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05/2017/0239

Scale: 1:5000

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IMPACT OF LANDSCAPING



Screening Vegetation - Height of Planting



Screening Vegetation - Height of 5 to 10 years



Screening Vegetation - Height of 15 to 20 years

PROJECT NAME:
SOUTHERN ELEVATION
SCREENING PROPOSAL

SCALE:
1:500

PROJECT NO:
@ A1
WHOLEBAKE
CORVET DEBIGHCKRE

DRAWING NOTES:
A INCLUDED FOR PLANNING
A BUILDING HEIGHT REVISED

DATE:
15/03/17
15/03/2017

GENERAL NOTES:
1. DO NOT SCALE FROM THIS DRAWING
2. DIMENSIONS GIVEN IN METERS ARE ASSUMED
3. ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO
ANY CONSTRUCTION
4. YOU SHALL BE NOTIFIED OF ANY DISCREPANCIES

PROJECT NO:
@ A1
WHOLEBAKE
CORVET DEBIGHCKRE



Squareyard
LANDSCAPE ARCHITECTURE - Urban Design - Ecology

Email: info@yd2.co.uk
Web: www.yd2.co.uk
Tel: 0151 251 1422

PROJECT NO:
YD2-16-011
WB_EL_001

SCALE:
A

PROJECT NO:
MAR 17
WHOLEBAKE LTD

DRAWING NOTES:
A INCLUDED FOR PLANNING
A BUILDING HEIGHT REVISED

DATE:
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PROJECT NO:
@ A1
WHOLEBAKE
CORVET DEBIGHCKRE

WARD : Corwen

WARD MEMBER(S): Cllr Huw Jones

APPLICATION NO: 05/2017/0239/ PF

PROPOSAL: Erection of a food manufacturing plant (Class B2) with integrated warehousing and distribution (Class B8) and office facilities (Class B1); ancillary employee wellbeing unit (Class D2); means of vehicular and pedestrian access, parking, cycle spaces, servicing, bin storage, plant, electricity sub-station, private package treatment works, landscaping and associated works

LOCATION: Land adjacent (to east of) Tyn Y Llidiart Industrial Estate Corwen

APPLICANT: Wholebake Ltd.

CONSTRAINTS: None

PUBLICITY UNDERTAKEN: Site Notice - Yes
Press Notice - Yes
Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- Referral by Head of Planning / Development Control Manager

CONSULTATION RESPONSES:

CORWEN COMMUNITY COUNCIL

"Following on from Corwen Town Council Meeting and members of the public on the 12th April. Please see Corwen Town Councils observations on the development.

The opinion about the Wholebake development is the access at the top of Maesafallen is unsuitable as it's still close to the blind spot, even with the new position of the entrance point.

Access still a problem, to close to the bend of lane bach and Lon Ty Cerrig

Why not use the same access as the HGV and remove the car park entrance? Putting a road at the front of the building instead of the grassed area?

The entrance by the top of A5104 by the salt depo is a very dangerous junction with a lot of accidents, putting these additional cars and HGV transportation on it will just increase the likely hood of accidents.

Also concerns over the impact on the environment, and roads with the additional transportation.

Pavement on both sides of the road to make it safer for children to walk to school, also need a crossing in place by the school, especially with the increased amount of traffic to and from the factory.

Noise level is a concern, it will take years for the trees to grow that is going to create a natural sound shield what will happen short term?

1/3 of the planning application is outside the local development plan, why are we allowing development on this land?

Questions asked, why this development couldn't be built on allocated development land a little up the A5104, by the slaughter house?

Wellbeing Centre - questions being asked why is there a need for this? Denbighshire CC have a refurbished Leisure Centre, 2 minutes down the road, support other local business.

Drains - treatment work in Corwen already under pressure, this new development would only add to the drainage problem.

In the pre-application consultation, we were told that not much HGV lorries would be going, but why is there a need for 4 bays in the factory.

Also, we were told that the factory would be 24/5, but already they are advertising for 24/7 for local jobs?

A suggestion is that a bus stop could be put outside the factory to try and encourage staff the travel by bus, and work with local service provider to match shift work and timetable etc."

A response to re-consultation is awaited

CLWYDIAN RANGE AND DEE VALLEY AREA OF OUTSTANDING NATURAL BEAUTY JOINT ADVISORY COMMITTEE

"The Joint Committee acknowledges that the site is in the main allocated for business development in the LDP and notes that the proposed development will bring substantial employment and economic benefits to the local community. The committee therefore has no objection in principle to an appropriate scheme for development of the site.

The site is outside the AONB but is clearly within the setting of the protected landscape, and the committee's main concern is to mitigate the impact on views from key vantage points in the AONB, notably the higher ground of Caer Drewyn Hillfort and Pen Y Pigyn. Views of the AONB are also important, particularly of Caer Drewyn from the B5437. The building is very large and will impact adversely on these views. The proposed comprehensive landscaping scheme and associated maintenance and aftercare proposals are supported, but whilst this will help mitigate impact over time the committee would recommend that the planning authority explore additional options with the applicant to further reduce the impact of such a large structure. This could include:

- Lowering the height of the building by reducing the large (7.8m high) plant/services void above the production floor.*
- Setting the floor level at around 161-162m ground level would also help reduce the apparent height of the structure. In this context it is noted that no site sections appear to have been submitted with the application, and the committee would suggest that key sections through the site should be provided to enable the proposals to be properly assessed.*
- The building is sited very close to the B5437 and setting it further back on the site would reduce its dominance in the street scene and allow for a more extensive landscape barrier between the road and building, possibly including screen mounding. In this context the committee notes that there is an extensive area of unutilised land to the rear of the building.*

The principle of reducing the block-like appearance of the south elevation of the building by asymmetric shapes and the use of colour contrast is supported. The Environmental Colour Assessment used to select the range of colours for wall and roof cladding appears to suggest

the right specification, but the committee would recommend that before colours and materials are selected large test sample panels should be erected and evaluated on site to ensure the most appropriate choice of materials. In addition, it is suggested that details of any external plant and machinery which might impact on the building's appearance should be clarified at this stage and strictly controlled to avoid compromising the overall design.

The AONB is currently pursuing Dark Skies status for the area and the committee welcomes the detailed lighting assessment which acknowledges the sensitivity of the area and seeks to adopt an approach which will minimise impacts. The specification of a 4000k maximum light colour is supported.”

In May 2017 the AONB JAC were re-consulted following the receipt of amended plans/reports. Their comments are :

“The Joint Committee welcomes the proposed 3m reduction in height of the building, which will help mitigate the impact of this large structure. The floor level and sectional information is noted, and although the committee would have preferred to reduce the height further by lowering the floor level the proposed levels are acceptable. The suggestion to site the building further back from the B5437 was to reduce the impact of the building on views of Caer Drewyn from the road as well as to reduce the impact on the street scene. The need for possible future expansion of the business is noted, but the committee would suggest that a modest additional setback of the building would still allow for future expansion whilst improving the appearance of the development.”

NATURAL RESOURCES WALES (NRW)

Drainage: NRW have been in dialogue with the applicant in respect of the drainage arrangements and are advising the applicants over the process to be followed in relation to the development of the foul drainage system.

Landscape: Suggest there is scope to further investigate the design.

Protected Species: No objection.

Flood Risk: No objection.

Geoscience: No objection.

Further comments are awaited in respect of the now reduced height of the building and the amended Landscape and Visual Impact Assessment and Management Report.

DWR CYMRU / WELSH WATER

No objection to the use of a private treatment works

CLWYD POWYS ARCHAEOLOGICAL TRUST

No objection, following the results of the archaeological evaluation trenching, which were almost entirely negative, have no further archaeological requirements at this site.

CADW

No objection to the impact of the proposed development on the scheduled monument (Caer Drewyn)

WALES & WEST UTILITIES

No objection

CLWYD POWYS ARCHAEOLOGICAL TRUST

No objection

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –

Strategic Planning & Housing Officer

No objection, supports the principle of the development.

Head of Highways and Infrastructure

Highways Officer

No objection subject to the inclusion of conditions covering detailed layout matters

Flood Risk Manager

No objection subject to the inclusion of a condition in relation to the details of the surface water drainage system including maintenance arrangements.

Economic & Business Development Officer

From an Economic & Business Development point of view, are pleased to see this development presented. The potential increase in employment from 122 to 255 full time jobs is particularly welcome and it is to be hoped that these will be recruited locally in the County.

Pollution Control Officer

No objection subject to the inclusion of standard details relating to noise levels.

Minerals Officer

No objection from a mineral safeguarding perspective. Agrees with the conclusion of the assessment of mineral potential that accompanies the application.

County Archaeologist

No objection

Ecologist

No objection subject to the inclusion of conditions

Landscape Advisor

No objection

RESPONSE TO PUBLICITY:

Comments neither in objection or support received from:-

1. Mr A. Thomas, 98 Maes Afallen, Corwen

Concerns related to the impact and adequacy of the local highway network

2. Mrs P A Moore, 29 Clawdd Poncen Corwen

Areas of concern in relation to:

Increase in heavy goods vehicles so close to Ysgol Cae Drewen;

There is no pavement on the opposite side of the road to the proposed development which means young children and parents with prams will have to traverse past potential traffic hazards;

Added noise pollution to the estates of Maes Afallen and Clawdd Poncen;

The potential for traffic accidents at the staff car park entrance due to its proximity to the top of the hill;

The proposed factory will be sitting in a very elevated spot, highly visible for some considerable distances especially from the other side of the valley.
It will also be sat at the base of a site of historical importance Cae Drewyn.

EXPIRY DATE OF APPLICATION: 11/5/2017

EXTENSION OF TIME AGREED 14/6/2017

REASONS FOR DELAY IN DECISION (where applicable):

- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

1.1.1 Full planning permission is sought for the erection of a food manufacturing plant (Class B2) with integrated warehousing and distribution (Class B8) and office facilities (Class B1); ancillary employee wellbeing unit (Class D2); means of vehicular and pedestrian access, parking, cycle spaces, servicing, bin storage, plant, electricity sub-station, private package treatment works, landscaping and associated works at land adjacent (to east of) Ty'n y Lliidiart Industrial Estate in Corwen.

1.1.2 The main elements and details of the scheme are:-

1. The erection of a food manufacturing building measuring approx. 180m by 67m with a gross internal floor area of 14,351 sqm, consisting of:

- 10,694sq m of floor space for warehousing/production.
- 2,537sqm of ancillary office accommodation
- 600sqm for employee well being facilities such as a canteen, toilets, showers etc
- 520smq is allocated to plant

2. The erection of a detached employee well being unit consisting of:

- A detached single storey building measuring 20m by 30m with a sloping roof with a ridge height of 6.25m.
- Facilities consists of a Well being area, toilets , showers and changing facilities.
It has been indicated that the well being unit would provide staff with gym facilities and provide staff with an area to relax.

3. The formation of 2 vehicular access points and provision of a staff and visitor car parking consisting of:

- A Service delivery access to the northern end of the site, leading to the service yard
- An access for staff and visitors to the site
- 144 car parking spaces for staff
- 22 car parking spaces for visitors and overflow car parking

4. The construction of a Water Treatment Plant, bin stores, cycle storage, smoking shelters and 'breakout area'.

5. Landscaping bund and soft landscaping around the boundaries of the site and within the site/parking areas and the formation of a habitat area to the rear of the car parking area.

A copy of the site plan and main elevations are attached at the front of the report.

1.1.3 In addition to a number of detailed plans, the following supporting documents have been submitted:

- Planning Statement
- Design and Access Statement
- Pre Application Consultation Report
- Landscape and Visual Impact Assessment
- Landscape Management Report
- Heritage Impact Assessment
- Community Linguistic Impact Assessment
- Archaeological Desktop & Full Evaluation
- Geophysics Assessment
- Topographical Survey
- Flood Consequences Assessment, Drainage Strategy & Infiltration Strategy
- Transport Assessment & Travel Plan
- Construction Management Plan & Delivery Management Plan
- Geo-Environmental & Site Investigation Report
- Lighting Assessment
- Acoustic Statement
- Minerals Assessment
- Utility Infrastructure Statement
- Sustainability Renewables Assessment
- Soils & Agricultural Use and Quality Report
- Ecological Assessment
- Arboricultural Impact Assessment

The main points of relevance to the proposals in the main supporting documents are:-

In the Planning Statement

- In addition to providing an overview of LDP policies and guidance, TAN's and other national planning policy guidance which it is considered the proposal complies with, the statement sets out the proposals and highlights some key issues which are extremely relevant to the application and therefore has been quoted in full below: -

The applicant, 'Wholebake Ltd' makes branded and contract natural food bakery products and in 2003 its turnover was £4M. A capital injection in 2011 has led to a £26M turnover with its aim being £40 M by 2019.

The existing Corwen factory comprises a unit of 2,400 sqm. This facility will continue in production. A smaller plant at Wrexham involves some 1,000 sqm and the company has a separate HQ and Brand Company.

The trouble is that the existing plant is capacity constrained, there is no further room for expansion and there are serious challenges over storage space, car parking, changing facilities, staff amenities and office space.

Indeed, the company can only presently hold about 2 days worth of raw material product at one end and about the same of boxed product at the other in Corwen. The reliance upon ferrying raw material and product and fro between Corwen and the warehouse at Wrexham is a major constraints and totally unsustainable as it is generating far too many vehicle trips.

This site is to be purchased (subject to planning) from the Rhug Estate for the development a new factory which needs to be operational by Q2 2018 so that the company can fulfill new contract bakery orders and meet growing demand of their own branded products.

Some additional detail on what Wholebake actually do, as part of their process is provided); they have an excellent reputation in the marketplace, and currently manufacture in excess of 100 products for a diverse range of customers across healthy snacking, free from, weight management and sports nutrition and have never lost a customer they wanted to keep.

Despite never advertising their services, they are regularly approached by potential customers wanting to partner with them to manufacture existing products and assist in developing their brands, but due to space constraints they have had to turn down at least 4 out of every 5 of the approaches received. We are reinventing ourselves as the No. 1 UK contract manufacturer of healthier snacks.

The company wishes to appeal to young challenger brands, existing household names as well as retailer private label and impress with a well thought out and smart site, offering unique and flexible capabilities. There is therefore a need to ensure that manufacturing space, offices, and staff amenities are presentable and have the ability to provide modern flexible production lines. Product innovation has been a massive part of Wholebake's success and to maximise future margins they need new processes, skills, facilities and training and development to ensure they maintain their competitive edge and lead in the marketplace.

Wholebake also has a social impact part to their business; it is massively important to them that they focus equally on their people as well as the products they manufacture. For this reason, they wish to invest in generous and well-appointed staff welfare, wellbeing, training and development facilities, so they can develop people further than just giving them the minimum needed to perform their jobs. Being able to make a positive social impact on staff and the local community is close to their hearts and they aspire to position themselves as a destination employer in order to attract the best talent to the business.

The environment is equally important to them and the new factory will be a legacy to their staff, the business, their customers and to the wider community within North Wales.

ECONOMIC DELIVERABLES & ROLE

The development will generate and directly support some **255 jobs** within the resultant scheme; many of these are specialist in nature and are long term sustainable opportunities that will deliver prosperity and supply chain service sectors (e.g. catering, cleaning, building and landscape management/ servicing, etc) will also benefit from contracts being awarded.

The total project contract value for this project is in the region of **£14.0M** and this will help to secure existing construction jobs based locally and create new ones. In what are still tough economic times; skilled jobs in the locality that will help maintain employment and provide and contribute towards the ongoing economic investment in the locality is a significant bonus.

Significant **local spend** during the construction period of the development will represent a big boost to existing businesses. Indeed, construction industry bodies have found that for every £1 spent in the construction industry this generates £3 in the local economy so with a £14.0M project this is **an investment worth up to £42M**; spend that will lead to new services being offered locally.

Post-completion, the **spending power of another 120+ employees; many of**

which will hopefully form households locally into the local economy can also be expected to be significant; thus sustaining local services and facilities beyond just the construction cycle.

*The completed development will also generate **Business Rates revenue** for the Authority again playing a role in supporting and enhancing existing public services.*

This proposal seeks to deliver jobs, economic growth, investment and prosperity into the local economy

SOCIAL DELIVERABLES & ROLE

Ensuring that **local jobs are safeguarded and retained**, with **significant provision of new jobs** that will allow existing employees to stay within the area, relocate to the area and allow new staff to be recruited from the area.

Providing **pedestrian links** into and around the development; with safe and connective access for all public transport, cycle and pedestrian users; ensuring that delivery traffic is disaggregated from these more vulnerable users.

Providing access for all sectors of the community, particularly those with mobility difficulties – the design incorporates **DDA compliant** grade access into the buildings and across the site.

*Accessible by foot/cycling to local amenities and facilities, and taking advantage of public transport interfaces (bus routes); thus promoting sustainable travel choices and **reducing the need to travel** using private modes of transport.*

*Providing staff (and their families) with onsite **wellbeing facilities** – this investment in health and wellbeing is important for the company.*

*The company is seeking to space onsite that will provide access to training and development of their staff and importantly this will involve **community linguistic language courses** – thus aiding wider community benefits to allow the Welsh language to be used and advanced; thus enabling **community cohesion**.*

The development of the site for a use that meets Highway safety needs and will provide for sufficient car parking spaces, turning and access for all refuse, emergency and delivery vehicles. By providing adequate levels of parking, unlike the provision on the adjacent industrial estate, this will avoid the problems of uncontrolled fly-parking, congestion and under-provision.

Although the development is seeking to be generally self-sufficient in terms of utility service infrastructure it is hoped that the development may provide the opportunity for statutory utility providers to upgrade local service infrastructure frailties (e.g. drainage capacity and treatment works) which will benefit existing residents and the wider community in being able to accommodate new growth in other sectors.

It will serve to enhance the longer term sustainability of the wider settlement and with a latent workforce this ought to secure the future of local services and facilities and allow the settlement to be more vital, viable and maintain an enhanced level of community sustainability.

*The development represents an **investment** that will serve to help support and sustain other existing enterprises; thus securing local jobs and*

economic investment.

The applicant is prepared to provide and/or fund bi-lingual onsite signage, plus new tourism information boards / way-finders relating to both former onsite heritage assets, offsite (Caer Drewyn) heritage asset features and PROW's within the immediate vicinity of the application site.

ENVIRONMENTAL DELIVERABLES & ROLE

*Resulting in the **comprehensive development** of the site with a sympathetic and sensitive design taking account of the neighbouring rural and urban grain and its landscape setting and character.*

The design has taken account and respect of its landscape setting, ecological habitat and tree / hedgerow infrastructure and sought to integrate these features and ensure maximum retention, mitigation and enhancement is enabled through new reinforced planting, buffer, dark corridor and biodiversity opportunities. The site is enclosed by natural features and the views in and out of the neighbouring AONB and the heritage asset to the east at Caer Drewyn will be safeguarded through the design layout, materials, design solution and landscape treatment proposed.

*Retaining **connective, permeable and safe pedestrian** links/routes into and adjacent to the development site; thus maintaining **public access** along the former railway corridor.*

Reducing the need to travel : the current space limitations means that no more than 2 days worth of raw materials and products can be stored on site in Corwen and this results in additional HGV trips to and from a warehouse in Wrexham. A new factory will allow these unsustainable journeys to cease..

*The proposed layout and detail of the scheme in design terms offers the highest **quality design solution** that could be expected for this site and the applicant has invested heavily in this to get it right and it will serve to significantly enhance the design quality of the area; thus benefiting the special character and appearance of the site in its rural / urban fringe setting.*

No demonstrable harm or detrimental impact will be caused to any areas of known interest, be these visual, residential, acoustic, lighting or highway interests.

The development proposals therefore generate significant and mutually supportive economic, social and environmental benefits and gains which collectively constitute sustainable development in line with PPW and must not be underestimated.

In the Design and Access Statement (DAS)

- The DAS contains a detailed summary of the site context and planning history, analysis of the surrounding area and an explanation of the design evolution.
- The DAS explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the eventual design solution.
- In summary – it is considered that the design seeks to minimise the impact on its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.
- It is considered that the proposals represent a high quality development, which are appropriate to the scheme as a whole and represent a substantial investment to the area and in particular will help promote and support employment growth and stimulate economic investment to the area, cohesive with regional and local

aspirations. It is anticipated that the development will act as a catalyst for a number of new jobs and investment for the local community.

In the Landscape and Visual Impact Assessment (LVIA) & Management Report:

An updated LVIA was submitted in May 2017 to reflect the reduction in height of the building from 12m to 9m.

- The focus of the submitted LVIA is primarily to: Consider and evaluate any potential Landscape and Visual effects of the development in relation to the Clwydian Range and Dee Valley AONB, the boundary of which lies approximately 500m east and 200m south of the development site and to make preliminary assessment regarding visual impacts on the context and setting of the Caer Drewyn Scheduled Ancient Monument and also to make preliminary evaluations on any potential landscape effects to the site and adjacent character areas.
- Coordination has been carried out with CADW, NRW and DCC to refine and finalise the scope of the assessment. The LVIA has been amended to incorporate Visually Verified Photomontages from 3 key viewpoints to demonstrate visual effects on the AONB and SAM.
- The report incorporates information regarding proposed visual mitigation Measures. These measures aim to reduce the visual impact of the scheme on surrounding views and include:

Environmental Colour Assessment – the LVIA aims to test the proposed façade and roof colours against colour in the adjacent landscape to ensure the proposed building remains recessive.

Southern Elevation Screening Vegetation – aims to demonstrate the development of the proposed screening vegetation over a 20yr period.

Landscape Masterplan – Following comments received from NRW during the consultation additional screen tree planting has been included across the site.

- Following the review of comments received during the consultation period the design team have revised the proposed building height to 9m to address concerns on the visual impact expected on the street scene along the B5437 and more importantly on the AONB and SAM. This change reduces visibility of the scheme from the key vantage points and ensures that the proposed screening mitigation will be successful in screening the facades within a shorter timeframe.
- The amended LVIA also includes revisions to the Verified Photomontages. The montages now illustrate the proposed screening mitigation at circa 10-15 years and include application of the proposed façade detailing and colours recommended in the Environmental Colour Assessment. The application of the proposed colour palette demonstrates that the façade detailing will be successful in mitigating the effects of the mass of the large block on long range views. The selected colour palette is in keeping with the adjacent landscape and enable the building to sit recessively within the scene.
- The Photomontages section now also include panoramic views from the two key long range views (Pen Y Pigyn and Caer Drewyn). These have been included to show the proposals in the context of the wider landscape setting and full frame of view.
- In summary, the LVIA concludes that with the designed mitigation (façade colours/detailing and screen planting) predicted effects on the two key views from within the AONB (Notably Caer Drewyn and Pen Y Pigyn) are considered not significant. The impact on views towards Caer Drewyn from the B5437 remain significant however the author adds caveat that the effects on this viewpoint should be considered in the context of the adjacent industrial land use experienced by viewers travelling up to this point.

The updated Landscape Management Plan sets out detailed maintenance proposals to ensure the proposed landscape scheme is implemented in accordance with best practice and is maintained to ensure success and longevity of the scheme.

Maintenance details have been provided in relation to:

- General maintenance objectives for soft landscaping
- all grassed areas
- feathered trees, whips, understory and shrub mixes
- retained trees and hedgerows
- proposed species rich hedgerows
- proposed ornamental screening hedges
- proposed habitat areas
- proposed amenity shrub and screen planting

The report goes into detail in relation to pruning, watering and weed control.

In the Heritage Impact Assessment

- The report considers the heritage impact of development on the significance of Cae'r Drewyn and other heritage assets.
 - The assessment has been carried out in accordance with the Draft Setting of heritage Assets in Wales, annexe 6 Historic Environment Wales Act 2016.
 - The report identifies elements within the immediate vicinity of the development that hold heritage value and a significance assessment undertaken.
 - Of the sites assessed to hold merit a heritage impact assessment of the proposed development upon their settings has been undertaken.
 - In addition, through the assessment of the proposal having an impact on the setting of the heritage asset Cae'r Drewyn, a full heritage impact assessment has concluded that a *slight adverse impact* has been identified from View B only as seen from the B5437 and is more of a moving or kenitic view. The remainder views are considered to be neutral in that the proposal will have no greater or lesser impact on the heritage assets significance.
 - On balance this assessment finds that the overall impact and consequence of the proposed would have a neutral impact upon Cae'r Drewyn, its setting and significance.
 - In addition, the development proposal will bring substantial public benefits such as increased employment opportunities securing existing and generating new jobs. Economic investment into the local economy. Providing for a well considered design response appropriate to its locality and context and the proposal will introduce enhanced levels of natural landscaping and opportunities for biodiversity.

In the Transport Assessment & Travel Plan

- The Assessment includes sections describing the relevant local and national transport policy and guidance; describes the existing situation in terms of the site, local highway network and traffic conditions whilst also reviewing the five-year accident records for the local highway network.
- The Assessment details the development proposal including the access strategy and parking arrangements; details access to the site by sustainable modes of travel which includes walking, cycling and public transport and provides a summary of the Travel Plan.
- The Assessment discusses the traffic impact of the site and describes the traffic forecasting methodology, trip generation of the site and the impact of the development on the local highway network.
- The provision of two accesses will separate operational vehicular movements, including heavy and articulated vehicles, from staff and visitor movements comprising cars, cyclists and pedestrians. A swept path analysis, visibility assessment in accordance with TAN 18, and capacity assessment has been undertaken of the proposed access arrangements, which indicates that the proposed access strategy is appropriate.

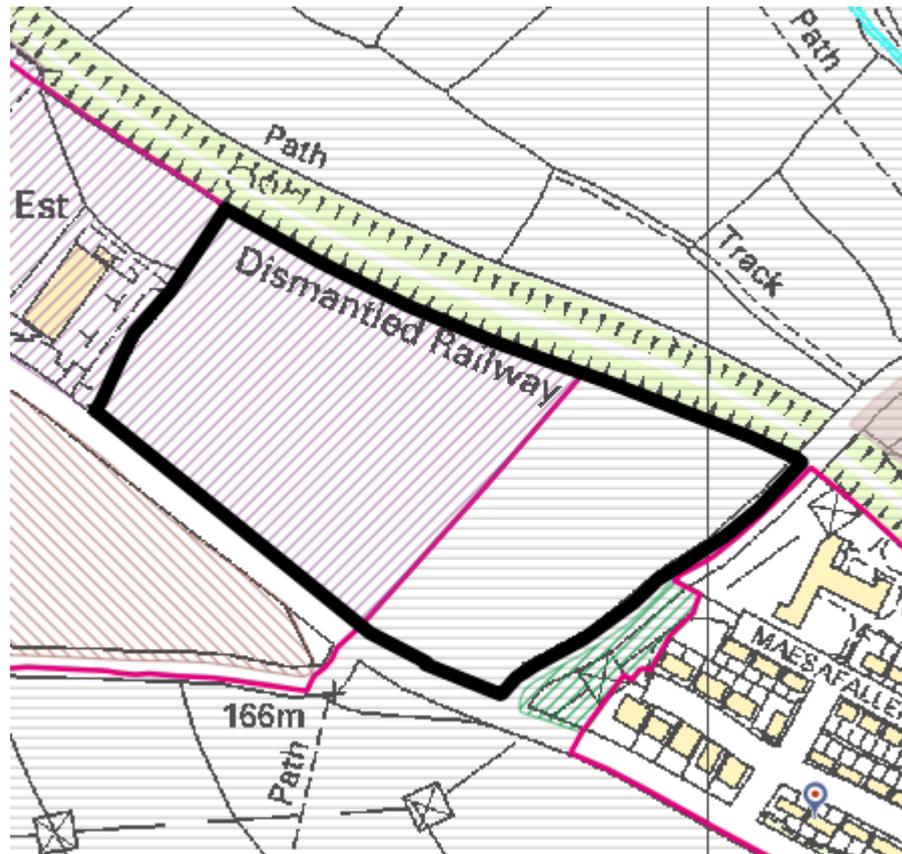
- An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local residential developments on foot, by cycle, and by public transport. It is proposed that employees at the proposed development would be made aware of the options available for sustainable modes of travel through the site's Travel Plan and also through welcome packs provided to employees at the development. The welcome packs would not only highlight the location of nearby services and how these are accessible on foot, cycle or public transport but also the distance and likely travel time to such destinations.
- Junction capacity assessments have been undertaken at two junctions on the local highway network. The results of the junction capacity assessment indicate that the development proposals would have an overall negligible impact on the local highway network.
- A review of accident data for the local area has been undertaken for the most recent five years available. The data indicates 7 recorded accidents within the study area during the study period. 5 of these accidents were classified as 'slight' while 2 were classified 'serious'. There were no recorded fatal accidents. All of the accidents appear to be attributable to human error and there is nothing to suggest that highway condition, layout or design were contributory factors. It is therefore concluded that there are no deficiencies in the highway network, or existing safety issues in the vicinity of the site, that would be exacerbated by the development proposals.
- In summary, the Assessment concludes that the proposal complies with local and national policy and guidance.. In terms of sustainability, it is concluded that the site's location and therefore the proposed development would be accessible by non-car modes of travel, encouraging the use of healthy forms of travel and minimising the need to travel. Furthermore, it is demonstrated that the impact of development generated traffic on the local highway network would be minimal.
- It is therefore concluded that there are no highways or transportation related reasons why planning permission should not be granted.

1.2 Description of site and surroundings

- 1.2.1 The application site area extends to 4.79 hectares of undeveloped agricultural land located to the north west of the residential area at Maes Afallen, Corwen.
- 1.2.2 The site is bound to the north by a dismantled railway line, to the east is the residential estate of Maes Afallen, to the south is the B5427 and then open agricultural land, and to the west is the established Ty'n y Llidiart Industrial Estate which contains a number of employment units including the existing Wholebake factory.
- 1.2.3 The site is generally level, with the land rising up towards the eastern boundary.
- 1.2.4 The site has a frontage with the B5427 which is the main link road between Clawdd Poncen and the town of Corwen.
- 1.2.5 The site has hedgerows and fencing on its boundaries.

1.3 Relevant planning constraints/considerations

- 1.3.1 Approximately 2.71ha of the application site is located within the development boundary of Corwen as identified in the Local Development Plan, within which it is annotated as a Policy PSE 2 Employment land allocation. The remaining 2.08ha of the site is located outside of the development boundary and employment land allocation. An extract of the LDP proposals map has been included below.



1.3.2 The land to the south west of the application site is currently open agricultural land but is allocated for housing in Policy BSC 1 in the LDP.

1.3.3 Approximately 580m east of the application site boundary is the hillfort and Scheduled Ancient Monument of Caer Drewyn.

1.3.4 The site is not within the Dee Valley and Clwydian Range Area of Outstanding Natural Beauty but the boundary of this designation is close, some 35 metres to the north east.

1.4 Relevant planning history

1.4.1 None of relevance to this application

1.5 Developments/changes since the original submission

1.5.1 The height of the building has been reduced from 12m to 9m in response to some of the consultation responses. The relevant reports have been updated to reflect this change.

1.6 Other relevant background information

1.6.1 None

2. DETAILS OF PLANNING HISTORY:

2.1 None

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

3.1 Denbighshire Local Development Plan (adopted 4th June 2013)

Policy RD1 – Sustainable development and good standard design

Policy RD5 – The Welsh language and the social and cultural fabric of communities

Policy PSE2 – Land for employment uses
Policy PSE3 – Protection of employment land and buildings
Policy PSE 5 – Rural Economy
Policy PSE15 – Safeguarding minerals
Policy PSE 16 - Mineral Buffer Zone
Policy VOE1 - Key areas of importance
Policy VOE2 – Area of Outstanding Natural Beauty and Area of Outstanding Beauty
Policy VOE 5 - Conservation of Natural Resources
Policy VOE6 – Water management
Policy ASA2 – Provision of sustainable transport facilities
Policy ASA3 – Parking standards

3.2 Supplementary Planning Guidance: Archaeology

Supplementary Planning Guidance: Conservation and Enhancement of Biodiversity
Supplementary Planning Guidance: Parking requirements in New development
Supplementary Planning Guidance: Planning and the Welsh Language
Supplementary Planning Guidance: Trees and Landscaping
Supplementary Planning Guidance: Access for All

3.3 Government Policy / Guidance

Planning Policy Wales (Edition 9) November 2016
Development Control Manual November 2016

Technical Advice Notes

TAN 5: Nature Conservation & Planning (2009)
TAN 6: Planning for Sustainable Rural Communities (2010)
TAN 11: Noise (1997)
TAN 12: Design (2016)
TAN 18: Transport (2007)
TAN 20: Planning and the Welsh Language (2013)
TAN 23: Economic Development (2014)
MTAN 1: Minerals Aggregates

Circular 60/96 Planning and the Historic Environment: Archaeology

4. MAIN PLANNING CONSIDERATIONS:

In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 9, 2016 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (PPW section 3.1.3). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned (PPW section 3.1.4). Development Management Manual 2016 states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (DMM section 9.4).

The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity and Landscape Impact
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Drainage (including flooding)

- 4.1.6 Highways (including access and parking)
- 4.1.7 Archaeology including setting of Scheduled Ancient Monument
- 4.1.8 Impact on Welsh Language and Social and Cultural Fabric

Other matters

4.2 In relation to the main planning considerations:

4.2.1 Principle

Policy PSE 2 of the Local Development Plan supports development of existing employment sites on the proposals maps, by way of uses within Class B1 (Business Use), B2 (General Industrial and Waste Management facilities) and B8 (Warehousing and Distribution).

Policy PSE 5 Rural Economy states that appropriate employment proposals for both conversion and new build outside development boundaries, will be supported throughout the County subject to detailed criteria, which include it being of appropriate scale and nature to its location; making a significant contribution to sustainable development and recognising any special status of the Area of Outstanding Natural Beauty/Area of Outstanding Beauty.

The range of LDP policies referred to above are in general conformity with the approach to development in Planning Policy Wales, supporting sustainable economic development.

TAN 23 Economic Development (2014) states that the economic aspects of all development is important and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.

Approximately 2.71ha of the application site is located within the development boundary of Corwen within the Policy PSE 2 Employment land allocation, with the remaining 2.08ha of the site located outside of the development boundary and employment land allocation.

The principle of the development within the development boundary and employment land allocation is established and accepted. In relation to the section outside the development boundary, which is primarily the location of the proposed car parking, well being facility, habitat area and landscaping it is considered that Policy PSE 5 supports the principle of development linked to a major employment use and the overall economic benefits of a development of this scale and quality are supported by Planning Policy Wales and TAN 23.

The development would support 255 jobs for Wholebake, and create an additional 133 full time jobs, contributing to economic growth, investment and prosperity for the local economy, consistent with the Council's economic strategies and Development Plan policies.

4.2.2 Visual amenity and Landscape Impact

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (vi) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

Policy VOE 1 looks to protect sites of built heritage and historic landscapes, parks

and gardens from development that would adversely affect them. Development proposals should maintain and wherever possible, enhance these areas for their characteristics, local distinctiveness and value to local communities.

Policy VOE test i) requires that any enabling development does not materially detract from the landscape interest of an asset or materially harm its setting.

A local resident has commented about the visibility of the proposed development within the surrounding area and landscape.

The application has been submitted with a Landscape and Visual Impact Assessment (LVIA), detailed landscaping proposals and management plan. The visual impact of the proposal on the immediate area and the surrounding landscape has been very carefully considered.

The applicant has responded to comments made by Natural Resources Wales and the AONB Advisory Committee in relation to the scale and landscape impact. Consequently, the proposed height of the building has been reduced from 12m to 9m with adjustments made to the LVIA and supporting documents made accordingly.

At the time of writing this report, NRW's comments to the amended information are awaited however the AONB Advisory Committee has responded and welcomes the 3m reduction in the height of the building.

The setting of the Scheduled Ancient Monument at Cae'r Drewyn is referred to in section 4.2.7 dealing with Archaeology.

In terms of design detailing, the proposals involve use of a number of materials including cladding in a number of different shades of grey and green, complimented with timber cladding and glazing. Externally all ancillary buildings/structures would match with the main unit and a significant amount of landscaping will be undertaken within the site to soften the appearance of the development. Fully detailed landscaping proposals have been submitted along with their future management/maintenance.

In this context, it is considered that the scale and design of the building respects the site and surroundings and would be in keeping with the nature of modern development in the area. Whilst accepting there would be some visual impact resulting from a development of this size, it is not considered that this impact would be significant or unacceptable and the proposals are considered worthy of support.

4.2.3 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc.

As part of the consultation process the potential noise from the new factory unit has been raised as a concern by the Community Council and a local resident.

A Noise Impact Assessment has been submitted in support of the application in order to assess the potential for adverse impact arising from noise upon nearby Noise Sensitive Receptors. The Council's Pollution Control Officer has been consulted on this relevant technical documentation.

There is a residential estate and a Residential Care Home to the east of the site, both

known as 'Maesafallen' . The properties in this location comprise a mix of single and 2 storey development.

The Noise Impact Assessment has considered the full operation of the business and has taken account of sources of noise such as deliveries and dispatches, plant equipment and manufacturing machinery, electricity substations, staff vehicles and noise arising from an ancillary well-being unit. Cumulative noise levels of multiple sources in operation at different times of day have been assessed in order to determine an impact rating for the development.

The conclusion of the Noise Impact Assessment is that considering all factors detailed within the assessment, the proposed development achieves a 'Low Impact' noise rating in line with British Standards and World Health Organisation guidelines.

The Council's Pollution Control officer has raised no objection to the proposal subject to the inclusion of planning conditions to ensure compliance with the Noise Assessment.

The proposed layout of the site along the eastern boundary of the development site incorporates car parking, a habitat area and landscaping and the main building has been sited towards the western part of the site adjacent to existing industrial/employment development.

Taking the above into account, it is not considered that the development would result in any adverse impacts on the occupiers of nearby residential properties and the proposal is considered to be compliant with the tests of Policy RD 1.

4.2.4 Ecology

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment. Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests. This reflects policy and guidance in Planning Policy Wales (Section 5.2), current legislation and SPG 18 – Nature Conservation and Species Protection, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

An Ecological Assessment has been submitted with the application and a number of recommendations and ecological enhancements are suggested.

The Council's Ecology Officer and NRW have raised no objection to the proposals subject to compliance with the recommendations and ecological enhancements within the Ecological Assessment. In this regard a planning condition is suggested which deals with these matters.

It is not considered that the proposal would result in any adverse impact on ecology and provides ecological enhancements to the area.

4.2.5 Drainage (including flooding)

Local Development Plan Policy RD 1 test (xi) requires that development satisfies physical or natural environmental considerations relating to drainage and liability to flooding. Planning Policy Wales Section 13.2 identifies flood risk as a material consideration in planning and along with TAN 15 – Development and Flood Risk, provides a detailed framework within which risks arising from different sources of flooding should be assessed. The application has been submitted with a Flood Risk Assessment and Drainage Strategy. The proposal is to provide a private treatment

plant to deal with foul flows from the site and soakaways beneath the car park to deal with surface water drainage.

Flood Risk and Surface Water Drainage Scheme

Natural Resources Wales (NRW) have advised that the site lies entirely in Zone A which is considered to be at little or no risk of fluvial or tidal/coastal flooding as defined by Welsh Government's Development Advice Map referred to under TAN15: Development & Flood Risk. NRW's own Flood Map information confirms that the site lies outside of the extreme flood risk outline. Although the potential flood risks to the development could be considered to be relatively low, it is considered that the proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. NRW welcome the submission of the Flood Consequences Assessment and are satisfied with the proposed surface water drainage scheme subject to a condition to ensure at the detailed design stages that further information in relation to adoption and management is submitted to ensure that the scheme remains effective for the lifetime of the development.

The Council's Flood Risk Manager is satisfied with the surface water drainage proposals however as suggested by NRW, a planning condition needs to be imposed requiring approval of management details and relevant detailed design information.

Having regard to the above it is considered that the proposals are acceptable in relation to flood risk.

Foul drainage

At pre-application consultation stage, Dwr Cymru Welsh Water (DCWW) identified an issue with the capacity of the Corwen Waste Water Treatment Works. The applicants have engaged with DCWW on this matter and it is understood that dialogue is ongoing as DCWW are finalising their capacity assessment work.

If the result of the assessment is that there is capacity at the treatment works to accommodate the development, then it will connect to the public sewer system. If however there is no capacity then the applicant will need to pursue the private treatment plant option on site – which in turn will require a discharge consent from NRW. In order to obtain this consent from NRW, the applicant will need to demonstrate that connection to the public sewer is not feasible.

The applicant is fully aware of this situation, and in order to progress is agreeable to the Authority imposing a suitably worded planning condition, allowing dialogue with DCWW and NRW to continue without further delay to the progression of the application.

4.2.6 Highways (including access and parking)

Local Development Plan Policy RD 1 tests (vii) and (viii) oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and consideration of the impact of development on the local highway network Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

In the main, the comments received from local residents and the Community Council are matters relating to highway safety, traffic and other highway related issues.

The proposal is to form two accesses designed to separate operational vehicular movements, including heavy and articulated vehicles, from staff and visitor movements comprising cars, cyclists and pedestrians. A swept path

Analysis/ visibility assessment in accordance with TAN 18, and capacity assessment has been undertaken in respect to the proposed access arrangements.

As set out above, a detailed Transport Assessment has been undertaken and submitted in support of the application which have been fully considered by Highways Officers.

The Highway Officers advise that in relation to visibility at the point of accesses along with loading, unloading and parking facilities the proposals meet the guidelines laid out in TAN 18 and SPG guidance. Conditions would need to be imposed to deal with the detailed design of the accesses along with a construction traffic management plan before works commence on site.

Taking all the issues into account, and in fully respecting the representations in relation to the application, it is Officers opinion, based on the conclusions of the Highway Officers, that there are limited technical highway grounds to oppose the application.

4.2.7 Archaeology including setting of Scheduled Ancient Monument

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment.

Planning Policy Wales sets out a range of considerations to be given to the assessment of archaeological issues, including approaches to recording and investigating potential remains in conjunction with new development. Welsh Office Circular 60/96 provided earlier advice on the importance of archaeological matters in the planning process, stressing the need for due assessment of the nature and importance of any features and their setting

PPW explains that the conservation of archaeological remains is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains, (whether scheduled or not) and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in an adverse impact on a scheduled monument (or an archaeological site shown to be of national importance) or has a significantly damaging effect upon its setting.

Caer Drewyn is a significant stone-walled Iron Age hill fort, set on sloping ground below the summit of a long ridge extending west into the lowlands of the Dee Valley, north of Corwen.

As part of the pre planning work associated with this site a geophysical survey took place which was followed by extensive evaluation work. Although initially it appeared that there may be extensive archaeological interest in the site, this in fact was not the case. Therefore from an archaeological perspective the County Archaeologist has no objection to the proposal.

In relation to the setting of Cae'r Drewyn which is located some 590m to the west of the application site at a higher level, CADW (the body responsible for the protection of such monuments) has been consulted. The monument is an Iron Age hill fort and the development site is in clear view from it. CADW consider that the proposed development may have an adverse impact on the setting of the scheduled monument. However, given presence of the existing modern development surrounding the area CADW consider that this impact will be slight and not significant, and therefore they raise no objection.

Having regard to the above, it is not considered there are any significant objections to the proposal in relation to archaeology or the setting of the Scheduled Ancient Monument at Cae'r Drewyn.

Other matters

Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has been drafted with regard to the Council's duty and the "sustainable development principle", as set out in the 2015 Act. The recommendation takes account of the requirement to ensure that present needs are met without compromising the ability of future generations to meet their own needs. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

Safeguarding Minerals

Whilst a proportion of the site lies within an area of mineral safeguarding (a designation covering significant areas of the County), prior extraction would not be feasible given the proximity to the residential premises and operations would not be commercially viable given other constraints. There is no conflict with Policy PSE15 of the Denbighshire LDP.

Developer contributions

During the course of the application, the AONB Officer has enquired whether it may be reasonable to request developer contributions towards some enhancements linked to Cae'r Drewyn, such as new woodland fencing, way marking and gates etc.

In planning terms, the request for developer contributions and the need for planning obligations has to meet the tests set down in Circular 16/2014 in that:

- The obligation must be necessary to make the proposed development acceptable in planning terms;
- The obligation must be directly related to the proposed development;
- The obligation must be fairly and reasonably related in scale and kind to the proposed development.

Whilst Officers do not consider the circumstances are such that developer contributions for the works outlined could be justified, Wholebake have indicated they are not averse to the idea and are willing to set up a forum to discuss matters with the AONB officer outside the planning application process.

5. SUMMARY AND CONCLUSIONS:

- 5.1 The principle of the development is considered acceptable with significant economic, social and environmental benefits for the County.

5.2 There are no technical objections to the proposal, having regard to the extensive information provided at pre-application and application stage.

5.3 In respecting local comments, Officers do not consider the impacts of the development would be unacceptable, subject to suitable controls, including through the imposition of planning conditions.

RECOMMENDATION: GRANT- subject to the following conditions:-

1. The development to which this permission relates shall be begun no later than 14th June 2022.
2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission
 - (i) Topographical survey (Drawing No. MBS744) received 17 March 2017
 - (ii) Site location plan (Drawing No. P001 Rev. A) received 17 March 2017
 - (iii) Existing site layout plan (Drawing No. P002 Rev. A) received 17 March 2017
 - (iv) Proposed site layout plan (Drawing No. P003 Rev. B) received 17 March 2017
 - (v) Factory layout (Drawing No. P004 Rev. B) received 17 March 2017
 - (vi) Office layout (Drawing No. P005 Rev. A) received 17 March 2017
 - (vii) Roofplan (Drawing No. P006 Rev. B) received 17 March 2017
 - (viii) Elevations (Drawing No. P007 Rev. B) received 17 March 2017
 - (ix) Security fencing details (Drawing No. P008 Rev. A) received 17 March 2017
 - (x) Shelter details (Drawing No. P009 Rev. A) received 17 March 2017
 - (xi) Bin Store details (Drawing No. P010 Rev. A) received 17 March 2017
 - (xii) Sub-station details (Drawing No. P011 Rev. A) received 17 March 2017
 - (xiii) Employee wellbeing unit (Drawing No. P012 Rev. A) received 17 March 2017
 - (xiv) Site sections (Drawing No. WB_LS_001) received 11 May 2017
 - (xv) Elevations (Drawing No. P021) received 11 May 2017
 - (xvi) Proposed site layout plan (Drawing No. P020) received 11 May 2017

Pollution Control

3. The noise levels from the site shall not exceed the levels stated in the noise report produced by Peak Acoustics ref TH0711164NR Rev:2.0 dated 10th March 2017.
4. In the event of complaints to the Local Planning Authority over noise attributable to the operation of the business, and after they have been initially investigated by the Authority to assess that there is a potential for breach of condition 3:
 - a. The Authority shall notify the applicants in writing of the complaint;
 - b. Within one month of notification by the Authority, the applicants shall organise, at their own expense, a noise assessment by independent acoustic consultants, in accordance with a brief to be set by the Authority, to establish whether the terms of Condition 3 are being met, to identify the source of any noise which may be giving rise to complaint, and to put forward measures for addressing/mitigating noise so that the levels set in Condition 3 are met, including the timing of implementation of the measures;
 - c. A copy of the noise assessment undertaken in accordance with b. shall be submitted to the Authority no later than two months from the date of notification in a.
5. In the event that a noise assessment carried out in accordance with Condition 4 identifies noise exceeding the levels set in Condition 3:
 - a. Specific mitigation measures as set out in the assessment, or such other alternative means of addressing the source(s) of noise as are submitted for the consideration and approval of the Local Planning Authority, shall be implemented in accordance with a timescale to be agreed in writing with the Authority;
 - b. The applicants shall organise, at their own expense, a noise assessment by independent acoustic consultants, in accordance with a brief to be set by the Authority, of noise levels at an agreed noise sensitive facade for a period to be agreed with the Authority, once the approved mitigation measures have been implemented, to determine whether the requirements of Condition 4 are being met;
 - c. A copy of the findings of the further noise monitoring undertaken in accordance with b. shall be submitted to the Authority within 7 days of completion.

6. In the event that the noise monitoring required by Conditions 4 and 5 of this permission confirms that noise levels remain in excess of those set, the item(s) of plant, equipment, activities, etc. identified as giving rise to the problems shall not be permitted to continue to operate until alternative mitigation measures are approved in writing by the Local Planning Authority, the measures as approved are implemented, the same noise monitoring arrangements as set out in previous conditions are undertaken, and the written approval of the Authority is obtained to the continued operation of the particular plant, equipment, activities, etc.
7. No sound amplification systems including the playing of music shall be permitted outside the buildings at any time, other than with the prior written approval of the Local Planning Authority.
8. If piling is to be used in the construction of the development, no piling shall be undertaken until the piling method has been submitted to and approved in writing by the Local Planning Authority. The piling shall be undertaken only in accordance with the approved method.

Biodiversity

9. The development shall be carried out in accordance with the specifications set out in:-
 - i) the External Lighting Report (Couch Perry Wilkes)
 - ii) the Ecological Assessment report (Kingdom Ecology) in order to ensure that the dark foraging and commuting corridors to the north and the east of the site remain suitable for bats;
 - iii) Habitats should be managed following best practice guidance as outlined in the Landscape Management Plan (Square Yard Ltd);

Should the planting scheme vary from that set out in the Landscape Design and Lighting Report (Square Yard Ltd), then new species should not include any plant listed on Schedule 9 (part ii) of the Wildlife and Countryside Act, 1981 (as amended)

Drainage

10. Notwithstanding the submitted details, foul sewerage shall be dealt with by means of connection to a mains sewer, unless it can be demonstrated for reasons of cost and/or practicability, that a main connection is not feasible.
11. None of the buildings shall be occupied/brought into use until further details of the surface water drainage system including its long term management and maintenance has been submitted to and approved in writing by the Local Planning Authority, and the system fully completed in accordance with the approved details. The sustainable drainage system shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan (which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.)

Highways

12. **PRE-COMMECEMENT**
No development shall be permitted to commence until full details of the vehicular accesses and associated highway works including the detailed design, layout, construction, drainage, street lighting, have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with such approved plans before the development is brought into use.
13. **PRE-COMMENCEMENT**
No site works, including demolition, shall be permitted to commence until the written approval of the Local Planning Authority has been obtained to a Construction Method Statement. The approved Statement shall be strictly adhered to throughout the construction period. The Statement shall provide for:
 - the parking of vehicles of site operatives and visitors;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - wheel washing facilities;

- measures to control the emission of dust and dirt during construction;
 - a scheme for recycling/disposing of waste resulting from demolition and construction of works.
 - a route plan for all vehicles connected with the development arriving and leaving the site from existing highway links including delivery times, hours of site works
14. The visibility splays shall at all time be kept free of any planting, tree shrub or growth or any other obstruction in excess of 1.05 metres above the level of the adjoining carriageway.
 15. Facilities shall be provided and retained within the site for the loading/unloading, parking and turning of vehicles in accordance with the approved plan and shall be surfaced and marked out before the development is brought into use.

Materials

16. **PRE-COMMENCEMENT CONDITION**
Prior to the application of the external wall and roof materials on the buildings hereby approved, details and samples of the materials to be used in the construction of the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority and samples made available for inspection on site. The development shall be carried out in accordance with the approved details.

Local Employment Strategy

17. **PRE-COMMENCEMENT CONDITION**
No development shall be permitted to commence until the written approval of the Local Planning Authority has been obtained to a 'Welsh Language Strategy', to include ideas for securing the promotion of the language and culture in association with the development, use of signage, branding and marketing, support for Welsh courses or related initiatives active in the community.
18. **PRE-COMMENCEMENT CONDITION**
No development shall be permitted to commence until the written approval of the Local Planning Authority has been obtained to a Local Employment Strategy, to include ideas for employment initiatives and training for local people, working with jobcentre plus. The Strategy shall be implemented as approved.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In the interest of the amenity of the area.
4. In order that appropriate steps are put in place to investigate and mitigate noise complaints, in the interests of the amenities of occupiers / users of nearby properties.
5. In order that appropriate steps are put in place to investigate and mitigate noise complaints, in the interests of the amenities of occupiers / users of nearby properties.
6. In order that appropriate steps are put in place to investigate and mitigate noise complaints, in the interests of the amenities of occupiers / users of nearby properties.
7. In the interests of the amenities of occupiers / users of nearby properties.
8. In the interests of the amenities of occupiers / users of nearby properties.
9. In the interests of nature conservation.
10. To comply with the requirement to assess the feasibility of mains sewer connection in sewered areas.
11. To ensure a suitable drainage system is developed in connection with the proposals, that there is an acceptable arrangement for the future management and maintenance of that system, all in the interests of ensuring the development has no adverse impact on the locality.
12. In the interest of the free and safe movement and traffic on the adjacent highway and to ensure the formation of a safe and satisfactory accesses.
13. In the interest of the free and safe movement of traffic on the adjacent highway and in the interests of highway safety.

14. To ensure that adequate visibility is provided at the point of access to the highway in the interest of highway safety.
15. To provide for the loading/unloading, parking and turning of vehicles and to ensure that reversing by vehicles into or from the Highway is rendered unnecessary in the interest of highway safety.
16. In the interest of visual amenity.
17. In the interest of protecting the Welsh language.
18. In the interest of protecting local employment opportunities.

NOTES TO APPLICANT:

Notification of Commencement of Development and Display of Site Notice

The Development Management Procedure (Wales) (Amendment) Order 2016 places a duty on you to notify the Local Planning Authority of the commencement of development and to display a notice on site. You must complete and return a 'Notification of initiation of development' form and display a site notice (please find blank forms/notice attached). Further information relating to the requirements is available on the Planning pages at www.denbighshire.gov.uk or www.gov.wales/topics/planning.

Pollution Control

In order to control of Pollution and Noise during Construction, you are advised that the Council will expect the following measures to be taken during building operations to control noise and pollution:

- (a) Work which is audible beyond the site boundary shall only be carried out between 08:00 hrs to 18:00 hrs Monday to Friday, 08:00 hrs to 13:00 hrs Saturday and not at all on Sundays or Bank Holidays.
 - (b) The quietest available items of plant and machinery shall be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels.
 - (c) Deliveries shall only be received within the hours detailed above.
 - (d) Adequate steps shall be taken to prevent dust causing nuisance beyond the site boundary. These could include the use of hoses to damp down stockpiles of materials which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes.
 - (e) There shall be no burning on site.
 - (f) Only minimal security lighting shall be used outside the hours stated above.
- Further details of these measures can be obtained from the Council's Environmental Health Team.

Highways

Please advise the applicant that it may be necessary for a suitable legal agreement under Section 38/Section 278 of the Highways Act 1980 to be obtained for the adoption of the bell mouth at the accesses/works on the highway and shall be in place before any works commence on site and contact Gail McEvoy on 01824 706882 at an early stage.

Separate consent will also be required under Section 184 of the Highways Act 1980 for the temporary access into the site during construction works. Full details of the design and construction to be submitted to the Highway Authority. Notes for Guidance Attached.

The following matters shall be drawn to the applicant's attention as Advisory Notes.

- (i) Highway Supplementary Notes Nos. 1,3,4,5 & 10
- (ii) New Roads and Street Works Act 1991-Part N Form
- (iii) Highways Act 1980 Section 184 Consent to Construct a Vehicular crossing over a footway/verge.

Biodiversity

Bird and bat boxes should be installed under the guidance of an ecologist. These should be appropriate for the species recorded during the ecology survey and sited in appropriate locations either on new buildings, appropriately sized trees along the site boundary, or within the adjacent Corwen Cutting, subject to the appropriate approval by Denbighshire Countryside Services.