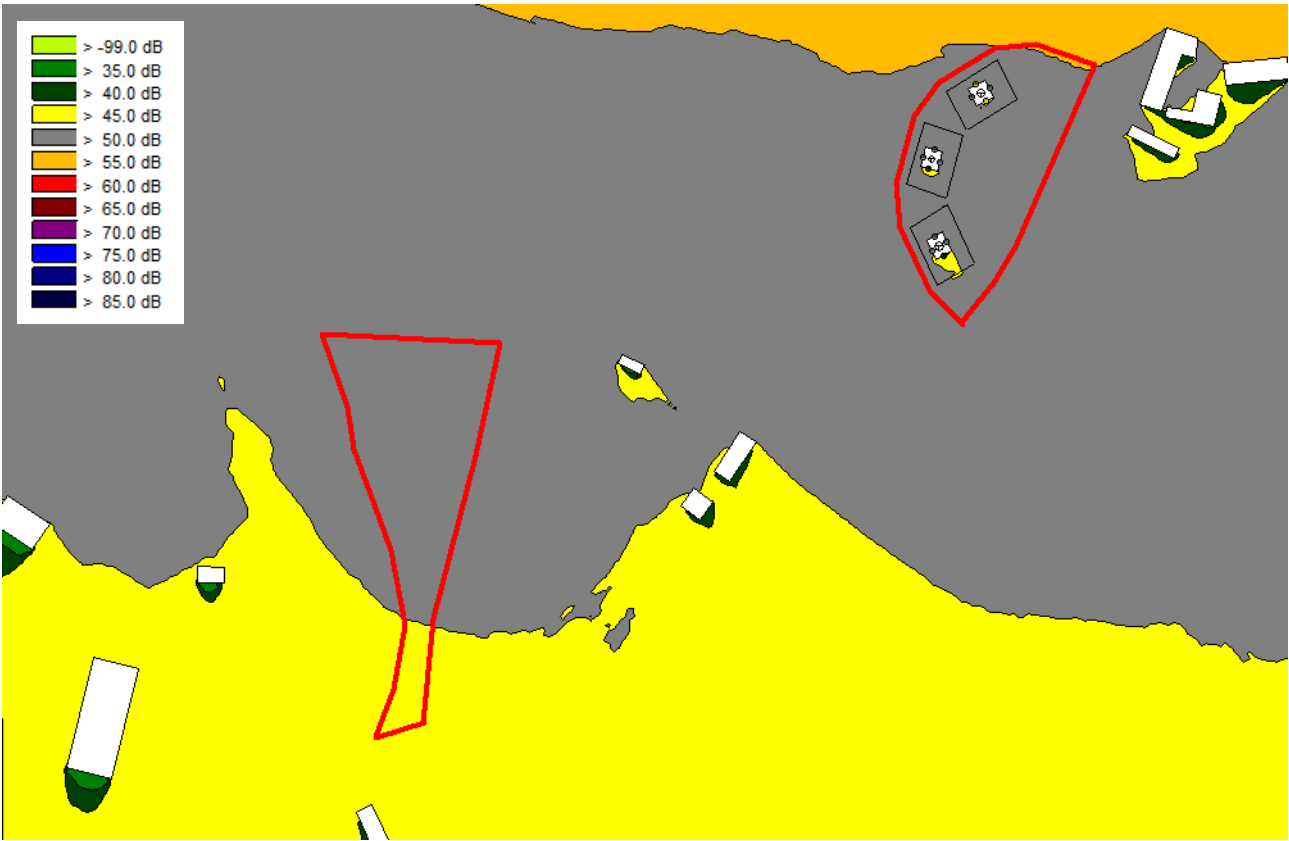
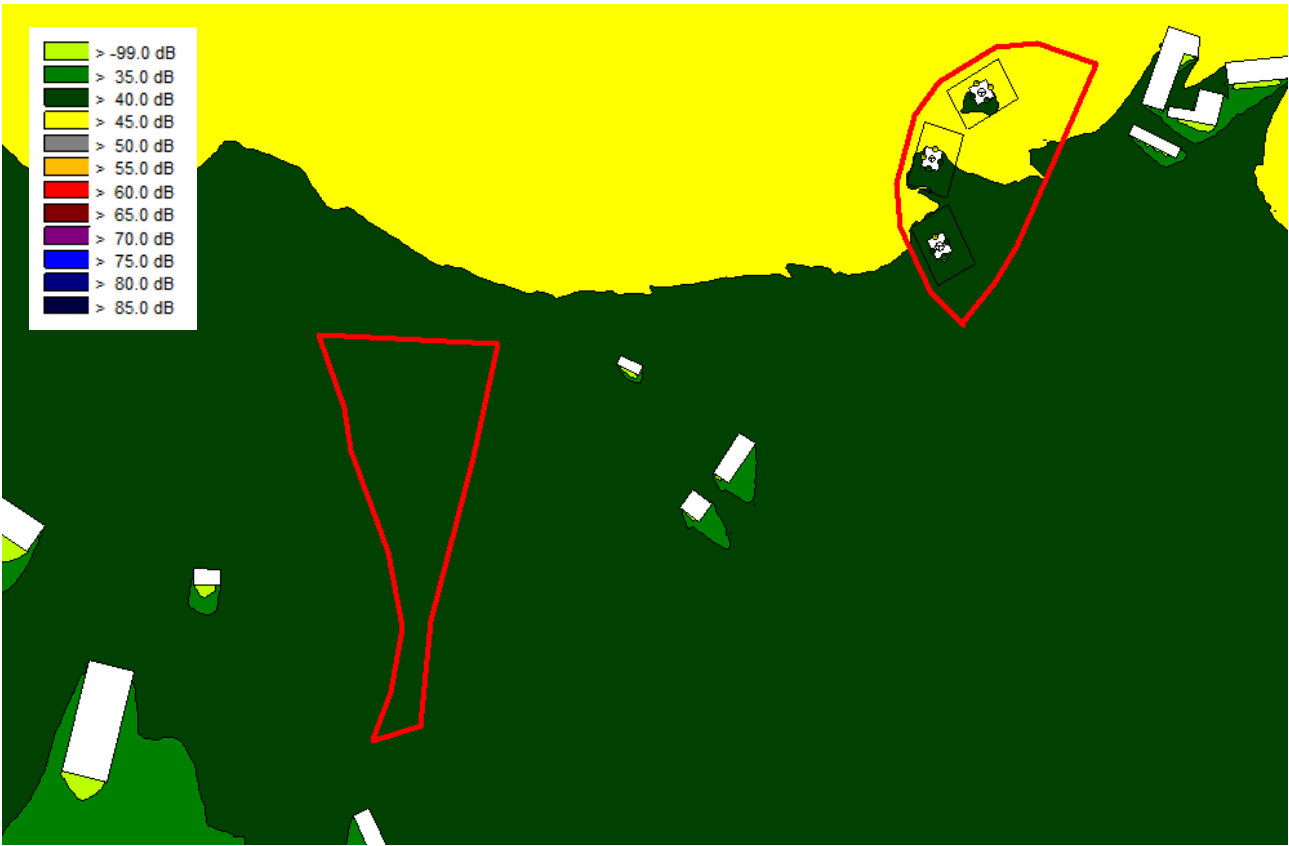


Figure 4: Predicted night-time noise levels at 1.5 metres above local ground level, $L_{Aeq,8h}$ (dB)



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.