

EIA Scoping Direction

DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP

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This Scoping Direction is provided on the basis of the information submitted to Planning and Environment Decisions Wales on 30 May 2024, in addition to consultation responses received. The advice does not prejudice any recommendation made by an Inspector or any decision made by the Welsh Ministers in relation to the development, and does not preclude the Inspector from subsequently requiring further information to be submitted with the submitted DNS application under Regulation 24 of [The Town and Country Planning \(Environmental Impact Assessment\) \(Wales\) Regulations 2017](#) (as amended) (“The 2017 Regulations”).

1. Introduction

Planning and Environment Decisions Wales (PEDW) received a request under [Regulation 33](#) of the 2017 Regulations for a Scoping Direction in relation to a proposed development for a Low Carbon Combined Heat and Power (CHP) Facility by Kronospan Limited.

The request was accompanied by a Scoping Report (SR) [Kronospan Low Carbon Combined Heat and Power Facility EIA Scoping Report, dated May 2024, reference 3587-01-SR01b] that outlines the proposed scope of the Environmental Statement (ES) for the proposed development, available via the Planning Casework Portal:

<https://planningcasework.service.gov.wales/> and search CAS-03463-R2W9C2.

Planning and Environment Decisions Wales (PEDW) is authorised to issue this Scoping Direction on behalf of the Welsh Ministers.

This Direction has been prepared in accordance with the requirements of the 2017 Regulations as well as current best practice towards preparation of an ES. In accordance with the 2017 Regulations PEDW has consulted on the SR and the responses received from the consultation bodies have been duly considered in adopting this Direction.

2. Site Description

The site is located within the existing Kronospan Limited manufacturing facility in Chirk, North Wales. Kronospan is a manufacturer of wood-based panels. The entire Kronospan site covers approximately 40 ha with several industrial buildings and plant within the site.

Chirk is a small town north of the England-Wales border. To the south-east of the existing Kronospan Facility is a private sports club and Chirk Recreation Ground, with the town centre of Chirk beyond.

To the west of the Kronospan site is the Shrewsbury to Chester railway, and the Llangollen Canal which forms part of the Pontcysyllte Aqueduct and Canal World Heritage Site (WHS). The wider area is rural in character.

Other notable landscape and recreational features include Chirk Castle and its associated grounds (Grade 1 registered) and the Offa's Dyke Path National Trail which runs in a broadly north-south direction further to the west. Much of this area falls with the boundary of the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB) / National Landscape (NL).

Further information is available in section 2 of the SR.

3. Proposed Development

The proposal, as described in the SR, is for a Low Carbon Combined Heat and Power (CHP) facility on land at the existing Kronospan Facility. The proposed development would have the capacity to generate up to 30 megawatts (MW) of electricity and 125 MW of thermal energy for use in the existing manufacturing processes at the existing Kronospan Facility. The fuel for the Proposed Development would predominately comprise on-site process wood residues and Grade C waste wood but would also be capable of using forestry residues and / or Refuse Derived Fuel (RDF). The total maximum throughput of the proposed facility would be 293,000 tonnes per annum, with up to 30,000 tonnes per annum comprising forestry residues and/or RDF.

Further information is available in section 3 of the SR.

The scope of the EIA should include all elements of the development as identified in the SR, both permanent and temporary, and this Scoping Direction is written on that basis.

In the ES, any maps, drawing and illustrations that are proposed to describe the project should be designed in such a way that they can be overlaid with drawings and illustrations produced for other sections.

In line with the requirements of [Regulation 17](#) and [Schedule 4](#) to the 2017 Regulations, any reasonable alternatives considered should be presented in the ES. The reasons behind the selection of the chosen option should also be provided in the ES, including where environmental effects have informed the choices made.

4. History

The site is an existing manufacturing facility. Section 2.1.3 of the SR includes a list of recently completed, under construction or proposed development within the site. The SR states planning permission has been granted for an OSB facility, a new warehouse building, new sprinkler tank, an extension to the main warehouse building, new engine store and workshop buildings, material silos and an extension to the chip preparation building. A new north access road has consent subject to a section 106 agreement under planning reference P/2022/1080.

5. Consultation

In line with [Regulation 33\(7\)](#) of the 2017 Regulations, formal consultation was undertaken with the following bodies:

- Wrexham County Borough Council
- Natural Resources Wales (NRW)
- Cadw
- Transport Directorate of the Welsh Government
- Transport for Wales (TfW)
- Network Rail
- Defence Infrastructure Organisation (DIO)
- Hafren Dyfrdwy
- Dŵr Cymru Welsh Water
- The Health and Safety Executive
- The Coal Authority

- The Canal and River Trust
- North Wales Fire and Rescue Authority

Additional consultation was undertaken with:

- Shropshire Council as a neighbouring LPA

Responses received are included in **Appendix 1**.

6. Environmental Impact Assessment Approach

The Applicants should satisfy themselves that the ES includes all the information outlined in [Schedule 4](#) of the 2017 Regulations. In addition, the Applicant should ensure that the Non-Technical Summary includes a summary of all the information included in Schedule 4. Consider a structure that allows the author of the ES and the appointed Inspector and Decision Maker to readily satisfy themselves that the ES contains all the information specified [Regulation 17](#) and Schedule 4 of the 2017 Regulations. Cross refer to the requirements in the relevant sections of the ES, and include a summary after the Contents page that lays out all the requirements from the Regulations and what sections of the ES they are fulfilled by.

As the assessments are made, consideration should be given to whether standalone topic chapters would be necessary for topics that are currently proposed to be considered as part of other chapters, particularly if it is apparent that there are significant effects and a large amount of information for a particular topic.

There may also be topic areas scoped out of the ES where the developer may wish to include application documents that sit outside of the ES and provide information that will support their consultation(s) and the decision-making process. The developer is encouraged to liaise with key consultees regarding non-ES application documents which are not a legislative requirement of the DNS regime. If agreement cannot be reached over non-ES application documentation, then the developer may wish to explore whether PEDW can help provide clarity via its statutory pre-application advice service.

The ES should focus on describing and quantifying significant environmental effects. Policy considerations / arguments relating to those impacts should be addressed in other documentation supporting the application (e.g. a Planning Statement), which cross references the ES where necessary. This does not imply that ES chapters should not be prepared in accordance with relevant advice in policy documents (e.g. Technical Advice Notes), rather that the ES should concentrate on identifying significant effects on the environment rather than dealing with policy arguments or exhaustively listing policies.

6.1 Baseline

[Schedule 4](#) of the 2017 Regulations states that the 'baseline scenario' is "A description of the relevant aspects of the **current** state of the environment" (emphasis added). The baseline of the ES should reflect actual current conditions at that time.

6.2 Reasonable Alternatives

In line with the requirements of [Regulation 17](#) and [Schedule 4](#) to the 2017 Regulations, any reasonable alternatives studied by the Applicant should be presented in the ES. The reasons behind the selection of the chosen option should also be provided in the ES, including where environmental effects have informed the choices made.

It is worth bearing in mind that under the [Conservation of Habitats and Species Regulations 2017](#) ("the Habitats Regulations") unless it can be clearly shown to the Welsh Ministers that the project would have no adverse effect on the integrity of any designated sites, it would have to be shown that there is no feasible alternative solution (see advice note from [IEMA](#)). Further advice regarding the Habitats Regulations is provided in the final chapter of this Scoping Direction.

6.3 Currency of Environmental Information

For all environmental aspects, the applicant should ensure that any survey data is as up to date as possible and clearly set out in the ES the timing and nature of the data on which the assessment has been based. Any study area applied to the assessments should be clearly defined. The impacts of construction, operation and decommissioning activities should be considered as part of the assessment where these could give rise to significant environmental effects. Consideration should be given to relevant legislation, planning policies, and applicable best practice guidance documents throughout the ES.

The ES should include a chapter setting out the overarching methodology for the assessment, which clearly distinguishes effects that are 'significant' from 'non-significant' effects. Any departure from that methodology should be described in individual aspect assessment chapters. Where professional judgement has been applied this should be clearly stated.

The ES topic chapters should report on any data limitations, key assumptions and difficulties encountered in establishing the baseline environment and undertaking the assessment of environmental effects.

6.4 Cumulative Effects

The Planning Inspectorate's guidance for Nationally Significant Infrastructure Projects – [Advice Note 17: Cumulative Effects Assessment](#) sets out a staged process for assessing cumulative impacts which the Applicant should follow when preparing the list of projects for inclusion in the ES; the Applicant should ensure that relevant schemes identified are addressed in the ES using the tiered approach set out in Advice Note 17.

There may be other types of development that could have cumulative impacts with the proposal, and it should not be assumed that the consideration of cumulative impacts can be restricted to the Kronospan site.

Effects deemed individually not significant from the assessment, could cumulatively be significant, so inclusion criteria based on the most likely significant effects from this type of development may prove helpful when identifying what other developments should be accounted for. The criteria may vary from topic to topic.

Best practice is to include proportionate information relating to projects that are not yet consented, dependent on the level of certainty of them coming forward.

All of the other developments considered should be documented and the reasons for inclusion or exclusion should be clearly stated. Professional judgement should be used to avoid excluding other development that is close to threshold limits but has characteristics likely to give rise to a significant effect; or could give rise to a cumulative effect by virtue of its proximity to the proposed development. Similarly, professional judgement should be applied to other development that exceeds thresholds but may not give rise to discernible effects. The process of refinement should be undertaken in consultation with Wrexham CBC, NRW, Cadw and other consultees, where appropriate.

The scope of the cumulative assessment should be fully explained and justified in the ES.

6.5 Mitigation

Any mitigation relied upon for the purposes of the assessment should be explained in detail within the ES. The likely efficacy of the mitigation proposed should be explained with reference to residual effects. The ES should provide reference to how the delivery of measures proposed to prevent/ minimise adverse effects is secured (through legal requirements or other suitably robust methods) and whether relevant consultees agree on the adequacy of the measures proposed.

6.6 Population and Human Health

The Applicant should ensure that the ES addresses any significant effects on population and human health, in light of the EIA Regulations 2017. This could be addressed under the separate topic chapters or within its own specific chapter.

6.7 Transboundary Effects

[Schedule 4 Part 5](#) of the EIA Regulations requires a description of the likely significant transboundary effects to be provided in an ES. The ES should address this matter as appropriate.

6.8 Topics Scoped In but not subject to a standalone chapter

For such topics it may be helpful to users of the ES if it includes a summary table that signposts the chapters where these matters are addressed.

7. Environmental Impact Assessment Aspects

This section contains PEDW's specific comments on the scope and level of detail of information to be provided in the Applicant's ES. Environmental topics or features are not scoped out unless specifically addressed and justified by the Applicant, and confirmed as being scoped out by PEDW. In accordance with Regulation 17(4)(c) the ES should be based on this Scoping Direction in so far as the Proposed Development remains materially the same as the Proposed Development described in the Applicant's Scoping Report.

PEDW has set out in this Direction where it has/ has not agreed to scope out matters on the basis of the information available at this time. PEDW is content that the receipt of a Scoping Direction should not prevent the Applicant from subsequently agreeing with the relevant consultees to scope such matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.

7.1 Aspects Scoped In

Subject to the comments provided at Table 1, the following aspects are scoped into the ES:

Biodiversity
Geology, Hydrogeology, and Contaminated Land
Vibration
Population and Human Health
Material Assets and Waste
Construction Environmental Management Plan
Noise
Air Quality and Odour
Landscape and Visual Assessment
Historic Environment
Climate Change

8. Table 1: Planning and Environment Decisions Wales Comments

ID	Reference in Scoping Report	Issue	Comment
Applicant's proposed Aspects proposed to be scoped out			
ID.1	Table 4.2	Biodiversity	<p>Wrexham CBC and NRW concur that biodiversity can be scoped out. However, the applicant's attention is drawn to their comments regarding protected species being a material consideration in the application. The application should also deliver a net benefit to biodiversity. These matters can be addressed through the submission of documents outside of the scope of the ES.</p> <p>The Canal and River Trust highlight that the waterway of the Llangollen Canal may support rich biodiversity. Consideration must be given to protecting wildlife corridors along the canal from air pollution, water pollution and light pollution. These matters can be addressed in the air quality chapter of the ES, and through a CEMP to be submitted as a technical appendix to the ES. A lighting plan should also be submitted, however this can be submitted outside of the scope of the ES.</p> <p>The applicant is advised to contact other relevant bodies for biological information / records relevant to the site and its surrounds, such as the relevant Local Records Centre and any local ecological interest groups (e.g., Wildlife Trust, Amphibian and Reptile Conservation).</p> <p>PEDW note that whilst biodiversity is proposed to be scoped out, the SR acknowledges the potential for air quality impacts on off-site ecological receptors. It is proposed that those impacts would be considered as an inherent part of the Air Quality ES chapter. PEDW further note that impacts from noise should also be considered, further information is provided in the noise section below. PEDW therefore directs that biodiversity is scoped in to the ES but</p>

ID	Reference in Scoping Report	Issue	Comment
			not necessarily as a standalone chapter. Any impacts from noise or air quality on biodiversity can be addressed in the relevant topic chapters if that approach proves to be adequate.
ID.2	Table 4.2	Water Resources and Flood Risk	<p>Given the site is within Flood Zone A of the Development Advice Map and Flood Zone 1 of the Flood Map for Planning, PEDW concur that flood risk can be scoped out.</p> <p>The SR confirms that the existing systems for surface water, foul and trade effluent will be used. A drainage strategy will be submitted to demonstrate that the existing systems are able to manage any increase. In regard to surface water, the applicant should note the statutory Sustainable Drainage Systems (SuDS) regime.</p> <p>PEDW concurs with this matter being scoped out of the ES.</p>
ID.3	Table 4.2	Geology, Hydrogeology, and Contaminated Land	<p>The SR sets out that a Phase 1 Geo-Environmental Assessment is required to establish baseline conditions for soil and groundwater, and, if necessary, a phase 2 survey. NRW concur with this approach. However, this has been scoped out of the ES. Given that no information has yet been obtained from surveys, and that protection measures set out in a CEMP will be relied on to prevent pollution, this topic should be scoped in to the ES in a proportionate manner. The information as submitted is inadequate to conclude no significant effect on Geology, Hydrogeology, and Contaminated Land. PEDW therefore directs that Geology, Hydrogeology, and Contaminated Land is scoped in to the ES in a proportionate manner.</p> <p>NRW highlight that the CEMP should include measures to protect controlled waters, prevent interferences or exposure of contaminated land, dust control and to manage waste material during construction. Guidance for pollution</p>

ID	Reference in Scoping Report	Issue	Comment
			prevention can be accessed via Guidance for Pollution Prevention (GPP) documents NetRegs.
ID.4	Table 4.2	Vibration	<p>Wrexham CBC acknowledge that the SR states that the development is sufficiently distanced from sensitive receptors to prevent an adverse impact on the living conditions of residential occupiers. However, they recommend that a technical report should be submitted to demonstrate that the proposed development would not give rise to levels of vibration that would harm the living conditions. The Canal and Rivers Trust also highlight that if significant vibration effects are anticipated, then the impact on the canal infrastructure should also be considered. The canal infrastructure is over 200 years old and not built to modern engineering standards, as such, would likely be susceptible to vibrations.</p> <p>The SR proposes to scope out vibration from the SR, however inadequate information has been provided to support this approach. PEDW therefore directs that vibration should be scoped in to the ES in a proportionate manner. The ES should be supported by a technical report to demonstrate the level of vibration and likely impact on nearby sensitive receptors.</p>
ID.5	Table 4.2	Major Accidents and Disasters	<p>The Health and Safety Executive have confirmed that the Kronospan site is a Major Hazard Installation. However, they have not raised any concerns with the proposed development. The applicant is referred to HSE: Land use planning - HSE's land use planning methodology. The Fire and Rescue Service and The Coal Authority also have not raised any concerns to this topic being scoped out. The Kronospan site is subject to an Environmental Permit, NRW have confirmed that a substantial permit variation would be required for the proposed development. On this basis, PEDW concurs with Major Accidents and Disasters being scoped out.</p>

ID	Reference in Scoping Report	Issue	Comment
ID.6	Table 4.2	Population and Human Health	The SR confirms that human health impacts associated with noise, air quality and odour, and climate change would be addressed in the relevant chapters. Therefore, PEDW scope human health in to the ES, but not as a standalone chapter. The topics noted above must include an assessment of impact for human health.
ID.7	Table 4.2	Material Assets and Waste	The SR sets out that material assets and waste should be scoped out of the ES. The justification focuses on the construction phase. However, given the nature of the development is an energy from waste scheme, the impact on waste should be considered as part of the ES. The ES should be supported by an assessment of the onsite waste, forestry waste and refuse derived fuels. It should include details of the volume or weight of waste that will be recovered (both on-site and off-site), details of on-site storage and segregation arrangements, logistical information for waste imported to site, and details of the energy from waste process. The assessment should also include a cumulative assessment regarding the overall waste at the site, including the recently approved OSB facility. The assessment should consider any significant impact, both positive and negative. Given the nature of the development as an energy from waste project, PEDW direct that Material Assets and Waste should be scoped in to the ES. The waste assessment (which may form part of a planning statement) should be included as a technical appendix to the ES, to support a proportionate chapter on waste.
ID.8	Table 4.2	Lighting	Consultees have not raised concerns with scoping lighting out of the ES. However, the applicant should note that Wrexham CBC request a lighting plan is provided with the application to demonstrate that the proposed development will not significantly increase the impact of illumination during the hours of darkness. The Canal and River Trust also highlight that light pollution should be prevented from impacting the Llangollen Canal in order to protect ecology.

ID	Reference in Scoping Report	Issue	Comment
			Given the existing nature of the site and the proposed development, PEDW are satisfied that a lighting plan can be submitted outside the scope of the ES.
ID.9	Table 4.2	Construction Environmental Management Plan (CEMP)	As noted above, the applicant proposed to submit a CEMP to be secured via a planning condition. The CEMP is proposed to provide pollution prevention measures to protect the environment including watercourses, hydrologically connected protected sites, species and habitats. Given that the applicant will be relying on a CEMP to mitigate any potential impacts, PEDW direct that a draft CEMP should be included as a technical appendix to the ES. The applicant should also ensure that for aspects of the environment where the CEMP is being relied on to avoid significant effects, a proportionate amount of information is included in the main ES written statement.
ID.10	Table 4.2	Traffic and Transport	<p>Wrexham CBC concur with the approach to scope this matter out. However, a Traffic Assessment (TA) should be submitted as a standalone technical report outside of the scope of the ES. Welsh Government Transport Directorate advise that the impacts determined through the TA should be considered in parallel to the EIA. The applicant should refer to advice from Transport Directorate at appendix 1 regarding the requirements for a TA.</p> <p>PEDW concur with the approach set out in the SR for Traffic and Transport to be scoped out of the ES, however a TA will be provided in support of the planning application. The applicant is advised that should the TA demonstrate that there would be a significant impact during construction or operation from transport, then this topic would need to be scoped in to the ES for full consideration.</p>

ID	Reference in Scoping Report	Issue	Comment
Noise			
ID.11	6.2	Baseline Environment and Proposed Study Area	<p>PEDW concur with the approach set out in the SR for a detailed noise assessment, and that noise sensitive receptors, noise criteria and assessment methodology will be agreed Wrexham CBC Environmental Heath Officers (EHO) prior to any surveys being undertaken.</p> <p>PEDW acknowledge that recent baseline noise assessments have been undertaken in 2021 and 2022. Whilst relatively recent survey data is available, PEDW recommend that an updated baseline survey is undertaken given the recent developments within the Kronospan site. The applicant should also refer to NRW's comments at appendix 1 regarding the noise assessment required for the variation to the environmental permit variation. This advice also sets out that an updated baseline assessment will be required to amend the environmental permit. The applicant is also advised that background sound levels may vary significantly at different times, and locations around the site, particularly given the site operates on a 24-hour basis. Therefore, the noise assessment may need a series of background sound level monitoring surveys, and more than one noise impact assessment calculation, to reflect the variations in background sound levels.</p> <p>The applicant's attention is drawn to comments from Transport Directorate who highlight that the site is located near to the A5 which is highlighted in the strategic noise map of Wales. The applicant should consider the cumulative impact and include this in the noise assessment.</p>
ID.12		Characteristics of Potential Effects	The Canal and River Trust support the intention to scope users of the canal and Chirk Marina into the noise assessment. The outcome of noise modelling should determine any mitigation required, for both construction and operational phases.

ID	Reference in Scoping Report	Issue	Comment
			PEDW note that the receptors identified do not include any relating to ecology. The applicant should consider the whether the development would result in an impact on noise sensitive species, with this consideration set out in the ES.
Air Quality and Odour			
ID.13	7.2	Baseline Environment and Proposed Study Area	<p>NRW note that the development would be approx. 575 m from the Chirk Castle and Parkland Site of Special Scientific Interest (SSSI). The SSSI is of special interest due to its value as ancient wood pasture and parkland, containing a large number and diverse species of veteran and ancient trees. Also of special interest are saproxylic invertebrate species that the trees support, grassland fungi, and a breeding roost of lesser horseshoe bats.</p> <p>NRW highlight that the development has the potential to affect air quality and cause indirect effects on protected sites during the operational phase (due to both air pollution and dust). PEDW concur with the approach to scope in air quality and the potential impact on protected sites.</p> <p>The Canal and River Trust highlight the development has the potential to result in an adverse impact on the Llangollen Canal and rich biodiversity that it supports. The Trust raise concerns that the generation of dust on site could be windblown towards the canal and have an adverse impact on the waterway corridor, biodiversity and water quality. Dispersion modelling undertaken should consider the impact on the nearby canal.</p> <p>PEDW advises the applicant to ensure all sensitive receptors are fully considered with regard to air quality. The impact on the above sites should be fully addressed in the ES.</p>

ID	Reference in Scoping Report	Issue	Comment
ID.14	7.6	Assessment methods	<p>NRW highlight that the ES should fully assess impacts of air pollution and dust on protected sites. The ES will need to identify impact pathways for the protected sites, clearly assess the possible levels of impact and, where impacts are likely, provide full details of appropriate mitigation measures to address those impacts. The ES should include an assessment of the amount of predicted pollution from the proposal against the relevant critical loads and critical levels for any protected sites that may be affected.</p> <p>NRW agree with the proposed approach and methodology regarding detailed dispersion modelling, which will be undertaken accordance with the methodology outlined in the Institute of Air Quality Management (IAQM) guidance document "Guidance on the assessment of dust from demolition and construction" (January 2024).</p> <p>PEDW concur with NRW's advice and stress that the methodology should be fully set out in the ES. The applicant may wish to undertake further consultation with NRW.</p>
ID.15	5.6	In-combination / cumulative impact	<p>NRW advise that consideration of other relevant projects may be required to ascertain whether there are possible in-combination effects, even when the Process Contribution is less than 1%. NRW refer the applicant to the Wealden judgement: [2017] EWHC 351 (Admin).</p>
Landscape and Visual Assessment			
ID.16	8.2	Baseline Environment	<p>NRW acknowledge that the special qualities of the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB) / National Landscape (NL) are listed at 8.2.3. However, NRW also refer the applicant to the Supplementary Planning Guidance Note: Clwydian Range and Dee Valley AONB, June 2018, which the LVIA should refer to for evidence on the special qualities. PEDW</p>

ID	Reference in Scoping Report	Issue	Comment
			recommends that this evidence base should be included in the baseline assessment.
ID.17	8.5.1	Characteristics of Potential Effects	<p>NRW state they are satisfied with the proposed scope of the LVIA and concur with the proposed receptors which will form part of the assessment. The Canal and River Trust advise that the impact on the Llangollen Canal and Pontcysyllte Aqueduct should also be fully considered and addressed in the ES. There are potentially significant temporary and permanent visual impacts on the canal during construction which could affect the character, tranquillity and experience of the waterway as well as permanent visual effects during operation. Users of the waterway, both boaters and towpath users, should be included in the LVIA as visual receptors with high sensitivity.</p> <p>PEDW concur with The Canal and River Trusts comments that the scope of the LVIA should include an assessment of impact on the canal and its users. It is acknowledged that the Historic Environment chapter discusses the Heritage Impact Assessment will include the Pontcysyllte Aqueduct and Canal World Heritage Site (WHS) and that there may be a degree of overlap between these chapters.</p>
ID.18	8.5.1	Cumulative Impact	The LVIA confirms that the cumulative effects assessment will include a consideration of the interactions between the proposed development and other consented or proposed schemes. NRW advise that the that the cumulative assessment should also consider the overall cumulative impact of the proposed development and the existing facility on the AONB / NL and visual receptors within the AONB / NL in combination. Particularly as the existing facility will be reflected in the assessment baseline and is likely to be used to justify the individual impacts of the proposed development. NRW further highlight that the development would increase the overall bulk and mass of the industrial facility, potentially increasing its prominence in views from locations within the

ID	Reference in Scoping Report	Issue	Comment
			<p>AONB / NL. The findings from the LVIA should be used to inform any mitigation measures or potential for reduction in landscape and visual effects.</p> <p>The SR confirms the LVIA will include an assessment of the visual impact of the additional plume from the proposed stack. NRW concur with this approach, stating that the cumulative impact of the plumes from the existing and the proposed stack and associated plume must be assessed.</p>
ID.19		External finishes / Mitigation	<p>The applicant's attention is drawn to NRW's comments regarding external materials, which may mitigate some visual impact. The applicant should explore testing the impact of different colour and external materials in order to visually fragment the overall massing of the proposed development. This testing should be undertaken as part of the LVIA and through the preparation of visualisations. PEDW concur with this approach, the design of the scheme should be an iterative process that responds to the findings of the LVIA. The applicant should explore mitigation (e.g. alternative external finishes) in the ES.</p>
ID.20	8.2.12-19	Viewpoints and visualisations	<p>NRW raise concerns with the approach to re-use photographs from 2022 which were taken for a different purpose. NRW highlight concerns with viewpoint Q and X, whereby trees obscure views of the proposed development. The applicant should consider NRW's proposed alternative locations for viewpoints. PEDW concur with NRW's concerns and advise that viewpoint locations should be optimised and relevant to this application and should be selected for the purpose of assessing the impact on this specific application.</p> <p>NRW highlight that the baseline photographs are presented at a smaller page size than other viewpoint photographs, for example viewpoint H. This should be corrected in the application so that all photographs are presented at an appropriate and consistent size.</p>

ID	Reference in Scoping Report	Issue	Comment
Historic Environment			
ID.21	9.2	Baseline Environment and Proposed Study Area	<p>The applicant should refer to Cadw's comments, specifically annex A which lists historic assets within 3 km and within the zone of theoretical visibility. The potential impact from the proposed development on the setting of the designated historic assets should be undertaken in accordance with the Welsh Government guidance The Setting of Historic Assets in Wales. Cadw advise that at a minimum a stage 1 assessment should be undertaken for all of the designated historic assets highlighted in their comments. This assessment will allow the applicant to determine the need, if necessary, for stages 2 to 4 to be carried out for specific historic assets.</p> <p>The Canal and River Trust advise that the proposed development is within the setting of the WHS and is of heritage significance. Therefore, the impact on the canal, listed assets and WHS should be assessed within this chapter. An element of this assessment may overlap with the LVIA as noted above.</p>
ID.22	9.2.8	Proposed Study Areas	Cadw advise that the study area for all designated historic assets should be 3 km. The SR states that a 2 km study area is proposed for grade I and II* listed buildings, Registered Parks and Gardens, Registered Historic Landscapes and other Scheduled Monuments, and a 1 km study area is proposed for Conservation Areas and Grade II listed buildings. The applicant should update the study area in accordance with Cadw's advice. The study area should be widened to 3 km for all designated historic assets.
ID.23	9.7	Potential for Additional Mitigation Measures	Cadw have highlighted that landscaping set out in 9.7.1i may lead to screening of the proposed development and can be considered mitigation. However, the proposals in 9.7.1ii and 9.7.1iii would not reduce the impact of the proposed development on the historic environment. As such they are considered offsetting or compensatory measures, as opposed to mitigation. As such, any benefits

ID	Reference in Scoping Report	Issue	Comment
			<p>proposed will be considered in regard to the overall public benefits of the proposed development rather than as reducing the impact on the settings of the historic assets. The Canal and River Trust also query how any identified harm to the significance of heritage assets can be mitigated given that the stack height has been determined by air quality modelling. The applicant should seek to address these concerns in the ES.</p> <p>PEDW concur with the above. Whilst any significant impacts, both positive and negative, should be considered in the ES, supporting off-site conservation initiatives and positively managing historic assets elsewhere are not considered methods to reduce the impact on a heritage asset.</p>
ID.24		Historic Environment (Wales) Act 2023	<p>The Historic Environment (Wales) Act 2023 is likely to be enacted before the EIA is completed. This will replace The Ancient Monuments and Archaeological Areas Act 1979; The Historic Environment (Wales) Act 2016 and The Planning (Listed Building and Conservation Areas) Act 1990. The enactment will also lead to revisions to Technical Advice Note 24: The Historic Environment 2017 and other guidance notes.</p> <p>The applicant should be advised that the Act is a Consolidation Act and should not alter legislation, but references in the ES will need to be updated to refer to the 2023 Act. The most important change is that section 66 (1) of the Listed Building and Conservation Act 1990 will become section 314A of the Town and Country Planning Act 1990.</p>
Climate Change			
ID.25	10	Climate change	It is acknowledged that a greenhouse gas (GHG) assessment will be undertaken to support the ES. PEDW support the proposed methodology that this should include direct and indirect impacts. The assessment should capture

ID	Reference in Scoping Report	Issue	Comment
			<p>the net change from the baseline situation, considering the number of vehicular trips in the existing situation and to the potential future situation where on-site waste will be converted to energy, taking into account some waste material will be imported. The assessment should also include any net difference in carbon from the current way in which energy and heat are generated to power existing operations, versus if the development is granted planning permission.</p> <p>PEDW also support the intention to provide a Climate Change Resilience Assessment to inform this chapter of the ES.</p>
Other matters			
ID.26		Environmental Permitting	The applicant should refer to NRW's comments regarding the Environmental Permit for the site and relevant application to amend this permit.
ID.27		Pre-application advice	The applicant should refer to the pre-application advice issued by PEDW on 19 June 2024 for general advice relating to the application.
ID.28		Design advice	<p>Should the applicant wish to seek further design advice, the Design Commission for Wales (DCfW) offer a design review service:</p> <p>https://dcfw.org/ourservices/designreviewservice/</p>

9. Other Matters

This section does not constitute part of the Scoping Direction, but addresses other issues related to the proposal.

9.1 Changes to PPW

On 11 October 2023 the Welsh Government introduced changes to Chapter 6 of PPW relating to:

- Green Infrastructure,
- Net Benefit for Biodiversity and the Step-wise Approach,
- Protection for Sites of Special Scientific Interest, and
- Trees and Woodlands.

Details are available in the relevant 'Dear Chief Planning Officer' letter:

<https://www.gov.wales/addressing-nature-emergency-through-planning-system-update-chapter-6-planning-policy-wales>

These changes have now been consolidated into a new edition of PPW (ed. 12), published on 07 February 2024: <https://www.gov.wales/planning-policy-wales>

9.2 Habitats Regulation Assessment

[The Conservation of Habitats and Species Regulations 2017](#) require competent authorities, before granting consent for a plan or project, to carry out an appropriate assessment (AA) in circumstances where the plan or project is likely to have a significant effect on a European site (either alone or in combination with other plans or projects). The competent authority in respect of a DNS application is the relevant Welsh Minister who makes the final decision. It is the Applicant's responsibility to provide sufficient information to the competent authority to enable them to carry out an AA or determine whether an AA is required.

When considering whether or not significant effects are likely, applicants should ensure that their rationale is consistent with the [CJEU finding](#) that mitigation measures (referred to in the judgment as measures which are intended to avoid or reduce effects) should be assessed within the framework of an AA and that it is not permissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European site when determining whether an AA is required ('screening'). The screening stage must be undertaken on a precautionary basis without regard to any proposed integrated or additional avoidance or reduction measures. Where the likelihood of significant effects cannot be excluded, on the basis of objective information the competent authority must proceed to carry out an AA to establish whether the plan or project will affect the integrity of the European site, which can include at that stage consideration of the effectiveness of the proposed avoidance or reduction measures.

Where it is effective to cross refer to sections of the ES in the HRA, a clear and consistent approach should be adopted.

The Planning Inspectorate's guidance for Nationally Significant Infrastructure Projects – [Advice Note 10: Habitat Regulations Assessment relevant to Nationally Significant Infrastructure](#)

[Projects](#) may prove useful when considering what information to provide to allow the Welsh Ministers to undertake AA.

9.3 SuDS Consent

Whilst a separate legislative requirement from planning permission, the Applicant's attention is drawn to the statutory SuDS regime that came into force in Wales in January 2019. The requirement to obtain SuDS consent prior to construction may require iterative design changes that influence the scheme that is to be assessed within the ES and taken through to application. As such, it is recommended that the applicant contact the local SuDS Approval Body early on.

Appendix 1: Consultation Responses

TANYA LECK
PEDW

By email.

Eich Cyf/Your Ref
Ein Cyf/Our ref
Dyddiad/Date
Gofynner am/Ask for
Rhif Cyswllt/Contact No
E-bost/E-mail

DNS-CAS-03463-R2W9C2
ENQ/2024/1011
21/06/2024
Matthew Phillips

Dear Sir / Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PROPOSAL: SCOPING OPINION FOR LOW CARBON HEAT AND POWER FACILITY AT KRONOSPAN

LOCATION: KRONOSPAN LTD, HOLYHEAD ROAD, CHIRK, WREXHAM, LL14 5NT

I refer to your letter dated June 2024 in connection with the above.

Environmental Topics In Out

Table 4.1 of the applicant's EIA Scoping Opinion Report identifies the topics proposed to be scoped in to the Environmental Statement. Sections 6-10 provides a more detailed discussion in each of these, including the proposed methodologies for assessment.

It is agreed that each of the topics has correctly been identified as being scoped in and that the applicants have outlined appropriate methodologies for assessing each of the respective impacts.

Environmental Topics Scoped Out

Table 4.2 of the applicant's EIA Scoping Opinion Report identifies matters to be scoped out of the Environmental Statement. It is considered that there are valid reasons for each of these matters being scoped out. However, the following matters are considered to be material considerations relevant to the proposed development, even though they are unlikely to give rise to impacts significant enough to warrant being scoped into the Environmental Statement.

Biodiversity

It will be necessary to assess the potential impact of the development may have on statutory protected species. Additionally, the applicants will need to demonstrate the

proposals comply with the 'Step-Wise' approach outlined in Planning Policy Wales 12 and also provide details of measures to secure a net benefit to biodiversity. However, these matters could be addressed via appropriate technical reports submitted outside of the scope of the Environmental Statement.

Vibration

It is noted that the EIA Scoping Opinion Report suggests the proposed development would be sufficiently distant from sensitive receptors that significant vibration effects are not anticipated. Nevertheless, it would be appropriate for the applicants to submit sufficient information via an appropriate technical report outside of the scope of the Environmental Statement to demonstrate that the proposed development would not give rise to levels of vibration that would harm the living conditions of the nearest noise sensitive properties to the site.

Lighting

The application should be accompanied by detailed plans of any external lighting, including details of light spill to demonstrate that the proposed development will not significantly increase the impact of illumination during the hours of darkness.

Construction Environment Management Plan (CEMP)

The application should be accompanied to setting out the measures that will be put in place to minimise/manage the impacts arising from construction.

Traffic and Transport

The application should be accompanied by a Traffic Assessment detailing anticipated traffic generation arising from the development. However it is accepted that this would be a standalone technical report outside of the scope of the Environmental Statement.

I trust the above is of assistance.

Yours faithfully,

Matthew Phillips

Head of Service, Planning Development Management
Economi a Chynllunio
Economy and Planning

Tanya Leck
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Date: 1st July 2024

Our Ref: 24/02122/AAC

Your Ref:

Dear Tanya Leck

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING REFERENCE: 24/02122/AAC

PROPOSAL: The Developments of National Significance (Procedure) (Wales) Order 2016 Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. Proposed low carbon combined heat and power (CHP) facility on land at the existing Kronospan Facility

LOCATION: Kronospan, Chirk, Wrexham

I refer to your consultation to Shropshire Council in respect of the above application. We have consulted our Environmental Protection, Ecology and Historic Environment teams and confirm that we do not have any comments to make on this application.

Yours sincerely,



Mark Perry
Technical Specialist Planning Officer



Northern Team

Shropshire Council, planning.northern@shropshire.gov.uk - 



Maes Y Ffynnon,
Penrhosgarnedd,
Bangor,
Gwynedd
LL572DW

Planning & Environment Decisions
Wales
Crown Buildings,
Cathays Park,
Cardiff,
CF10 3NQ

ebost/email:
northplanning@cyfoethnaturiolcymru.gov.uk

11/07/2024

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990 THE DEVELOPMENTS OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT (WALES) REGULATIONS 2017

PROPOSAL: EIA SCOPING OPINION FOR A PROPOSED LOW CARBON COMBINED HEAT AND POWER (CHP) FACILITY

LOCATION: LAND WITHIN THE EXISTING KRONOSPAN FACILITY, MAESGWYN FARM, CHIRK, LL14 5NT

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales on the scoping opinion request for the above application which we received on the 30/05/2024.

We are commenting because we consider that the proposals are likely to give rise to significant effects.

We advise that the likely significant effects are assessed by the applicant and we consider that they should be 'scoped in' to any future Environmental Statement (ES).

Please note that the comments provided herein are made without prejudice to any further advice NRW may need to give, or decisions NRW may need to take, should different circumstances or new information emerge that NRW will need to take into account.

Our following comments include those matters within NRW's remit that we consider will need to be taken into account and applied to the Environment Impact Assessment (EIA) and the resulting ES. We have reviewed the following supporting document in addition to the submitted figures and appendices:

- Kronospan Low Carbon Combined Heat and Power Facility, EIA Scoping Report, May 2024, Reference 3587-01-SR, Axis P.E.D. Ltd

The proposal is for the development of a Low Carbon Combined Heat and Power (CHP) Facility on land at the existing Kronospan Facility. Section 1 of the Environmental Impact Assessment (EIA) Scoping Report states that:

- *The Proposed Development would have the capacity to generate up to 30 megawatts (MW) of electricity and 125MW of thermal energy for use in the existing manufacturing processes at the existing Kronospan Facility. The fuel for the Proposed Development would predominately comprise on-site process wood residues and Grade C waste wood but would also be capable of using forestry residues and/or Refuse Derived Fuel (RDF)*

In addition to being a 'specialist consultee' under the 2016 Order, Natural Resources Wales exercises functions under legislation including (but not limited to) the Environmental Permitting (England and Wales) Regulations 2016 (as amended). We provide comments in Appendix 1 (Environmental Permitting) as part of our regulatory function; all other comments are provided as part of our 'specialist consultee' role.

Protected Sites

Air Quality

1. The proposed development is located approximately 575m away from the Chirk Castle and Parkland Site of Special Scientific Interest (SSSI). The SSSI is designated for being one of the best examples of ancient wood pasture and parkland in Wales, containing a large number and diverse species of veteran and ancient trees. The site is also of special interest for the important saproxylic (dependent on dead or decaying wood or associated fungi and microorganisms) invertebrate species that these trees support. Also of special interest is the site's breeding roost of lesser horseshoe bats (*Rhinolophus hipposideros*). The grassland supports a diverse assemblage of grassland fungi which is of special interest and of national importance, including 15 species of waxcap.
2. The project has the potential to affect air quality and cause indirect effects on protected sites during the operational phase (due to both air pollution and dust). Section 4 of the EIA Scoping Report confirms that Air Quality will be scoped in to the EIA. Air Quality is considered further in Section 7 of the EIA Scoping Report. We note the following in relation to protected sites (ecologically sensitive receptors):

"7.6.30: An assessment will be undertaken of the impact of emissions, including acid and nitrogen deposition, at ecologically sensitive receptors identified within the screening distance for habitats outlined in the EA guidance document "Air Emissions Risk Assessment for your Environmental Permit" (the Air Emissions Guidance)."
3. Paragraph 7.6.31 confirms that the following protected sites are to be assessed in relation to potential air quality impacts:
 - River Dee and Bala Lake Special Area of Conservation (SAC)

- Johnstown Newt Sites SAC
 - Berwyn and South Clwyd Mountains SAC
 - Berwyn Special Protection Area (SPA)
 - Chirk Castle and Parkland Site of Special Scientific Interest (SSSI)
 - Nant-y-Belan and Prynella Woods SSSI
4. We advise that the ES should fully assess impacts of air pollution and dust on the protected sites. The ES will need to identify impact pathways for the protected sites, clearly assess the possible levels of impact and, where impacts are likely, provide full details of appropriate mitigation measures to address those impacts. The ES should include an assessment of the amount of predicted pollution from the proposal against the relevant critical loads and critical levels for any protected sites that may be affected.
 5. We agree with the proposed approach and methodology regarding detailed dispersion modelling and note that it will be in accordance with the methodology outlined in the Institute of Air Quality Management (IAQM) guidance document "Guidance on the assessment of dust from demolition and construction" (January 2024).
 6. In light of the Wealden judgement, (CO/3943/2016: Wealden District Council v Secretary Of State For Communities And Local Government (<http://www.bailii.org/ew/cases/EWHC/Admin/2017/351.html>), we advise that (even when the Process Contribution is less than 1%) consideration of other relevant projects may be required to ascertain whether there are possible in-combination effects.

Foul drainage

7. We note the application site is within the catchment of the River Dee and Bala Lake SAC. In line with our [*Advice to Planning Authorities for Planning Applications Affecting Nutrient Sensitive River Special Areas of Conservation \(28 June 2024\)*](#), under the Habitats Regulations, planning decision-makers must consider the impact of proposed developments on water quality within SAC river catchments. We therefore advise that you should consider whether the proposals would increase the volume of foul discharge from the site in planning terms.
8. This project proposes to use the existing foul water connection to the mains sewer. Table 12.1 of the EIA Scoping Report states that a surface water and foul water drainage strategy will be provided to demonstrate that the existing systems will effectively manage surface, foul and trade effluent. Ultimately, the suitability of foul drainage arrangements for the proposed development is a matter for your Authority to determine.
9. We therefore advise you to take our [*Advice into account*](#), specifically the section titled 'What does this mean for development proposals involving connection to public wastewater treatment works?' in your determination of whether the development is likely to have a significant effect on the SAC. Should you determine that an Appropriate Assessment is required, the Applicant will then need to submit whatever evidence they deem appropriate (seeking advice from consultants as may be necessary) to demonstrate no adverse effect on site integrity.

Special Area of Conservation/Special Protection Area

10. With regards to the DNS application, PEDW is the Competent Authority for the purposes of the Conservation of Habitats and Species Regulations 2017 (as amended). As such, they must not agree to any plan or project unless they are certain it will not adversely affect the integrity of a SAC/SPA/Ramsar site.
11. PEDW should carry out a test of likely significant effects (TLSE) for the relevant SAC/SPA/Ramsar sites which is required under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). This test applies to impacts on the sites from the proposed works, either alone or in-combination with other plans and projects.
12. If the test concludes there is likely to be a significant effect, then an Appropriate Assessment of the impacts on SAC/SPA/Ramsar sites from the proposed works, either alone or in combination with other plans and projects, will be required. We would be able to assist with that assessment in our role as the Statutory Nature Conservation Body under the above Regulations.

Sites of Special Scientific Interest

13. The Wildlife and Countryside Act 1981 (as amended) places a duty on public authorities in exercising their functions, so far as this is likely to affect the flora, fauna, geological or physiographical features of a SSSI, to take reasonable steps consistent with the proper exercise of their functions to further the conservation and enhancement of those features.
14. We refer you to our [website](#) for further advice.

Protected Species

15. We have reviewed the following plans and documents prepared to support the EIA scoping consultation:
 - Statutory Plan, Kronospan Low Carbon Combined Heat and Power Facility, dated June 2024 by Axis
 - EIA Scoping Report, Kronospan Low Carbon Combined Heat and Power Facility, dated May 2024 by Axis
16. The development proposal lies within an existing industrial development. We therefore agree that the assessment of the development's direct impact on protected species can be scoped out of the EIA.
17. We recommend that you consult the local authority's ecologist on the scope of the ES to ensure that regional and local biodiversity issues are adequately considered, particularly those habitats and species listed in the relevant Local Biodiversity Action Plan, and that are considered important for the conservation of biological diversity in Wales.

18. NRW would expect the developer to contact other relevant people/organisations for biological information/records relevant to the site and its surrounds. These include the relevant Local Records Centre and any local ecological interest groups (e.g., Wildlife Trust, Amphibian and Reptile Conservation).

Land Contamination and Groundwater

19. We note that a Construction Environmental Management Plan (CEMP) has been scoped out of the EIA. However, the applicant states that:

“It is envisaged that a CEMP would be required by planning condition and would be adhered to during construction works. The CEMP would include construction mitigation measures for all relevant scoped in and scoped out environmental topics to ensure all relevant best practice and site-specific mitigation measures are included and implemented during the construction phase.”

20. With respect to the protection of controlled waters, potential interferences / exposure of contaminated land, and management of waste materials during the construction phase, we note the intention to implement a CEMP required by condition and would wish to review this document as part of any associated discharge of condition application. Guidance for pollution prevention can be accessed via [Guidance for Pollution Prevention \(GPP\) documents | NetRegs](#).

21. The extension of the installation boundary will require a site condition report to establish the baseline conditions for soil and groundwater. Although scoped out of the EIA, the first item in Table 12.1 – Other Supporting (Non-EIA) Assessment Information of the EIA Scoping Report refers to Geology, Hydrogeology and Contaminated Land and proposes a scope of work through to the preparation of a Phase I Geo-Environmental Assessment Report with recommendations for Phase II work (if required).

22. This is an appropriate approach, which may lead to requirements for Contaminated Land conditions. We would wish to review such information as part of the development consenting process.

Designated Landscape

23. The application site is approximately 520m from the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB)/National Landscape (NL).

24. Our landscape planning advice relates to the landscape character and visual amenity of the Clwydian Range and Dee Valley AONB/NL and the statutory purpose of the designation to conserve and enhance its natural beauty.

25. We have reviewed the EIA Scoping Report, in particular Chapter 8 (Landscape and Visual Impact Assessment - LVIA) and the supporting Figures, which include a Zone of Theoretical Visibility (ZTV) analysis (Figure 8.1), baseline viewpoint photography (Figures 8.2a-t), and wireframes (Figures 8.3a-e).

26. The site is located within the existing Kronospan Facility. The proposed stack (95m) would be the tallest structure within the Facility, in which there are already several stacks varying in height between 50m and 70m. The proposed boiler building would be approximately 44m high. All other components of the proposed development would be below this height.
27. We are satisfied with the proposed scope of the LVIA and agree with the receptors which may experience significant effects identified in paragraph 8.5.1, summarised as follows:
- Landscape character within the study area, which includes the AONB/NL.
 - The special qualities of the AONB/NL.
 - Views and visual amenity of people within the AONB/NL, including people using the public rights of way network and visitors to Chirk Castle.
28. Special qualities of the AONB/NL are listed in paragraph 8.2.3. We advise that the LVIA should also refer to further evidence on those qualities, including within the *Supplementary Planning Guidance Note: Clwydian Range and Dee Valley AONB*, June 2018.
29. We note the LVIA will include an assessment of the visual impact of the additional plume from the proposed stack, and agree this is appropriate. The cumulative impact of this plume in combination with the other plumes should be considered.
30. The Applicant states that the cumulative effects assessment will include a consideration of the interactions between the Proposed Development and other consented or proposed schemes (para. 8.5.1 vi). This will include the recent application for construction of a new access road, lorry park, weighbridge and building, and car park (LPA Ref: P/2022/1080).
31. We advise that the cumulative assessment should also consider the overall cumulative impact of the proposed development and the existing Facility on the AONB/NL and visual receptors within the AONB/NL in combination, particularly as the existing Facility will be reflected in the assessment baseline and is likely to be used to justify the individual impacts of the proposed development.
32. We consider that the development would increase the overall bulk and mass of the industrial facility, potentially increasing its prominence in views from locations within the AONB/NL. We note it is proposed to undertake further analysis regarding the size, scale and appearance of the proposed structures to determine the potential for reduction of landscape and visual effects (para. 8.4.3). We advise that the findings of the preliminary LVIA should inform this analysis.
33. We note provisional proposals are to finish the proposed structures in 'goosewing grey' to match the existing Facility. In seeking to reduce the perceived scale/mass and impact on views from within the AONB/NL, we advise testing the impact of different colour / treatments to visually fragment the overall massing of the proposed development / Facility. The use of a darker colour / finish on the proposed boiler building, for example,

may assist in reducing the perceived increase in building mass. This testing could be done through the preparation of visualisations.

34. Ten viewpoint locations have been identified within the AONB/NL. It is proposed to prepare one photomontage from within the AONB/NL (at VP B) and wireframes from seven other viewpoints within the AONB/NL.
35. The Applicant intends to re-use photographs from 2022, which we understand were taken for a different purpose. This may explain why some of the viewpoint locations are not optimised for this specific application, for example:
- At VP Q, a tree obscures the view towards the site. Walking a short distance to the north of this viewpoint would have avoided this issue. VP R is the only viewpoint from which no wireframe or photomontage is proposed, but it offers largely unobstructed visibility towards the site and therefore would be a more useful viewpoint for the preparation of a wireframe than VP Q.
 - There is a similar issue with VP X, where trees in the mid-ground obscure the view of the site. Views of the site and development are expected from locations east along the road from VP X, and this should be considered.
36. We therefore advise that all viewpoints should be selected, including through micro-siting on site, for the purposes of assessing the impacts of this specific application.
37. We note that all photography and any visualisations will be prepared and presented in accordance with Technical Guidance Note 06/19, which is the appropriate guidance.
38. However, we note that some of the baseline photographs are presented at a smaller page size than other viewpoint photographs e.g. VP H. This issue should be corrected in the final application so that all photographs are presented at an appropriate size.

Flood Risk

39. The site is located in Zone A as defined by the Development Advice Map (DAM) referred to in Technical Advice Note (TAN) 15: Development & Flood Risk (2004). According to the Flood Map for Planning (FMfP), the site lies within Flood Zone 1.
40. Given the site's flood zone designation, we do not foresee that the proposal would have a significant impact on flood risk and we concur with the conclusion to scope flood risk out of the ES.

Other matters

Our advice is made without prejudice to comments we may subsequently wish to make when consulted on any DNS application, the submission of more detailed information or an ES.

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is

published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

Please advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to our [website](#) for further details.

If you have any queries on the above, please do not hesitate to contact us.

Yours faithfully,

Rachael Burke

Cynghorydd - Cynllunio Datblygu / Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

E-bost/E-mail: northplanning@cyfoethnaturiolcymru.gov.uk

Croesewir gohebiaeth yn Gymraeg a byddwn yn ymateb yn Gymraeg, heb i hynny arwain at oedi./Correspondence in Welsh is welcomed, and we will respond in Welsh without it leading to a delay.

Appendix 1

Environmental Permitting

As the scheme may require one or more consents for which we are the consenting body, please refer the applicant to the [table of NRW consents](#). This table sets out the determination period for consents for which we are the consenting body.

Kronospan Ltd. hold an Environmental Permit in accordance with the requirements of the Environmental Permitting (England & Wales Regulations) 2016 for the operation of the installation comprising of wood-based panels and associated products, and two CHP biomass plants already on site. The proposed changes to the installation including alteration to existing operations and the addition of new Schedule 1 listed activities (e.g. Large Combustion Plant) will require a substantial permit variation.

As part of the permit variation determination process we will assess the impact of emissions to air, land and water (including noise and odour). The application will be assessed against the technical requirements of the relevant Best Available Techniques Reference (BREF) notes and associated BAT Conclusions Documents (BATC) for those listed activities to ensure compliance with the requirements of the Industrial Emissions Directive.

When submitting an application for an Environmental Permit, recently published guidance: [Noise and vibration management: environmental permits - GOV.UK \(www.gov.uk\)](#) should be followed. This states “*When you apply for a variation, do not include noise from the existing site (before changes) as part of the background or the residual sound levels. Your noise impact assessment must consider all the noise resulting from the proposed variation – the existing site and the variation together. Show both components clearly and then add them together to give a new total for site noise at the receptors. The impact assessment will be based on this new value, known as the ‘specific level’ in BS 4142.*”

Tanya Leck
Planning Officer
PEDW

Eich cyfeirnod
Your reference

CAS-03463-R2W9C2

Ein cyfeirnod
Our reference

Dyddiad
Date

2 July 2024

Llinell uniongyrchol
Direct line

0300 0250566

Ebost
Email:

Cadwplanning@gov.wales

Dear Tanya

PROPOSED DEVELOPMENT: Kronospan Low Carbon CHP
LOCATION: Land within the existing Kronospan Facility, Maesgwyn Farm, Chirk, LL14 5NT

Thank you for your letter of 30 May asking for Cadw's advice on the scope of the Environmental Impact Assessment (EIA) EIA and the proposed methodologies outlined in the Scoping Report for the proposed development described above.

Cadw, as the Welsh Government's historic environment service, has assessed the characteristics of this proposed development and its location within the historic environment. In particular, the likely impact on designated or registered historic assets of national importance. In assessing if the likely impact of the development is significant Cadw has considered the extent to which the proposals affect those nationally important historic assets that form the historic environment, including scheduled ancient monuments, listed buildings, registered historic parks, gardens and landscapes.

These views are provided without prejudice to the Welsh Government's consideration of the matter, should it come before it formally for determination.

Advice

This advice is given in response to scoping opinion as to the contents of an Environmental Impact Assessment (EIA) that will be submitted in support of an application for the Kronospan Low Carbon CHP.

The request for a scoping opinion is accompanied by a EIA scoping report prepared by Axis. Chapter 9 of this report considers the methodology for assessing the impact of the proposed development on the Historic Environment. In general, we concur with the

proposed methodologies outlined in this chapter: However, the following should be noted.

Section 9.2: The designated historic assets in Annex A are located inside 3km of the proposed development and in the zone of theoretical visibility produced in the appendices accompanying the scoping report. We would expect the potential impact of the proposed development on the settings of all of these designated historic assets to be considered in accordance with the Welsh Government guidance given in the document “The Setting of Historic Assets in Wales”. With, at a minimum a stage 1 assessment to be carried out for all of the above designated historic assets, which will determine the need, if necessary, for stages 2 to 4 to be carried out for specific historic assets.

Section 9.28: The study area for all designated historic assets should be 3km not 2km.

Section 9.35: The Historic Environment (Wales) Act 2023 will be enacted before the EIA is produced. This will replace The Ancient Monuments and Archaeological Areas Act 1979; The Historic Environment (Wales) Act 2016 and The Planning (Listed Building and Conservation Areas) Act 1990. The enactment of the Act will also lead to revisions to Technical Advice Note 24: The Historic Environment 2017 and other guidance notes.

The Act is a Consolidation Act and should not alter legislation, but references to the various parts of the Acts that have been consolidated will need to be changed to refer to the 2023 Act. The most important change is that section 66 (1) of the Listed Building and Conservation Act 1990 will become section 314A of the Town and Country Planning Act 1990.

Section 9.7: Whilst off-site landscaping, proposed in 9.7.1i, may lead to views of the proposed development being screened thereby and therefore reducing its impact can be considered to be mitigation. The proposals given in 9.7.1ii and 9.7.1iii will not reduce the impact of the proposed development on the historic environment. As such they should be considered to be offsetting or compensatory measures rather than mitigation. As such, any benefits proposed will be considered in regard to the overall public benefits of the proposed development rather than as reducing the impact on the settings of the historic assets.

Yours sincerely

Jenna Arnold

Historic Environment Branch

Annex A

Within a 3km developer ZTV:

Scheduled Monuments

DE117 Castell y Waun Castle Mound

DE133 Offa's Dyke: Caeau-Gwynion Section

DE135 Offa's Dyke: Chirk Park Section extending NE from the Lake

DE136 Offa's Dyke: Section from Footpath S of Pen-y-Bryn to Orseddwen

DE138 Offa's Dyke: Section N & S of Plas-Offa

DE175 Pontcysyllte Aqueduct and Canal

DE198 Offa's Dyke: Chirk Park Section extending 340m NE of Home Farm

Registered Parks and Gardens

PGW(C)11(WRE) Whitehurst

PGW(C)15(WRE) Brynkinalt

PGW(C)63(WRE) Chirk Castle

PGW(C)64(WRE) Wynnstay

World Heritage Sites

Pontcysyllte Aqueduct and Canal

Listed Buildings:

623	Nos 6 & 7 Coed-derw	II
624	Llwyn-y-cil Cottage	II
1290	Chirk Furniture and Carpet Centre and Dwelling	II
1298	Hand Hotel	II
1315	Chirk Castle Gates, Screen and Piers	I
20204	Sundial in churchyard of the Church of St Mary Ward Monument in churchyard of the Church of St	II
20205	Mary	II
20210	Railway Viaduct over River Ceiriog	II*
20225	Second Terrace Wall at Whitehurst Gardens	II
20228	North Gate Piers to Chirk Town Council Offices	II
20229	South Gate Piers to Chirk Town Council Offices	II
20259	Whitewalls	II
20261	Fron-uchaf Farmhouse	II
20263	Rob's Cottage, Greenfield and Arosfa	II
20264	Cottage at The Kennels	II

From: Evans-Snarr, Richard (CCRA - Transport and Digital Connectivity) [REDACTED]

Sent: Wednesday, July 3, 2024 2:42 PM

To: PEDW – Seilwaith / Infrastructure <PEDW.Infrastructure@gov.wales>

Cc: North and Mid Wales Development Control Mailbox
<NorthandMidWalesDevelopmentControlMailbox@gov.wales>

Subject: RE: EIA Scoping Direction Consultation for DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP

Dear PEDW,

Thank you for the opportunity to comment on the DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP application.

Transport elements may impact the EIA, we would therefore suggest that the transport impact is reviewed in parallel with the EIA. Our standard generic scoping information is provided to enable the applicant to engage with Welsh Government Highway Development Control at the appropriate time to agree the scope for a Transport Assessment.

Dear Developer,

Please find below our standard generic briefing scope requirements for a Transport Assessment (TA) for a range of different development. The scope is quite generic and extensive to cover all aspect of all types of development. The developer must review the scope and suggest alterations (if any) to align specifically with the proposed development they wish to bring forward, which must be agreed in writing prior to production with the Strategic Road Network Highway Authority (SRNHA) via the email NorthandMidWalesDevelopmentControlMailbox@gov.wales . If the development does not merit a TA, a Transport Statement (TS) might be acceptable, however, this must also be to the written approval of the Strategic Road Network Highway Authority (SRNHA) prior to production. The following is the starting position for any assessment or statement. Developers must also liaise with the highway authority for the county roads whom may have different requirements to the Strategic Road Network Highway Authority (SRNHA).

Please note that failing to consult fully with the Strategic Road Network Highway Authority (SRNHA) at specific points in the process as directed will delay a review and/or invalidate works executed:

1. As a minimum the TA study area must include classified counts at the below agreed junctions and include surveys (including queue lengths) of the junctions on two separate days. Surveys periods must be agreed in writing with the SRNHA prior to execution and generally be carried out in a neutral month (unless specifically agreed in writing with the SRNHA prior to execution). The surveys must be undertaken on suitable days and at suitable times that the development will impact the highway network (individual developments must gain written approval from SRNHA of their proposals prior to execution). As an example, residential developments would require surveys in the following form; Tuesday one week and Thursday on a separate week (all junctions to be surveys on

individual days i.e. Junctions A, B, C, D and E on week one and Junctions A, B, C, D and E on week two). Manual turning counts should be conducted at 15 minute intervals to identify relevant highway network peak periods and should cover at least an additional 45 minutes either side of assumed peak times when surveys are executed e.g. if a peak period of 8:30 to 9:30 was assumed, minimum survey period on site should be 7:45 to 10:15.

- a. Junction A;*
- b. Junction B;*
- c. Junction C;*
- d. Junction D; and*
- e. Junction E.*

2. 24 hours automatic traffic counts (ATC) using loop detection (or similar approved) must be carried out at locations to be agreed in writing by the SRNHA (prior to installation) to supplement and validate the traffic survey data from section one. Surveys periods must be agreed in writing with the SRNHA prior to execution and generally be carried out in a neutral month on a number of highways within the study area over a period of circa three weeks to provide supplementary traffic data for the proposed development for analysis by the SRNHA. The ATC must also gain speed survey information along with vehicle classification data (please see notes at end of this scope for further information). ATC information should also be used to establish peak periods of the highway network as well as establish and review off-peak periods against development traffic as greater impact on the existing highway network from development related traffic could be at different period to that assumed. If ATC are carried out in a neutral month, the developer should also carry out additional surveys during a holiday period, as agreed in writing by the SRNHA, for a minimum period of 7 complete days for comparison purposes.

3. 24 hours automatic traffic counts (ATC) using loop detection (or similar approved) must be carried out at the junction mouth of a similar local sized existing development to provide local data to inform persons of the possible traffic generated by a development, this will also be valuable to ratify the multi-modal trips calculated using data bases that could be generated by the proposed development. On sensitive sites, additional ATC may be required to further assist with the distribution and assignment of the vehicular trips on the local highway network. If the development is an educational establishment, specialist retail etc. local in this context could be in excess of twenty or more miles away from proposed development site. Where there is no local similar development a comparable development next to the Trunk Road elsewhere in Wales must be identified and agreed.

4. TA must review year of application (as base assessment, with and without development) along with future assessment year for the detailed junction capacity assessment of year of application + 10 years (as a general principle). Therefore if an application was submitted in 2024 the future assessment year would be 2034. Applicant must propose what growth rates are to be used which the SRNHA must approve in writing prior to use. Applicant must also carry out a sensitivity check due to seasonal traffic growth (percentage increase to be agreed in writing with the SRNHA prior to executing the review).

5. *Detailed capacity assessments must be carried out on the junctions within the TA study area in both the 'with' and 'without' development scenarios in the suggested future assessment year as well as the year of application (opening year). Electronic base data/drawings for all assessments must be submitted with TA i.e. base survey / speed data for capacity assessments, road width flares etc.*

6. *TA must include a review of the accident record for the most recently-available 5 year period, the developer must propose the study area for written approval from the SRNHA prior to executing this work. The Developer must also include a separate developer prepared safety assessment of the local highway within a specific radius of the development site or on specific route from the development which must consider aspects such as visibility, pinch points and existing non-motorised user network constraints which would assist the SRNHA in reviewing a proposed development impact on the area.*

7. *Privately owned highway boundary features and/or new development works near to the trunk road may have a bearing on road safety. TA must therefore clarify works within this area (minimum of 15m from the trunk road as a guide) along with any trunk road accommodation works required to bring the site forward. The developer will be responsible for a review of the risks this may have on trunk road users and therefore the TA must include a report (risk assessment) in line with Design Manual for Roads and Bridges (DMRB) CD 377. The outcome of this report may show that the developer is to provide a Road Restraint System. When the apparatus is for road safety purpose, it may be delivered through a S278 agreement (inc. commuted sums) and usually be adopted by the Highway Authority. When a review indicates that no system is required on highway grounds, risks of developing next to the trunk road will be for the developer to address within the development, this will include administering supposed risks that future occupiers/owners may have due to the development proximity to a trunk road. TA must include a review of how the development will manage supposed risks in the future once development has been constructed. Welsh Government DMRB CD377 specific processes can be obtained by emailing RRRAP@gov.wales.*

8. *TA must take account of all approved but as yet unbuilt committed developments within the traffic flow calculations of the TA, simple table detailing these traffic flows should be included within TA. Review of the current LDP must also be completed as traffic impacts from allocated land within the LDP, but not yet subject to planning applications, might also need to be broadly included within the TA. The developer must identify these areas for discussion with the Highway Authority to agree in writing the fully scope.*

9. *The TA must include a detailed description of the existing conditions around the site and the local highway network including highway details of primary routes from development to Trunk Road Highways. Assessment must also highlight if capacity issues or other shortcomings are observed and if traffic associated with the development would pass sensitive locations (e.g. a school, college, industrial estate).*

10. The TA must include an appraisal of the scheme in the context of current local and national transport planning policy.

11. The TA must include a review of the accessibility of the site by non-motorised modes and a review of facilities in the vicinity of the development site (exact area / routes to be agreed in writing by all Highway Authorities prior to production of TA). This will include route assessments of non-motorised users to local schools, amenities, bus stops and the like highlighting locations where existing highway crossing facilities are below current standards or not in place which the majority of non-motorised user traffic generated by the development will use. Review must also take into account **Active Travel Wales Act Duties/Design** requirements along with links to Existing Route Maps and Integrated Network Maps routes (Please review relevant local authority Active Travel maps for further information). Each and every development must work with all Highway Authorities in line with Active Travel Wales Act and provide a lasting legacy to the area to improve non-motorised modes in the area (regardless of distance from development). For further reading see [Active Travel Act guidance | GOV.WALES](#);

12. Public Transport Assessment: The TA must review the different public transport available locally to the proposed development site. The facilities available must be clearly labelled on a simple map with a complimentary table details all elements of the service which must include as a minimum: distance from agreed location within the proposed development to a facility (along with maximum distance), what services are available, their frequency, start and end times, at what time would the development generate the highest level of demand for public transport use / indication of anticipated development modal split to confirm demand for public transport etc. Review must identify clear routes to the service link e.g. bus stops/train stations detailing the actual distance to the facility from an agreed location within the proposed development along existing route and not in a direct line over third party land (as agreed with SRNHA). Review must suggest direct route to these facilities identifying any lack of highway crossing facilities to non-motorised users along the proposed routes and/or other hazards/highway safety issues the routes might have which may impact non-motorised users.

13. The TA must include a full appraisal of the proposed development and its intended operation, including details of: the level of proposed parking facilities for the proposed development (for mobility scooters, cycles, commercial vehicles, cars, motorbikes, vans etc.), servicing arrangements and swept path analysis plans (as appropriate, including for refuse vehicle and fire tender). Parking numbers, ratio and dimensions/details of facilities must adhere to Active Travel Wales and local authority parking standards, this information must be clearly identified within the TA for transparency.

14. A full parking assessment must be supplied, as an appendix, complying with the requirements/specifications detailed in Active Travel Wales and local authority parking standards. Clarity to what the SRNHA will accept as "local facilities" within a sustainability review must be agreed in writing prior to producing a parking assessment, as a guide these facilities will be where persons will regularly visit for a prolonged period, such facilities may include foodstore, schools, large employment areas.

15. The TA must include an estimate of the number of multi-modal trips generated by the proposed use of the site, along with the distribution and assignment of the vehicular trips on the local highway network to the trunk road. Trip rates may be based on TRICs-based developments of a similar scale and in a similar location to that proposed (Trip rates proposed by applicant must be approved by SRNHA prior to use as the authority may require a number of proposed data to determine the rates to be used within this TA, distribution proposals must also be approved prior to development of the TA along with 85th Trip rate data use). The TA should also include the production of a 'Transport Implementation Strategy' (TIS) for the development complying with TAN 18. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.

16. If any off-site works are required to make the development satisfactory in highway terms, the TA must identify them and put forward suitable plans for consideration as well as cost estimate for their design, construction, supervision of works and administration of the contracts.

17. Schemes with obvious long term construction periods, where it is probable that: road closures; lane closures; contraflow working; temporary traffic signals; or any other traffic management are required; must form part of the assessment as a standalone section. It is no longer acceptable for temporary traffic management, clearly known to be required in advance of the construction, not to be reviewed and risk assessed appropriately at an advance stage of a scheme development where it could impact the traffic on the network. High level review of the network with worse case traffic management scenarios evaluated will enable disruption to the strategic road network to be minimised and when required accommodation works provided (in advance) as well as enabling the development to minimise disruptions to local residents and businesses. Collation of multiple traffic surveys, at the appropriate times, at an advance stage of any development will serve as a benefit to all parties and is the only way for traffic patterns/volume knowledge of the specific area of the network to be gained. The scheme development must take responsibility for this stated element, this advance works will also benefit the Principal Contractors who can take ownership of the assessments and refine as required. Developers who historically wish to condition that the administration of the whole traffic management element of a development at a future date fails to address known advance risks.

18. Refuse Collection: Confirmation from LA on refuse collection must also be clarified as well as waste/recycling bin collection location details, this is because some LPA have SPG's similar to: "Refuse Collection, Waste Storage and Collections in New Developments - Developer must note that "in new developments, recycling and refuse collection vehicles will not reverse into/from or along a highway to undertake collections. Where collection vehicles do have to enter a development, there must be sufficient on site turning circles or hammerheads to allow safe manoeuvring and exit from the development". Under Section 46(4) of the Environmental Protection Act, 1990, the Council has specific powers to stipulate where receptacles must be placed for the purpose of collecting and emptying and the steps

to be taken by occupiers of premises to facilitate the collection of waste, such as transporting receptacles to the collection point and keeping all access and carriageways free of obstruction. It should be noted that the Council's policy for waste collection is to collect waste and recycling at the boundary of a property at the nearest kerbside. The kerbside is defined as the nearest adopted highway to the property (typically the pavement or highway verge), where the safe storage of waste containers can take place. The collection point for householders with private roads will be the nearest safe storage location point where their road meets the adopted highway or at an alternative collection point agreed by the Council. The precise location of any collection point will be the Council's decision, as specified in the Environmental Protection Act, 1990."

19. *Construction Traffic and Site Compound: the following will be required for a development if it gains planning approval and may be advantageous to include within a TA - a review of the impact of the construction traffic on the surrounding highway traffic noting when peak periods will occur and what traffic will be generated by the construction works (as a whole and during peak periods). The review must also consider the proposed site compound location ensuring it's appropriately located for its intended use along with a parking assessment to ensure no vehicles connected with the development park on the public highway/local streets, assessment must also detail: amount of parking required and details of oversized parking bays to accommodate likely construction vehicles such as large vans etc. Site compound must also have appropriate turning facilities for vehicles to ensure that they can enter and exit in a forward gear (if applicable).*

20. *Monitoring: If granted planning permission, monitoring by the developer and future occupiers is an important tool to allow highway authorities to check how accurate assumptions stated within the TA were and whether improvements in future TA's are required. The TA must therefore detail how this proposed development will survey traffic generated by this development and how it is to report the findings to the Local Authority (traffic to include all modes of transport). This review must be carried out at two intervals after completion of construction of the development, the survey period will be six months and one year after said completion in the next available neutral month (as agreed in writing with the SRNHA). For vehicle movement surveys, the SRNHA would require that 24 hours automatic traffic counts (ATC) are installed on the access road into the development and on both approach ends of the main highway so that traffic approaching from either directions are recorded (speed/classification etc.). ATC should be installed for a minimum of two week and be carried out using loop detection or similar approved system (exact locations and number of location to be agreed in writing with SRNHA, report findings and data to be provided in electronic format to the SRNHA).*

21. *Supplementary plans must also be included as appendices to the TA, these shall be detailed as follows:*

a. Plans showing the geometric measurements/dimensions and visibility data inputted into any capacity assessments, i.e. widths of carriageways/lanes at specific points, width of other lanes/hatched areas etc., flare information, forward visibility, ghost island details, visibility splays left/right and any other highway details measured/calculated which have been used within the capacity assessment (note must be provided to detail origin of plans i.e. topographically surveyed or other);

b. Design of proposed highway access ensuring it complies with Active Travel Wales Act e.g. most new simple junction development accesses will need to comply with a non-segregated layout broadly complying with DE602 (or similarly approved by all Highway Authorities);

c. Visibility splay drawing detailing: junction and private accesses visibility splays, forward visibility splay, pedestrian crossing visibility splays etc. in both the vertical and horizontal plane;

d. All detail designs must include Swept Path analysis showing all vehicles can execute manoeuvres at turning locations, tight corners or other locations agreed with the all Highway Authorities [N.B. swept path analysis must show that vehicles can carry out required manoeuvres with a minimum horizontal clearance of 500mm between the outer body of the vehicle and any object such as kerbs/street furniture/parked vehicles/boundaries (invisible or physical [such as walls/fences/hedges]) and alike to allow for different driving styles and future vehicle size enlargement];

e. Plan detailing the vehicle parking locations showing the dimensions of parking facilities proposed e.g. 2.6m x 4.8m for standard parking bays, garages adhering to parking standards must also be highlighted (minimum internal clearance of 3m x 6m with appropriate driveway of same dimension) along with visitor parking arrangement. Parking bays at the end of a row of parking bays or bays next to walls/structures/obstructions, which are greater in height than 150mm above the parking bay surface level, must be increased in width when compared to a standard bay width of 2.6m. The reason for this is that shared space between standard bays, which allow vehicle doors to open to a greater extent, can't be achieved next to walls/structures/obstructions (exact bay widths will be subject to swept path analysis as vehicle approach roadway width will also impact the requirement). Cycle parking, visitor spaces (vehicles) and motorcycle bays must also be detailed. Developers must be aware that the Highway Authority will not accept parking provision of a new development that does not comply with the parking bay dimensions, parking provision underneath structures/buildings must comply with requirements regardless of structural supports, it is vitally important that parking layout/design is an integral part of the design and not an afterthought to a development. Where used, excessive lengths of series (nose to tail) parking provision should be minimised. Within residential developments with turning heads, parking provision of the immediate dwellings accessed from a turning head must meet or exceed parking requirements to minimise the risk of residents parking within turning facilities and blocking their use.

f. Drawing detailing where waste bins/recycling apparatus are to be stored within individual unit/plot boundaries on waste collection days and non-collection days as well as communal waste bin/recycling apparatus storage areas.

To ensure that a comprehensive review of the TA can be carried out in a timely manner, each TA submitted must be done in the following format and be available electronically to the SRNHA, documents must be provided in their original state i.e. in word, excel, etc. as well as in PDF format:

- Electronic PDF of TA and appendices (not scanned copy);*
- Raw electronic information for traffic count data etc. in both PDF and original compiled software i.e. excel;*
- Electronic copy of topographical surveys (CAD);*

- *Electronic copy of capacity assessment input data file(s) carried out by software such as LinSig, Picady, Arcady etc.*

General Notes to Developers:

The aims of a TA / TIS are to:

- *understand the transport impacts of the development;*
- *clearly communicate the impacts to assist the decision making process;*
- *demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);*
- *mitigate negative transport impacts through the design process and secured through planning conditions or obligations;*
- *maximise the accessibility of the development by non-car modes (Active Travel Wales Act);*
- *contribute to relevant development plan and RTP objectives relating to accessibility of services and modal share.*

SRNHA scheme/development specific notes to be included here at the relevant time.....

Traffic Data should reflect the normal traffic flow conditions on the transport network (e.g. non-school holiday periods, typical weather conditions etc.) in the vicinity of the site, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October as described in Design Manual for Roads and Bridges (DMRB) CA 185. Please note that different school term times, Easter Holidays etc. could further impact neutral months and no traffic data should be collected a week either side of these times unless otherwise agreed with the SRNHA. Prior to collecting Traffic Data, the applicant must agree the survey requirements in writing with the SRNHA.

Speed Surveys, when required, must be carried out to calculate the 85th percentile speeds of a highway if a proposed access visibility splays do not adhere to the posted speed limit requirements of a road as detailed in Design Manual for Roads and Bridges (DMRB). Speed surveys might also be required to provide information to designers/road safety auditors. Speed surveys must be carried out in neutral months as detailed in above paragraph with measurements taken at both ends of the scheme so that traffic approaching from both directions are recorded. Surveys must be carried out by loop detectors (or similar approved) for a minimum period of 7 days with the raw data issued to the SRNHA for scrutiny, in electronic format (excel), before visibility splay requirements are determined. In addition to the above please ensure you liaise with the SRNHA prior to installing any loop detection (or similar approved) systems to ensure that their location is to SRNHA approval i.e. not too far

or too close to a proposed development site access, not within other junction locations which could adversely misrepresent traffic speeds in normal free flowing traffic conditions or not on a section of carriageway affected by its layout (bend, blind summit or other features). Speed surveys should generally be carried out at two locations, either side to an access, at a distance equating to the stopping sight distance for the posted speed limit of the road. If an access is proposed within 150m of a speed limit termination/change location the Highway Authority may request a speed survey regardless.

Shared Footway/Cycleway: To encourage person to travel by means other than by motor vehicles, any new development must have a spine footway/cycleway route in line with Active Travel Wales Act (determined by Local Authority). The shared route provision must comply with Active Travel Wales requirements and if the route is next to a vertical feature of a certain height, the width may need to be increased.

Access / Junction Visibility Splays: The minimum visibility distances available for vehicles emerging from a proposed access / junction shall be “y” metres in each direction at a height of 1.05 metres, measured to a point 0.26 metres above the nearer running edge of the main carriageway. These visibility distances shall be available from a point 2.4m metres from the nearer running edge of the main road, measured along the centreline of the access road / junction, to all intervening points along the running edge of the main carriageway. Junction visibility measured from 15m from the running edge of the main carriageway is also required along with visibility to the back of the footway or shared route. On bends, “X” to “V” visibility splay will also be required. The whole of all visibility splay envelopes so formed shall be free of any growth or obstruction, which would interfere with the minimum visibility requirements. For full and up to date specifications see current Design Manual for Roads and Bridges (DMRB) documents.

Internal Highway Design: The Highway Authority would encourage developers/designers to liaise with the Highway Authority prior to designing the scheme to ensure that road safety is taken into account before the start of the design process, this will ensure that a constant approach is provided to schemes which should improve designs and speed up the review process as scheme will take into account all of the Highway Authority requirements. A simple review by the designer to ensure that required visibility splays, in both horizontal and vertical planes, are provided and clearly shown on a drawing along with a review to ensure that the design does not propose any blind corners to motorists or non-motorised users would improve designs and reduce comments from the Highway Authority. Please also note that private vehicle accesses serving a dwelling must also have pedestrian and cyclist visibility splays with footway or footway/cycleways, private vehicle accesses onto footways will require visibility splays measure either side of an access of 2.4m x 2.4m (i.e. 45° splays both sides) while private vehicle accesses onto pavements designated for cycling must also have visibility splays of 2.4m in the “x” direction by 23m in the “y” direction.

Important Link to Other Documents:

Llwybr Newydd: [Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](#)

ATW Design Guidance: [Active Travel Act guidance | GOV.WALES](#)



From: [REDACTED]
To: [PEDW – Seilwaith / Infrastructure](#)
Subject: CAS-03463-R2W9C2 - Land within the existing Kronospan Facility, Maesgwyn Farm, Chirk, LL14 5NT
Date: 18 June 2024 10:45:49
Attachments: [image001.png](#)

OFFICIAL



Network Rail
1st Floor
Bristol Temple Point
Bristol
BS1 6NL

My Ref: P/TP24/111
Your Ref: CAS-03463-R2W9C2

Date: 18 June 2024

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

APPLICATION NO: CAS-03463-R2W9C2

PROPOSAL: Proposed low carbon combined heat and power (CHP) facility on land at the existing Kronospan Facility, Chirk, North Wales

LOCATION: Land within the existing Kronospan Facility, Maesgwyn Farm, Chirk, LL14 5NT

Dear Sir/Madam,

Thank you for your email dated **30 May 2024** together with the opportunity to comment on this proposal.

Network Rail has no additional comments to make at this stage on the topics already being considered within the EIA.

Yours Sincerely,

Grace Lewis

Town Planning Technician Wales and Western
Network Rail
Temple Point, Redcliffe Way, Bristol, BS1 6NL

E [REDACTED]

www.networkrail.co.uk/property



Glandŵr Cymru
Canal & River Trust in Wales

PEDW
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Your Ref DNS CAS 03463-R2W9C2

Our Ref IPP 232

Thursday 4th July 2024

PEDW.Infrastructure@gov.wales

Dear Sir/Madam,

Applicant: Kronospan Limited

Proposed Development: A low carbon combined heat and power (CHP) facility on the existing site. The Proposed Development would comprise the following key components: Feedstock storage and handling; boiler building; turbine building; service building; air cooled condenser (ACC); flue gas treatment facility; air pollution control (APC) regent silos and residue silos; ash storage; water treatment; and stack.

Site Address: Land within the existing Kronospan Facility, Maesgwyn Farm, Chirk, LL15 5NT

Thank you for your consultation on the EIA Scoping Documents.

We are the charity who look after and bring to life 76 miles of canals in Wales. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of Wales. The Trust is known as Glandŵr Cymru, the Canal & River Trust in Wales.

We have reviewed the EIA Scoping Document and methodologies and we have the following advice in relation to our interests with the proposed development.

Glandŵr Cymru own and manage the Llangollen Canal and Pontcysyllte Aqueduct, which are within the designated Canal World Heritage Site (WHS) and a designated conservation area. Based on the submitted details the main area of works would be set away from the canal corridor so would not have a direct impact on our waterway assets but parts of the development would clearly be visible from the canal corridor.

Noise

We agree this topic should be scoped into the EIA. We welcome that canal users and the users of Chirk Marina will also be considered as part of this chapter in terms of noise disturbance as set out at paragraph 6.5.1. The report sets out that these receptors would experience temporary construction noise during daytime and operational noise during daytime and night time. As set out within the document, the outcome of noise modelling will determine the mitigation required.

Canal & River Trust Planning Team

Canal & River Trust, National Waterways Museum, Ellesmere Port South Pier Road Ellesmere Port Cheshire CH65 4FW
T: 0151 355 5017 E: nationalwaterwaysmuseum@canalrivertrust.org.uk W: canalrivertrust.org.uk

Air Quality and Odour

We agree this topic should be scoped into the EIA. We note that the impact on ecological receptors will be considered as part of this chapter, we would advise that the waterway potentially supports rich biodiversity, and the development could have an adverse impact on the ecology of the waterway. Of particular concern would be the generation of dust on the site, which may be windblown towards the canal and have an adverse impact on the waterway corridor, biodiversity and water quality. Much will depend on the dispersion modelling to be undertaken and associated mitigation.

Landscape and Visual Impact

We agree this topic should be scoped into the EIA. As set out within the documentation the tallest component of the development would be the stack (95m); whilst the boiler building would approximately 44m high. There are potentially significant temporary and permanent visual effects to the area during and post construction which would affect the current character, tranquillity and experience of the waterways as well as permanent visual effects following completion of the development. This should be fully considered and addressed within the Environmental Statement.

The development will be within the footprint of the existing complex, however as shown in the relevant canal viewpoints and wireframes, the development will be visible from the canal and its associated users/receptors. The impact will be assessed as part of the LVIA chapter (viewpoints J, K, M and N). The most noticeable part of the development will probably be the new stack (which would be 95m high based on the drawings) and the associated plume that would be emitted from it.

The fact that the development is immediately adjacent to the canal corridor means it should be fully considered in any impact assessment. The waterway and its users (boaters and towpath users) should be recognised as visual receptors with high sensitivity within the LVIA.

It is unclear how any identified adverse impact from the development can be effectively mitigated given then scale/height of the development, especially as the stack has been determined principally by ecology/air quality modelling factors and as such a reduction in height would not be possible.

Historic environment

We agree this topic should be scoped into the EIA. Glandŵr Cymru own and manage the Llangollen Canal and Pontcysyllte Aqueduct, which are within the designated Canal World Heritage Site (WHS) and a designated conservation area. The impact on the canal, listed assets and (WHS) will all be assessed as part of this chapter. The development would clearly be within the setting of the WHS and of heritage significance. There will be cross over between this chapter and the LVIA chapter. It is unclear how any identified harm to the significance of heritage assets would be mitigated.

Environmental Topics Scoped Out

As set out at section 12 of the EIA report document, contaminated land; transport; drainage; etc will not be considered as part of the EIA report, but will form separate assessments.

Biodiversity

This topic will be scoped out. Habitat surveys will still be undertaken and will be considered in part under the air quality chapter. We would advise that the waterway potentially supports rich biodiversity, and the development could have an adverse impact on the ecology of the waterway. As highlighted, water quality must be protected during and post works, with consideration given to protecting the wildlife corridors along and to the canal from, water pollution, air pollution and light pollution during construction and during the operation of the development.

Canal & River Trust Planning Team

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T: 0151 355 5017 E: nationalwaterwaysmuseum@canalrivertrust.org.uk W: canalrivertrust.org.uk

Contamination

This topic will be scoped out. The main potential risk to the canal would be via dust and material being blown towards the canal. These concerns could be addressed via a Construction Environment Management Plan (CEMP). It would be important that any watercourses that pass through or adjacent to the site are protected from silty run-off/contamination. Damping down of dust generated should also be considered as part of the CEMP. The canal should be considered as a receptor within the conceptual site model.

Drainage

Surface water and foul water drainage would be drained via the existing/current system, subject to this being the case then we would have no further comments to make on this matter.

Vibration

The document sets out that the development is sufficiently distant from sensitive receptors and as such that significant vibration effects are not anticipated. If vibrations are considered to be significant and scoped into the assessment, then the impact on the canal infrastructure should be considered. The canal is within a cutting adjacent to the site, is over 200 year old infrastructure and not built to modern engineering standards and as such would likely be susceptible to vibrations.

The above comments are given as guidance, in our capacity as a statutory consultee and are based on the submitted details at this stage and do not prejudice any future comments or concerns that may be raised at a later stage.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Tim Bettany-Simmons MRTPI
Area Planner

[Redacted signature]

[Redacted email] <https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

Canal & River Trust Planning Team

Canal & River Trust, National Waterways Museum, Ellesmere Port South Pier Road Ellesmere Port Cheshire CH65 4FW
T: 0151 355 5017 E: nationalwaterwaysmuseum@canalrivertrust.org.uk W: canalrivertrust.org.uk

From: [AP Planning HD](#)
To: [PEDW – Seilwaith / Infrastructure](#)
Subject: FW: EIA Scoping Direction Consultation for DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP HD Ref P-240603-43803
Date: 24 June 2024 15:51:53
Attachments: [2024-05-30 - DNS EIA Scoping Consultation - Kronospan Low Carbon CHP.pdf](#)

ST Classification: UNMARKED

Good Afternoon

With reference to the above planning application the Company's observations regarding sewerage are as follows.

The above site is out of Hafren Dyfrdwy's waste water area, and therefore we have no comment to make.

Should you require any further information please contact us on email below.

IMPORTANT NOTE: This response only relates to the public waste water network and does not include representation from other areas of Severn Trent Water/Hafren Dyfrdwy, such as the provision of water supply or the protection of drinking water quality.

Kind regards,

Asset Protection Team

Asset Protection

Asset Strategy and Planning

Chief Engineer

Hafren Dyfrdwy

Email: APPlanning@hdcymru.co.uk

From: PEDW.Infrastructure@gov.wales <PEDW.Infrastructure@gov.wales>

Sent: Thursday, May 30, 2024 5:32 PM

Subject: EIA Scoping Direction Consultation for DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP

Caution: This is an external email originating outside Severn Trent.
Think before you click on links or open attachments.

Dear Consultees,

Please find attached the consultation letter relating to the above potential DNS application.

If you have any queries or are likely to have any difficulties responding by **Thursday 4 July 2024**, please let me know as early as possible.

Kind regards

From: NSIP Applications <NSIP.Applications@hse.gov.uk>
Sent: Tuesday, June 4, 2024 10:56 AM
To: PEDW – Seilwaith / Infrastructure <PEDW.Infrastructure@gov.wales>
Cc: NSIP Applications <NSIP.Applications@hse.gov.uk>
Subject: DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP - HSE response

Good morning,

Thank you for your email dated 30/05/2024 consulting HSE on the EIA Scoping Consultation for the proposed Kronospan Low Carbon CHP development of National Significance (DNS).

Please find HSE's advice below.

HSE Land Use Planning Advice:

With reference to **2024-05-30 - EIA Scoping Direction Request - Figure 2.1 - Site Context** found via link [<https://planningcasework.service.gov.wales/case>, Case Reference: **DNS CAS-03463-R2W9C2 - Kronospan Low Carbon CHP**] the proposed development (redlined **Proposed Development Site** boundary) does not fall within HSE public safety zones associated with a Major Accident Hazard Pipeline

The proposed development is located wholly within the boundary of the Kronospan Chirk Site, which itself is a Major Hazard Installation. HSE does not advise against developments which are at the Major Hazard Installation/Site* itself.

* See **Table 1 Development type: People at work, Parking** found in **HSE's Land Use Planning Methodology** [<https://www.hse.gov.uk/landuseplanning/methodology.htm>].

Should a new Major Accident Hazard Pipeline be introduced, or an existing Pipeline modified prior to the determination of the present application, then the HSE reserves the right to revise its advice.

If prior to the determination of the present application, a Hazardous Substances Consent be granted for a new Major Hazard Installation or a Hazardous Substances Consent is varied for an existing Major Hazard Installation in the vicinity of the proposed development, then the HSE reserves the right to revise its advice.

Would Hazardous Substances Consent be needed?

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) (Wales) Regulations 2015.

Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Explosives sites

HSE has no comment to make on the proposed project as there are no HSE Licenced explosives sites in the vicinity of the development.

Please send any future correspondence to nsip.applications@hse.gov.uk

Kind regards,
NSIP Team



NSIP Team | Land Use Planning Team | Redgrave Court, Merton Road, Bootle, Merseyside, L20 7HS.

PEDW.Infrastructure@gov.wales

Eich Cyf/Your Ref: DNS CAS-03463-R2W9C2
Ein Cyf/Our Ref: AA/80/000848/8a
Dyddiad/Date: 05.07.2024
Gofynner am/Ask for: Adrian Angel
Rhif Union/Direct Dial: 01286 662999

Annwyl Syr/Fadam

Dear Sir/Madam

**DEDDF CYNLLUNIO GWLAD A THREF 1990
- YMGYNHORIAD**

**THE TOWN AND COUNTRY PLANNING
ACT 1990 – CONSULTATION**

EIDDO:

PREMISES:

Land within the existing Kronospan Facility,
Maesgwyn Farm, Chirk, LL14 5NT

Land within the existing Kronospan Facility,
Maesgwyn Farm, Chirk, LL14 5NT

Mewn cysylltiad â'ch ymgynghoriad
dyddiedig 30.05.2024 ynglŷn â'r cais
DNS CAS-03463-R2W9C2

With reference to your consultation
dated 30.05.2024, in respect of
application DNS CAS-03463-R2W9C2

Nid oes gan yr Awdurdod Tân unrhyw
sylwadau i'w roi ynglŷn â mynedfa i
gerbydau Tân a chyflenwad dŵr.

The Fire Authority does not have any
observations in regard to access for
appliances and water supplies.

Os ydych angen gwybodaeth bellach,
cysylltwch â'r Swyddog
Cydymffurfiaeth.

If you should require any further
information, please do not hesitate to
contact the Compliance Officer.

Yn gywir

Yours faithfully



Ar ran Awdurdod Gwasanaeth Tân ac Achub Gogledd Cymru
On behalf of North Wales Fire and Rescue Authority



The Coal
Authority

200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

T: 01623 637 119 (Planning Enquiries)

E: planningconsultation@coal.gov.uk

W: www.gov.uk/coalauthority

For the attention of: Tanya Leck

Wrexham County Borough Council

[By email: PEDW.Infrastructure@gov.wales]

31 May 2024

Dear Tanya Leck

Re: CAS-03463-R2W9C2 Kronospan Low Carbon CHP

Proposed low carbon combined heat and power (CHP) facility on land at the existing Kronospan Facility; LAND WITHIN THE EXISTING KRONOSPAN FACILITY, MAESGWYN FARM, CHIRK, LL14 5NT

Thank you for your notification of 30 May 2024 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The site to which this submission relates is not located within the defined coalfield. On this basis we have no specific comment to make.

Yours

The Coal Authority Planning Team

Pedw
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Date: 04/07/2024
Our Ref: PPA0008769

Dear Sir/Madam

Grid Ref: 328541 338495

Site Address: Land within the existing Kronospan Facility, Maesgwyn Farm, Chirk, Wrexham

Development: DNS- Proposed low carbon combined heat and power (CHP) facility

We refer to your consultation documents in relation to a forthcoming application for a Development of National Significance Environmental Impact Assessment and note that the consultation relates to a low carbon combined heat and power facility (Ref: DNS CAS-03463-R2W9C2). We welcome the opportunity to comment on the proposal and would offer the following standing advice which should be taken into account within any future application:

SEWERAGE

It appears the application does not propose to connect to the public sewerage system, and therefore Dwr Cymru Welsh Water has no objections in principle. However, should circumstances change and a connection to the public sewerage system/public sewage treatment works is preferred we must be re-consulted on this application.

It is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Turning to surface water, as of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable

Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Wrexham County Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

WATER SUPPLY

We acknowledge a water supply for this proposed development will not be required. However, should circumstances change, we respectfully request we are re-consulted on this application.

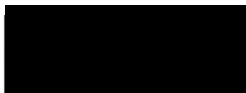
We trust that you'll find our comments, along with the attached information, of assistance for the purposes of this Development of National Significance consultation and we respectfully reserve the right to comment further on any matters and issues arising from ongoing and future consultation. We look forward to continuing our engagement on the project prior to and during the submission of an application to the Planning Inspectorate.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application. I also attach copies of our water and sewer extract plans for the area, and a copy of our Planning Guidance Note which provides further information on our approach to the planning process, making connections to our systems and ensuring any existing public assets or infrastructure located within new development sites are protected.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,



Owain George
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.
Mae Dwr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in
Welsh and English

Dŵr Cymru Cyf, a limited company registered in
Wales no 2366777. Registered office: Pentwyn Road,
Nelson, Treharris, Mid Glamorgan CF46 6LY

Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.



Defence Infrastructure Organisation

Andy White
Ministry of Defence
Safeguarding Department
DIO Head Office
St George's House
DMS Whittington
Lichfield
Staffordshire WS14 9PY

Your reference: CAS-03463-R2W9C2

E-mail: DIO-safeguarding-statutory@mod.gov.uk

Our reference: DIO10063989

www.mod.uk/DIO

Tanya Leck
Planning and Environment Decisions Wales
Welsh Government

15 December 2025

By email only

Dear Tanya,

MOD Safeguarding – Low Flying Area 7 (LFA7)

Proposal: EIA Scoping Report - Kronospan Low Carbon Combined Heat and Power Facility

Location: Kronospan Limited manufacturing facility in Chirk, North Wales.

Grid Ref: Approx. 328521, 338507

Thank you for consulting the Ministry of Defence (MOD) on the above development.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System. This letter sets out the MOD Safeguarding position.

The consultation related to a screening/scoping opinion for the construction of a Low Carbon Combined Heat and Power (CHP) facility on land at the existing Kronospan Facility. The proposed development would have the capacity to generate up to 30 megawatts (MW) of electricity and 125 MW of thermal energy for use in the existing manufacturing processes at the existing Kronospan Facility. Plans indicate that the development would include a stack of 95m Above Ground Level (AGL).

Low Flying

In the scoping Report (Sect 3.13.1) it was written that, "It is not proposed to light the stack as it would not exceed 150m, the height at which aviation warning lights are a statutory requirement".

In this case the development falls within Low Flying Area 7 (LFA 7), an area within which fixed wing aircraft may operate as low as 250 feet or 76.2 metres above ground level to conduct low level flight training. The addition of a stack at 95m AGL in this location has the potential to introduce a physical obstruction hazard to military aircraft engaged in low level training activities conducted in this locality.

To address this impact and given the location and scale of the development within LFA 7, the MOD would request that conditions are added to any consent issued requiring that the development is fitted with aviation safety lighting and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction. Suggested condition wordings are set out in Appendix A.

Summary

At this scoping stage, MOD representations are limited to the principle of the development only.

In summary the MOD has concerns and requests that the MOD should be consulted at all future stages for this proposed development to complete a full detailed safeguarding assessment.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's documents titled 'EIA Scoping Direction Request – Scoping Report' & 'Scoping Direction Request Figures 3.1a, 3.1e & 3.1f' dated May 2024. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may result in an impact on the efficacy or capability of technical assets that has not been assessed and that may result in detriment to Defence capability. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Andy White

Andy White
Assistant Safeguarding Manager

(Appendix A enc)

Appendix A

Condition - Aviation Lighting

Prior to commencing construction of any stack, or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above ground level) the undertaker must submit an aviation lighting scheme for the approval of the planning authority in conjunction with the Ministry of Defence defining how the development will be lit throughout its life to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence.

This should set out:

- a. details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of the meteorological mast and details of any aviation warning lighting that they will be fitted with; and
- b. the location and height of the meteorological mast identifying the position of the lights on the mast; the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used.

Thereafter, the undertaker must exhibit such lights as detailed in the approved aviation lighting scheme. The lighting installed will remain operational for the lifetime of the development.

Reason for condition.

To maintain aviation safety.

Condition - Aviation Charting and Safety Management

The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

- a) the date of the commencement of the erection of a meteorological mast;
- b) the maximum height of any construction equipment to be used in the erection of the meteorological mast;
- c) the date the meteorological mast is brought into use;
- d) the latitude and longitude and maximum height of the meteorological mast.

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.

Reason for condition.

To maintain aviation safety.