

Ref	Consultee	Comment / Response from Statutory Consultee	PEDW Comment (either standalone or where consistent with/directly related to other statutory consultation responses received)	Scoping Direction (1) / Scoping Direction Addendum (2)?	Topic	Theme / Category	*FORMAL RESPONSE FOR DNS SUBMISSION* Applicant Response
1			The scope of the EIA should include all elements of the development as identified in the Scoping Report, both permanent and temporary, and this Scoping Direction is written on that basis.	1	EIA Approach	General	Noted. Applicant responses to specific ES topics responses contained within the EIA Scoping Direction are set out below.
2			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.	1	EIA Approach	Drawings	This has been undertaken where feasible. Where the study areas differ for each of the environmental topics, drawings/maps are drawn at an appropriate scale, which may also differ accordingly.
3			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.	1	EIA Approach	Alternatives	Noted - see ES Chapter 3.0 (Alternatives).
4			The Applicants should satisfy themselves that the ES includes all the information outlined in Schedule 4 of the 2017 Regulations.	1	EIA Approach	Schedule 4	See Table 2.1 of ES Chapter 2.0 (EIA Methodology).
5			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.	1	EIA Approach	NTS	Noted - see Volume 1 (Non-Technical Summary).
6			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.	1	EIA Approach	Non-EIA Assessments	Noted - the scope of the ES and the supporting (non-EIA) assessments is set out at ES Chapter 2.0 (EIA Methodology).
7			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.	1	EIA Approach	Non-EIA Assessments	Noted. The following 'scoped out' environmental topics form part of the suite of 'Supporting Documents' (see DNS1-001 (Schedule of Documents) for full list of Supporting Documents as well as the full suite of documents forming this DNS application): - Transport Statement. - Phase 1 Geo-Environmental Assessment Report. - Biodiversity Assessment Report. The Framework Construction Environmental Management Plan, Heat and Power Plan, Green Infrastructure Statement and Surface Water and Foul Water Drainage Strategy are other environmental-themed documents that form part of the suite of Supporting Documents.
8			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.	1	EIA Approach	Policy Appraisal	Noted, the Planning Statement provides an appraisal of the Proposed Development against the relevant planning policy, including consideration of environmental effects set out in the ES.
9			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.	1	EIA Approach	Baseline Environment	Noted - see 'Baseline Environment' sections of ES Environmental Topic chapters 5.0 - 11.0.
10			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.	1	EIA Approach	Alternatives	Noted - see ES Chapter 3.0 (Alternatives).
11			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.	1	Biodiversity	HRA	The Biodiversity Assessment Report is included as a Supporting Document of the DNS application at DNS4-007.
12			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.	1	EIA Approach	General	Noted - see ES Environmental Topic chapters 5.0 - 11.0.
13			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.	1	EIA Approach	EIA Methodology	See ES Chapter 2.0 (EIA Methodology).
14			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.	1	EIA Approach	Data Limitations	Noted - see ES Environmental Topic chapters 5.0 - 11.0.
15			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.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology).
16			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 Kronspan site.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology).
17			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.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology). The Study Area for 'other projects' is set at 3km; all other projects that fit the identified criteria for projects with the potential to result in cumulative significant effects are included in the shortlisted sites (see Table 2.4 of ES Chapter 2.0 (EIA Methodology)). Each environmental topic provides an appraisal of the likelihood of each of those individual projects to result in cumulative significant effects and provides justification if not considered likely to do so, and a cumulative assessment in all other cases.
18			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.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology).
19			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.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology). The Study Area for 'other projects' is set at 3km; all other projects that fit the identified criteria for projects with the potential to result in cumulative significant effects are included in the shortlisted sites (see Table 2.4 of ES Chapter 2.0 (EIA Methodology)). Each environmental topic provides an appraisal of the likelihood of each of those individual projects to result in cumulative significant effects and provides justification if not considered likely to do so, and a cumulative assessment in all other cases.
20			The scope of the cumulative assessment should be fully explained and justified in the ES.	1	EIA Approach	Cumulative Effects	Noted - the approach to the identification of 'other projects' is set out in ES Chapter 2.0 (EIA Methodology).
21			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.	1	EIA Approach	Mitigation	See ES (Volumes 1 - 4) and the environmental topics that form part of the suite of 'Supporting Documents' (set out below) for details of proposed mitigation. - Transport Statement. - Phase 1 Geo-Environmental Assessment Report. - Biodiversity Assessment Report. Construction mitigation is also set out in the Framework CEMP. All mitigation is also set out in ES Chapter (Summary of Residual Effects and Mitigation Schedule).
22			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.	1	Population and Human Health	Population and Human Health	Population and Human Health (ES Chapter 11.0) has been scoped into the ES.
23			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.	1	EIA Approach	Transboundary Effects	See ES Chapter 2.0 (EIA Methodology).
24			For such topics (scoped in but not subject to a standalone chapter) it may be helpful to users of the ES if it includes a summary table that signposts the chapters where these matters are addressed.	1	EIA Approach	Non-EIA Assessments	See ES Chapter 2.0 (EIA Methodology). See also DNS1-001 (Schedule of Documents) for the full suite of documents forming this DNS application.
25			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.	1	Scoping Opinion	General	Noted. The ES has been prepared in accordance with the scope set out in the EIA Scoping Report, the EIA Scoping Direction, and the EIA Scoping Direction Addendum. See DNS1-001 (Schedule of Documents) for the full suite of documents forming this DNS application.
26			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.	1	Scoping Opinion	General	Noted. The ES has been prepared in accordance with the scope set out in the EIA Scoping Report, the EIA Scoping Direction, and the EIA Scoping Direction Addendum. See DNS1-001 (Schedule of Documents) for the full suite of documents forming this DNS application.
27			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	1	Scoping Opinion	Topics Scoped In	Noted and agreed. Note that Geology, Hydrogeology and Contaminated Land has subsequently been scoped out of the ES following the subsequent submission (to PEDW) of the Phase 1 Geo-Environmental Assessment Report; this has been agreed by PEDW in its EIA Scoping Direction Addendum (see Ref 145 below for further details). The Phase 1 Geo-Environmental Assessment Report is provided as a Supporting Document (DNS4-006) to this DNS application for completeness.
28	WCBC	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.		1	Scoping Opinion	Topics Scoped In	Noted.

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29	WCBC	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.		1	Scoping Opinion	Topics Scoped Out	Noted.
30	WCBC	It will be necessary to assess the potential impact of the development may have on statutory protected species.	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.	1	Biodiversity	Protected Species	The Biodiversity Assessment Report is included as a Supporting Document of the DNS application at DNS4-007.
31	WCBC	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.	Wrexham CBC and NRW concur that biodiversity can be scoped out. 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.	1	Biodiversity	Net Biodiversity Benefit	The Biodiversity Assessment Report (including details of mitigation and enhancement measures) is included as a Supporting Document of the DNS application at DNS4-007.
32	WCBC	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.	Wrexham CBC acknowledge that the Scoping Report 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. The Scoping Report proposes to scope out vibration from the Scoping Report, 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.	1	Vibration	Vibration	ES Appendix 5K provides test results from a similar site operating the type of plant proposed and also results from a study undertaken by the author of the assessment in respect of vibration from the movement of HGVs. The results are taken at close range positions and show no significant levels.
33	WCBC	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.	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. 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.	1	Lighting	Lighting	Apart from aviation lighting on the proposed stack (Ministry of Defence requirement as per their response as part of the Scoping Direction), there is no new, permanent lighting proposed as part of the Proposed Development as there is existing site lighting on and around the Site that would be retained/reinstated.
34	WCBC	The application should be accompanied (by a CEMP) to setting out the measures that will be put in place to minimise/manage the impacts arising from construction.		1	CEMP	CEMP	A Framework CEMP (Supporting Document DNS4-003) has been prepared by the Applicant and presents the approach and application of environmental management and mitigation for the construction of the Proposed Development. At the post-consent stage, and upon the appointment of a Principal Contractor (PC), detailed management plans will be produced by the PC and will form part of the suite of CEMP documents. The CEMP will be a live document, updated by the PC prior to commencement of and during the construction works as required.
35	WCBC	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.	Wrexham CBC concur with the approach to scope this matter (Traffic and Transport) 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. PEDW concur with the approach set out in the Scoping Report 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.	1	Transport	Transport Assessment	The change to the design of the Proposed Development (increase in percentage of CHP feedstock generated on-site to 88.8%) has reduced HGV operation phase traffic to seven movements per day (14 two-way movements). This equates to one, two-way movement per hour during the traditional highway network peak hour. A Transport Statement has been provided to support the application which demonstrates that the Proposed Development would have a negligible increase in traffic and would not have a material impact in transport terms.
36	Shropshire Council	No comments.		1	General	General	Noted.
37	Cadw	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.	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.	1	Historic Environment	Historic Assets	The relevant legislative and best practice framework is set out in ES Chapter 8.0 (Historic Environment) and has been followed.
38	Cadw	Section 9.28 - The study area for all designated historic assets should be 3km not 2km.	Cadw advise that the study area for all designated historic assets should be 3 km. The Scoping Report 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.	1	Historic Environment	Study Area	A 3km Study Area has been used to determine baseline conditions in relation to designated historic assets (see ES Chapter 8.0 (Historic Environment) for further details.
39	Cadw	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.	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. 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.	1	Historic Environment	Historic Environment (Wales) Act 2023	The relevant legislative and best practice framework is set out in ES Chapter 8.0 (Historic Environment) and has been followed.
40	Cadw	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.	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 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. 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.	1	Historic Environment	Off-Site Compensation	An overview of proposed biodiversity mitigation and enhancement measures are described in Section 8.9, ES Chapter 8.0 (Historic Environment); however, such measures would not result in any reduction in historic environment effects, and no historic environment mitigation is considered necessary or is proposed.

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41	NRW	<p>The proposed development is located approximately 575m away from the Chirk Castle and Parkland SSSI which 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 (<i>Rhinolophus hipposideros</i>). The grassland supports a diverse assemblage of grassland fungi which is of special interest and of national importance, including 15 species of waxcap.</p> <p>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):</p> <p>"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)."</p> <p>Paragraph 7.6.31 confirms that the following protected sites are to be assessed in relation to potential air quality impacts:</p> <ul style="list-style-type: none">• River Dee and Bala Lake SAC• Johnstown Newt Sites SAC• Berwyn and South Clwyd Mountains SAC• Berwyn SPA• Chirk Castle and Parkland SSSI• Nant-y-Belan and Prynela Woods SSSI <p>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.</p> <p>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).</p>	<p>NRW note that the development would be approx. 575 m from the Chirk Castle and Parkland 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. PEDW note that whilst biodiversity is proposed to be scoped out, the Scoping Report 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 therefore directs that biodiversity is scoped into the ES but not necessarily as a standalone chapter. Any impacts from air quality on biodiversity can be addressed in the relevant topic chapters if that approach proves to be adequate.</p> <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>	1 and 2	Air Quality	Protected Species	<p>The impact on the relevant ecologically sensitive sites has been included in ES Chapter 6.0 (Air Quality and Odour).</p> <p>Table 6.12 (of ES Chapter 6.0), the Biodiversity Assessment Report (DNS4-007), and ES Appendix 6G set out the ecological sensitive sites considered; ES Appendix 6H provides further information of the ecological interpretation of the air quality impacts.</p>
42	NRW	<p>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.</p>	<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>	1 and 2	Air Quality	Air Quality	<p>A review of other projects has been included (see Section 6.11 of ES Chapter 6.0 (Air Quality and Odour), which has identified that only those on the Kronospan site have the potential for in combination impacts.</p>
43	NRW	<p>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.</p> <p>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.</p> <p>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.</p>		1 and 2	Foul Drainage	HRA	<p>Noted. Discharges from the facility would enter the existing process water system and would be treated within the onsite water treatment facility and would be discharged from site in line with the requirements of the facility's Environmental Permit. No direct effects on water resources with water quality impacts are anticipated during construction subject to implementation of the Framework CEMP (DNS4-003) which is provided with this DNS application. No new foul water connections would be required as a result of the Proposed Development.</p>
44	NRW	<p>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.</p> <p>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.</p>		1 and 2	Biodiversity	HRA	<p>The necessity for HRA is considered and set out in the Biodiversity Assessment Report which is included as Supporting Document (DNS4-007) of the DNS application.</p>
45	NRW	<p>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.</p>		1 and 2	Biodiversity	Protected Species	<p>Noted - A Biodiversity Assessment Report has been produced and is included as Supporting Document (DNS4-007) of the DNS application.</p>
46	NRW	<p>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.</p>		1 and 2	Biodiversity	Protected Species	<p>Noted - this is set out in the Biodiversity Assessment Report - Supporting Document (DNS4-007) of the DNS application.</p>
47	NRW	<p>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).</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>	1 and 2	Biodiversity	Protected Species	<p>Noted - this is set out in the Biodiversity Assessment Report - Supporting Document (DNS4-007) of the DNS application.</p>
48	NRW	<p>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.</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.</p> <p>Guidance for pollution prevention can be accessed via Guidance for Pollution Prevention (GPP) documents NetRegs</p>	1 and 2	Contamination and Groundwater	CEMP	<p>A Framework CEMP(DNS4-003) has been prepared by the Applicant and presents the approach and application of environmental management and mitigation for the construction of the Proposed Development. At the post-consent stage, and upon the appointment of a Principal Contractor (PC), detailed management plans will be produced by the PC and will form part of the suite of CEMP documents. The CEMP will be a live document, updated by the PC prior to commencement of and during the construction works as required.</p>
49	NRW	<p>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).</p> <p>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.</p>	<p>The Scoping Report sets out that a Phase 1 Geo-Environmental Assessment is required to establish baseline conditions for soil and groundwater, and, if necessary, 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>	1 and 2	Contamination and Groundwater	Contamination and Groundwater	<p>Geology, Hydrogeology and Contaminated Land has subsequently been scoped out of the ES following the subsequent submission (to PEDW) of the Phase 1 Geo-Environmental Assessment Report; this has been agreed by PEDW in its EIA Scoping Direction Addendum (see Ref 145 below for further details).</p> <p>The Phase 1 Geo-Environmental Assessment Report is provided as a Supporting Document (DNS4-006) to this DNS application for completeness.</p>
50	NRW	<p>The additional information submitted on 22/10/24 included a Phase 1 Geo-Environmental report (Phase 1 Geo-Environmental Assessment, October 2024, Reference R3148-R01- v4, Smith Grant Environmental Consultancy LLP). We concur with the suggested approaches to unsuspected contamination and a piling risk assessment and advise that these could be secured by conditions attached to any development consent permission granted for the proposals.</p>		2	Contamination and Groundwater	Contamination and Groundwater	<p>Geology, Hydrogeology and Contaminated Land has subsequently been scoped out of the ES following the subsequent submission (to PEDW) of the Phase 1 Geo-Environmental Assessment Report; this has been agreed by PEDW in its EIA Scoping Direction Addendum (see Ref 145 below for further details).</p> <p>The Phase 1 Geo-Environmental Assessment Report is provided as a Supporting Document (DNS4-006) to this DNS application for completeness.</p>
51	NRW	<p>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:</p> <ul style="list-style-type: none">• 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. <p>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.</p>	<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 recommends that this evidence base should be included in the baseline assessment.</p> <p>NRW state they are satisfied with the proposed scoped of the LVIA and concur with the proposed receptors which will form part of the assessment.</p>	1 and 2	LVIA	Baseline Environment	<p>The SPG document is referred in Sections 7.2 and 7.5 of ES Chapter 7.0 (LVIA).</p> <p>Special qualities are discussed in Section 7.5 of ES Chapter 7.0 (LVIA).</p>
52	NRW	<p>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.</p>	<p>The Scoping Report 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>	1 and 2	LVIA	Plume	<p>As set out in ES Chapter 6.0 (Air Quality and Odour), there would be no visible plume emitted by the proposed CHP stack, other than in the very infrequent instances than when the existing MDF dryers are shut down (i.e. for maintenance). The very occasional presence of a visible plume from the proposed CHP stack would not result in any visual effects greater than negligible (due chiefly to the very limited duration it would be visible and the context of the far more conspicuous existing plumes). The effects of plume visibility would not be significant.</p>

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53	NRW	<p>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).</p> <p>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.</p>	<p>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 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</p>	1 and 2	LVIA	Cumulative Effects	<p>The GLVIA is specific as to what should be included in cumulative assessments, and that existing development forms part of the main LVIA baseline; the approach set out in the Scoping Report and followed in the LVIA accords with this.</p> <p>The presence of the existing facility has not been used to justify the impacts of the Proposed Development.</p> <p>All conclusions made regarding the landscape and visual effects of the Proposed Development reflect that it is an addition to the existing facility - i.e. they reflect the change to a baseline including the existing Kronospan structures resulting from the effects introduced by the proposed facility, and the increased influence of the overall assemblage of structures at Kronospan).</p>
54	NRW	<p>In response to our advice above, we note that Section 4.2.4 of the EIA Scoping Direction Clarification Document submitted on 22/10/2024 states <i>"The presence of the existing Kronospan facility is a well-established part of the landscape and visual context into which the Proposed Development would be introduced and thus is part of the assessment baseline (reflecting the requirements of the GLVIA as quoted above). All conclusions made regarding the landscape and visual effects of the Proposed Development will reflect its addition to the existing facility - i.e. the increased influence of the enlarged facility. This is not a 'cumulative' effect, rather it is the effect of the Proposed Development introduced into the existing landscape and visual context."</i></p> <p>However, we continue to advise that a cumulative assessment should report on the cumulation of effects of the proposals in combination with any existing developments that are likely to interact with the proposals. The existing facility is therefore relevant in this regard. If the assessment is only premised on the existing facility justifying or reducing the impact of the proposed change, then the overall change to the landscape, which may not be acceptable, would not be assessed. This can be avoided by providing a commentary on the overall cumulative effect of the two developments (existing and proposed) in combination.</p>		2	LVIA	Cumulative Effects	<p>As set out in the Scoping Clarification Report, all conclusions made regarding the landscape and visual effects of the Proposed Development will reflect its addition to the existing facility - i.e. the increased influence of the enlarged facility. This will inherently consider the overall effects of the enlarged facility upon the landscape and upon views – contrary to what NRW state. As set out in the Scoping Clarification Request, all conclusions made regarding the landscape and visual effects of the Proposed Development will reflect its addition to the existing facility - i.e. the increased influence of the enlarged facility. This will inherently consider the overall effects of the enlarged facility upon the landscape and upon views – contrary to what NRW state. There is no other approach that could be followed in relation to the assessment of the landscape and visual effects of the Proposed Development.</p> <p>The approach requested by NRW would entail double counting of effects. The effects of adding the Proposed Development to the existing facility would be assessed in the main LVIA and then repeated again in the cumulative assessment.</p> <p>The purpose of the cumulative assessment is to consider effects against a cumulative baseline, where in addition to existing features (which in accordance with the GLVIA includes development under construction), other consented and proposed development is also present.</p> <p>The approach followed in the cumulative landscape and visual assessment, is that requested by PEDW (see the response to PEDW comment at Ref. 55 below), and is also the approach set out in the EIA Scoping Report and the subsequent Scoping Clarification Report. The approach followed accords with the good practice guidance set out in the GLVIA.</p> <p>Refer to ES Chapter 2.0 (EIA Methodology) and to Section 7.11, ES Chapter 7.0 (LVIA) for further details of the other cumulative projects and the approach to the cumulative assessment.</p>
55			<p>PEDW welcome confirmation in the SCR that the cumulative assessment undertaken as part of the LVIA will include existing features, consented and proposed development. The applicant's attention is drawn to comments from NRW at appendix 1, which confirm that the cumulative assessment should consider the cumulation of effects of the proposal in combination with relevant existing developments. PEDW highlight that whilst developments that have already been built and are operational will form part of the baseline, this does not mean that they should be excluded when considering cumulative effects. Paragraph 5 of Schedule 4 of the 2017 Regulations makes it clear that consideration of cumulative effects should include existing development. This should be included in the LVIA as part of the ES.</p>	2	LVIA	Cumulative Effects	<p>The approach requested by PEDW has been followed in the cumulative landscape and visual assessment (see ES Chapter 7.0 (LVIA)) and is the approach set out in the EIA Scoping Report and the subsequent EIA Scoping Clarification Report. The approach followed accords with the good practice guidance set out in the GLVIA.</p> <p>Refer to ES Chapter 2.0 (EIA Methodology) and Section 7.11 of ES Chapter 7.0 (LVIA) for further details of the approach to the cumulative assessment.</p>
56	NRW	<p>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.</p>	<p>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 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>	1 and 2	LVIA	LVIA	<p>Noted. See ES Chapter 7.0 (Landscape and Visual Impact Assessment).</p> <p>Refer also to ES Chapter 3.0 (Alternatives) for further details of alterntaive design approaches.</p>
57	NRW	<p>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.</p>	<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>	1 and 2	LVIA	Colour Finish	<p>Refer to ES Chapter 3.0 (Alternatives) for details of alternative design approaches and to ES Appendix 3A (Colour Study) for visualisation material presenting different treatments for the appearance of the proposed CHP building and proposed stack. This includes consideration of darker coloured cladding for the CHP building.</p>
58	NRW	<p>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:</p> <ul style="list-style-type: none">• 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. <p>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.</p>	<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>	1 and 2	LVIA	Viewpoints	<p>Photography from Viewpoint Q and Viewpoint X has been reshot to reflect these comments. All views from the vicinity of Viewpoint Q are well screened by tree cover.</p> <p>Viewpoint X reflects views from the Offa's Dyke Path National Trail in addition to views from the minor road (a promoted recreational route of national importance, where the views available form a key part of the user experience) (as set out in Table 8.1 of the EIA Scoping Report and in Table 7.3 of ES Chapter 7.0 (LVIA)). Photography has been reshot from a section of the National Trail, north of the minor road, rather than elsewhere along the road itself (users of the National Trail are more sensitive than road users).</p> <p>Viewpoint R is not the only Viewpoint from which neither a wireframe nor a photomontage is proposed. There are six such Viewpoints (including Viewpoint R and Viewpoint Q), which are set out in Table 8.2 of the EIA Scoping Report and Table 7.4 of ES Chapter 7.0 (LVIA).</p> <p>Viewpoint Q reflects the views from the entrance to Chirk Castle and is directly adjacent to the listed lodge (notwithstanding that alternative photograph will be taken from slightly further north in line with NRW's request). Whilst views of the Proposed Development are likely to be well screened (hence no wireframe or photomontage being proposed) it is thus a more sensitive location than Viewpoint R, which is simply located within a field within the Castle grounds where few if any members of the public are likely to be present. Other locations within the Castle grounds include Viewpoints L and W, along the driveway and permissive path respectively, and changes in view are more likely to be experienced by people from these two locations (hence photo matched wireframes are proposed from both of these locations).</p>
59			<p>PEDW welcome confirmation from the applicant that they will reshoot photography from Viewpoint Q and Viewpoint X from nearby alternate locations. PEDW continue to advise that viewpoint locations should be optimised and relevant to this application and should be selected for the purpose of assessing the impact of this development. The applicant should provide their methodology and rationale for the selection of viewpoints in the Environmental Statement.</p>	2	LVIA	Viewpoints	<p>Viewpoint photography has been reshot on the basis set out in Table 7.1 and Section 7.5 of ES Chapter 7.0 (LVIA). Justification for the selection of viewpoints is set out in Section 7.5 of ES Chapter 7.0 (LVIA).</p>
60	NRW	<p>Visualisations should be provided to inform the assessment of effects both on visual receptors (people) and on the character of the landscape as an environmental resource in its own right.</p>		2	LVIA	Visualisations	<p>See ES Figures 7.1 - 7.3.</p>
61	NRW	<p>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.</p> <p>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.</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>	1 and 2	LVIA	Visualisations	<p>The Viewpoint Figures included in the Scoping Report are were either presented as single frame images at A3 size, or as panoramic images at double A3 width. This accords with the Visual Representation of Development Proposals. Technical Guidance Note 06/19 (Landscape Institute, 2019). All baseline photography was presented at the same size.</p>

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62	NRW	Section 4.2.13 of the EIA Scoping Clarification Document requested confirmation on whether all wireframe and photomontage figures should be “presented at the same scale as the baseline photography (ie at double A3 width)” We advise that the photographs and visualisations should be presented on the paper size at which the image is intended to be printed (i.e. 841mm width x 420mm height, as stated on the Applicant’s photographs). This will also allow interested parties who wish to view the images on screen to be able to view them at the correct scale when they are viewed at 100% / ‘actual size’.	The applicant’s attention is drawn to NRW’s comments at appendix 1, within which they confirm their preference for the presentation for the photographs and visualisations. PEDW recommend the baseline photography is presented at the same scale as the wireframe and photomontage visualisations to allow like-for-like comparison. Technical Guidance Note 06/19 (Landscape Institute, 2019) which supports GLVIA3 states that the baseline photography should be presented at a size and relative position, on a corresponding sheet, to allow like-for-like comparison with the visualisations.	2	LVIA	Visualisations	All viewpoint visualisation material included in ES Chapter 7.0 (LVIA) has been presented in accordance with the requirements of Technical Guidance Note 06/19 (TGN 06/19). All the visualisation material, including baseline photography presented on ES Figures 7.2a-7.2t is presented at the intended paper size, which is clearly stated at the bottom left of the image.
63	NRW	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 (FMP), the site lies within Flood Zone 1. 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.	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.	1 and 2	Flood Risk	Flood Risk	Noted.
64	NRW	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.	The applicant should refer to NRW’s comments regarding the Environmental Permit for the site and relevant application to amend this permit.	1 and 2	Permit	Variation	This is noted, the EP will be varied to include the operation of the CHP.
65	NRW	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.		1 and 2	Permit	BAT	This is noted, the EP will demonstrate that the proposals are BAT.
66	NRW	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 noise 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.”	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. 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.	1 and 2	Permit	Noise	Baseline sound surveys and analysis have been undertaken by MVC and further surveys and analysis undertaken by Spectrum in 2024 and 2025. Refer to Section 5.5 of ES Chapter 5.0 (Noise and Vibration) for analysis relating to the contextual and estimated baseline excluding Kronospan. Cumulative effects (contextual and estimated baseline excluding Kronospan together with consideration of other (proposed or consented projects) is provided in Section 5.11 of ES Chapter 5.0 (Noise and Vibration). The Spectrum reports are provided at Appendix 5C - 5F.
67	Welsh Government Highways	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 NorthandMidWalesDevelopmentControl@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 and 2	Transport	Transport Assessment	The change to the design of the Proposed Development (increase in percentage of CHP feedstock generated on-site to 88.8%) has reduced HGV operation phase traffic to seven movements per day (14 two-way movements). This equates to one, two-way movement per hour during the traditional highway network peak hour. A Transport Statement (DNS4-005) has been provided to support the application which demonstrates that the Proposed Development would have a negligible increase in traffic and would not have a material impact in transport terms.
68	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
69	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
70	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
71	Welsh Government Highways	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).		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
72	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
73	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
74	Welsh Government Highways	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 being 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 .		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.

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75	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
76	Welsh Government Highways	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).		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
77	Welsh Government Highways	10. The TA must include an appraisal of the scheme in the context of current local and national transport planning policy.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
78	Welsh Government Highways	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;		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
79	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
80	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
81	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
82	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
83	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
84	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
85	Welsh Government Highways	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."		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
86	Welsh Government Highways	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).		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
87	Welsh Government Highways	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).		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
88	Welsh Government Highways	21. Supplementary plans must also be included as appendices to the TA, these shall be detailed as follows:		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
89	Welsh Government Highways	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);		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
90	Welsh Government Highways	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);		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
91	Welsh Government Highways	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;		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
92	Welsh Government Highways	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];		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.

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93	Welsh Government Highways	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 pace 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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
94	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
95	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
96	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
97	Welsh Government Highways	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 nonneutral. 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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
98	Welsh Government Highways	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.		1 and 2	Transport	Transport Assessment	See response to Ref. 67 above.
99	Welsh Government Highways	Shared Footway/Cycleway: To encourage person to travel be 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.		1 and 2	Transport	Active Travel	See response to Ref. 67 above.
100	Welsh Government Highways	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.		1 and 2	Transport	Visibility Splays	See response to Ref. 67 above.
101	Welsh Government Highways	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. 45o 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.		1 and 2	Transport	Internal Highway Design	See response to Ref. 67 above.
102	Welsh Government Highways	All developers must digest the above details in full and submit their scope, based on the above, before carrying out any survey works. The Highway Authority is open to discuss any of the above requirements before the application moves forward towards a full planning application.		1 and 2	Transport	General	See response to Ref. 67 above.
103	Welsh Government Highways	The development site is next to an area highlighted in the strategic noise maps of Wales, for details see web page: http://extrium.co.uk/walesnoiseviewer.html . Due to the proximity of the development site to Welsh Government maintained road network, the applicant may need to carry out relevant noise assessment and detail appropriate mitigation measures within the design to suppress existing traffic noise levels. It is also advisable to ensure mitigation measures are sufficient to provide protection in future years. All mitigation measures must be designed into buildings and/or be within land owned or in the applicants control. Proposals for any mitigation on public highway is prohibited. Public highway vegetation and trees should be excluded from any assessments as these are not within the applicant's control and could be altered at any time. The exact requirements should be agreed in writing with the LPA prior to execution, with any proposed mitigation being to the written approval of the LPA.	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.	1 and 2	Transport	Noise	Road traffic noise impacts during the construction and operational phases are described in Section 5.7 and Section 5.10 of ES Chapter 5.0 (Noise and Vibration). The analysis shows a negligible impact and neutral level of effect from the Proposed Development. The effect of any traffic movement from the Proposed Development and the A5 would be negligible due to the very low development flow compared with the high baseline flow on the A5 road. Refer to Table 5.28 (ES Chapter 5.0 (Noise and Vibration)) which shows the impact on Holyhead Road, which has a much lower baseline where any impact would be higher than on the A5; the results show a negligible impact and neutral level of effect.
104	Network Rail	Network Rail has no additional comments to make at this stage on the topics already being considered within the EIA.		1	Rail	Rail	Noted.
105	Network Rail	Network Rail has no objections in principle to the details submitted. Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk .		2	Rail	Basic Asset Protection	Noted.
106	Network Rail	There is the potential for dust clouds and rubbish created from the processing at the site affecting the railway signal sighting. Therefore, adequate measures for preventing dust and rubbish blowing onto Network Rail property are to be in operation.		2	Rail	CEMP	Noted.
107	Network Rail	Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.		2	Rail	Lighting	Noted.
108	Hafren Dyfrdwy	The above site is out of Hafren Dyfrdwy's waste water area, and therefore we have no comment to make.		1	Waste and Clean Water	Waste Water	Noted.
109	Hafren Dyfrdwy	We have apparatus in the area of the planned development, the developer will need to contact Severn Trent Water New Connections Team as detailed below to assess their proposed plans for diversion requirements.		2	Waste and Clean Water	Clean Water	Noted.
110	HSE	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.	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.	1	Health and Safety	Major Hazard Installation	Noted.
111	HSE	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.		1	Health and Safety	Major Accident Hazard Pipeline	Noted.

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112	HSE	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.		1	Health and Safety	Other Major Hazard Installation	Noted.
113	HSE	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.		1	Health and Safety	Hazardous Substances Consent	Noted.
114	HSE	HSE has no comment to make on the proposed project as there are no HSE Licenced explosives sites in the vicinity of the development.		1	Health and Safety	General	Noted.
115	Fire and Rescue Service	The Fire Authority does not have any observations in regard to access for appliances and water supplies.		1	General	General	Noted.
116	Fire and Rescue Service	A substantive response has been sent for the purposes of Article 23 of the Developments of National Significance (Procedure) (Wales) Order 2016, stating that North Wales Fire & Rescue Service as a specialist consultee (North Wales Fire Authority) has no objection to the proposed development, we refer the applicant to current <u>standing advice provided on the subject of the consultation</u> .		2	General	General	Noted.
117	Fire and Rescue Service	We would suggest a review of the water supplies feeding the site is undertaken to ensure they are sufficient for the proposed new buildings, this should be covered in any site surveying as part of the works. We would also signpost to the emergency vehicle access requirements as stated in Approved Document B.		2			Noted.
118	Coal Authority	The site to which this submission relates is not located within the defined coalfield. On this basis we have no specific comment to make.		1	Coal Field	Coal Field	Noted.
119	Welsh Water	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 reconsulted on this application.		1	Foul Drainage	Foul Drainage	Noted.
120	Welsh Water	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.		1	Welsh Water Assets	Welsh Water Assets	Noted.
121	Welsh Water	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.	The Scoping Report 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. PEDW concurs with this matter being scoped out of the ES.	1	Surface Water Drainage	SuDS	Surface water run-off and effluent is currently collected in site drainage systems. The surface water drainage systems are discharged through the inlet to the lagoons which is an oil interceptor in the first chamber prior to discharge to the Afon Bradley via valve Penstock A. The discharge from the on-site lagoons is regulated by the Environmental Permit. Surface water from the rail sidings is either transferred to the canal water treatment plant, or during abnormal operations discharged into the on-site lagoons. Process effluents from the manufacturing process are collected in the site foul water drainage systems prior to discharge to sewer.
122	Welsh Water	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.		1	Water Connection	Water Connection	Noted.
123	Glandŵr Cymru	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.	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. 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. PEDW therefore directs that biodiversity is scoped into the ES but not necessarily as a standalone chapter. Any impacts from noise on biodiversity can be addressed in the relevant topic chapters if that approach proves to be adequate.	1	Noise	Receptors	ES Chapter 5.0 (Noise and Vibration) assesses the impact of construction and operational noise at the Chirk Marina and canal users; Table 5.23 (R12) shows slight impact and minor level of effect during construction. ES Chapter 5.0, Table 5.29 (daytime operational plant noise) and ES Chapter 5.0, Table 5.30 (night-time operational plant noise) provide details of impact with further mitigation for the Proposed Development, which concludes a negligible impact (neutral level of effect) at the marina and negligible to slight impact (neutral to minor level of effect) along the canal. ES Chapter 5.0 (Noise and Vibration) includes assessment of noise and vibration impacts at ecological sensitive receptors. A baseline sound survey (ES Appendix 5F) was carried out during March 2025 to determine typical sound levels within the Canal Wood Local Wildlife Site (LWS) and described further in Section 5.5, ES Chapter 5.0. The assessment of effects (on Canal Wood LWS) is provided at Section 5.7 and Section 5.10, ES Chapter 5.0.
124	Glandwr Cymru	We agree this topic (LVIA) 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 ES.	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.	1	LVIA	LVIA	Noted.
125	Glandwr Cymru	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.		1	LVIA	LVIA	Noted.
126	Glandwr Cymru	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.	Users of the waterway, both boaters and towpath users, should be included in the LVIA as visual receptors with high sensitivity. 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.	1	LVIA	Receptors	The LVIA (ES Chapter 7.0) acknowledges that canal users are acknowledged to be high sensitivity. In the vicinity of the Kronospan Site, the existing structures at the site and the adjacent railway embankment detract from the views available, and this reduces sensitivity to further visual change from a relatively short section of the canal where these well-established industrial features are conspicuous. For reference, in planning applications for various developments at the Kronospan Site made to WCBC (recent examples include WCBC Application Reference P/2022/0765 and WCBC Application Reference P/2022/1080), the accompanying LVIAs have identified the sensitivity of viewpoints along the canal corridor (which reflect the views available to all canal users) consistently as either 'medium' or 'medium to high'. No concerns were raised in respect of this by either WCBC or by consultees including Glandŵr Cymru.
127	Glandwr Cymru	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. We set out that we consider that the waterway and its users (boaters and towpath users) should be recognised as visual receptors with high sensitivity within the LVIA. The applicant does not agree with our comments on the LVIA sensitivity of receptors to be attributed to waterway users. Our comment that waterway users would be of high sensitivity was based on the proximity to the proposed development and scale of development proposed. At paragraph 4.2.17 the applicant appears to be relying on previous planning applications to establish and justify the sensitivity. We do not agree that this is the correct approach, not least because those are for different developments. Application P/2022/1080 was for a lorry park and associated development and was offset from the canal corridor and P/2022/0765 was a development for raw material silos up to 33m in height. If these were assessed as either 'medium' or 'medium to high' as part of the LVIAs for those developments, then the development on the scale now proposed should rightly be assessed as 'high' for canal users. This is especially given the scale of the development now proposed as part of this project and proximity to the canal corridor, with a building up 44m high and stack up to 95m and the associated likely visual impact from the canal corridor. As set out at paragraph 4.2.18, the sensitivity of each receptor will need to be determined and reasoned justification provided for all judgements, and we look forward to reviewing such justification in due course.	The applicant does not agree that users of the canal are of high sensitivity. The applicant's attention is drawn to comments from the Canal and Rivers Trust at appendix 1, within which they set out that the users are considered high sensitivity based on the scale of the development and the proximity to the canal. Previous applications referred to in the SCR were for alternative schemes. I see no reason to disagree with the Canal and Rivers Trust. Sensitivity should be determined on a case-by-case based on the development type, for example where key characteristics and qualities of the receptor are highly sensitive to change from the development type. The sensitivity of each receptor should be determined in accordance best practice guidance and reasoned justifications provided to support the assessment. The applicant should continue to liaise with the Canal and Rivers Trust on the methodology to inform the assessment. Should the applicant be unable to reach agreement it is essential the ES contains a robust rationale for the approach adopted, giving detail about the application of professional judgment where relevant.	2	LVIA	Receptors	As part of the LVIA, the sensitivity of each receptor has been determined in accordance with the methodology included in ES Appendix 7A, with reasoned justifications provided for all judgements that are made. This reflects the approach promoted by the GLVIA and also reflects the methodology that was appended to the EIA Scoping Report. ES Appendix 7A is clear that the presence of detracting features in the view may reduce susceptibility to change, and thus also reduce sensitivity. We note that the EIA Scoping Direction responses (including responses to the EIA Scoping Direction Addendum) make no comment upon the proposed methodology and thus are assumed to be in agreement with it. It is noted that the EIA Scoping Direction responses (including the EIA Scoping Direction Addendum) make no comment on the proposed methodology and thus are assumed to be in agreement with it. As set out in the GLVIA, the sensitivity of visual receptors does not relate to the type of development proposed but rather is informed by the activities of those receptors (i.e. people) and the visual amenity they are likely to experience at a given location, and the value placed upon the views available. Previous conclusions made regarding the sensitivity of canal users are thus relevant, as sensitivity is unlikely to change over time. The comments from Glandŵr Cymru in respect to the size/scale of proposed structures relate to the magnitude of change in view that would occur, rather than to the sensitivity of the receptor. Nevertheless, in the interests of avoiding unnecessary disputes with Glandŵr Cymru, a 'high' sensitivity has been allocated to canal users.
128	Glandwr Cymru	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.	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. 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.	1	LVIA	Mitigation	Refer to Section 7.6, ES Chapter 7.0 (LVIA) for details of mitigation measures, ES Chapter 3.0 (Alternatives) for details of alternative design approaches and to ES Appendix 3A (Colour Study) for visualisation material presenting different treatments for the appearance of the proposed development. As demonstrated by the viewpoint visualisation presented on ES Figures 7.2a-t and Figures 7.3a-d, the stack would be a slender feature and would be less prominent than other proposed structures and existing structures, and consequently its particular influence upon the surrounding area would be limited. In terms of the historic environment effects (see ES Chapter 8.0 (Historic Environment)), the Proposed Development would be consistent with the extant built form of the existing Kronospan Facility and no increased visibility is anticipated.

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129	Glandwr Cymru	We agree this topic (Historic Environment) should be scoped into the EIA. Glandwr 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.	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. 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.	1	Historic Environment	Historic Environment	Noted. ES Chapter 7.0 (LVIA) and ES Chapter 8.0 (Historic Environment) have been written in a collaborative manner as appropriate to ensure that there is an agreed and appropriately consistent approach (where relevant) in the assessments, particularly with regard to the WHS. An overview of proposed biodiversity mitigation and enhancement measures are described in Section 8.9, ES Chapter 8.0 (Historic Environment); however, such measures would not result in any reduction in historic environment effects, and no historic environment mitigation is considered necessary or is proposed.
130	Glandwr Cymru	This topic (biodiversity) 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.	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.	1	Biodiversity	Protected Species	The Biodiversity Assessment Report is included as DNS Supporting Document (DNS4-007). A Framework CEMP (DNS4-003) has been prepared by the Applicant and presents the approach and application of environmental management and mitigation for the construction of the Proposed Development. At the post-consent stage, and upon the appointment of a Principal Contractor (PC), detailed management plans will be produced by the PC and will form part of the suite of CEMP documents. The CEMP will be a live document, updated by the PC prior to commencement of and during the construction works as required.
131	Glandwr Cymru	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.	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.	1	Contamination and Groundwater	CEMP	A Framework CEMP has been prepared by the Applicant and presents the approach and application of environmental management and mitigation (including contamination) for the construction of the Proposed Development. At the post-consent stage, and upon the appointment of a Principal Contractor (PC), detailed management plans will be produced by the PC and will form part of the suite of CEMP documents. The CEMP will be a live document, updated by the PC prior to commencement of and during the construction works as required.
132	Glandwr Cymru	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.		1	Drainage	Drainage	Noted.
133	Glandwr Cymru	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.		1	Vibration	Vibration	Vibration from the construction and operation of the Proposed Development is considered at Section 5.7 and Section 5.10 of ES Chapter 5.0 (Noise and Vibration). ES Appendix 5I and Appendix 5K provide further analysis. The assessment shows that at closest approach the worst-case vibration would be below perceptible levels and therefore no impacts would occur at the canal.
134	Ministry of Defence	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 flight planning. Suggested condition wordings are set out in Appendix A.		1 and 2	Aircraft Safety	Aircraft Safety	Noted. The Applicant has sought specialist advice from Wind Farm Low Flying Aviation Consultants Ltd who have reviewed the MoD consultation response and provided a technical briefing note (see ES Appendix 4B) to further advise the Applicant. ES Appendix 4B concludes that the Proposed Development is not within LFA 7 but is within LFA 9 (a dedicated helicopter training area); military aircraft and helicopters are instructed to avoid built up areas (Congested Areas) such as those that the Proposed Development is sited in. As such, Appendix 4B recommends that two synchronised MoD specification infra-red lights are installed on the stack to ensure that flight safety would not be compromised.
135	Ministry of Defence	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.		1 and 2	Aircraft Safety	Aircraft Safety	Noted. The Applicant has sought specialist advice from Wind Farm Low Flying Aviation Consultants Ltd who have reviewed the MoD consultation response and provided a technical briefing note (see ES Appendix 4B) to further advise the Applicant. ES Appendix 4B concludes that the Proposed Development is not within LFA 7 but is within LFA 9 (a dedicated helicopter training area); military aircraft and helicopters are instructed to avoid built up areas (Congested Areas) such as those that the Proposed Development is sited in. As such, Appendix 4B recommends that two synchronised MoD specification infra-red lights are installed on the stack to ensure that flight safety would not be compromised.
136	Ministry of Defence	CONDITION 2 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. At this scoping stage, MOD representations are limited to the principle of the development only.		1 and 2	Aircraft Safety	Aircraft Safety	Noted. The Applicant has sought specialist advice from Wind Farm Low Flying Aviation Consultants Ltd who have reviewed the MoD consultation response and provided a technical briefing note (see ES Appendix 4B) to further advise the Applicant. ES Appendix 4B concludes that the Proposed Development is not within LFA 7 but is within LFA 9 (a dedicated helicopter training area); military aircraft and helicopters are instructed to avoid built up areas (Congested Areas) such as those that the Proposed Development is sited in. As such, Appendix 4B recommends that two synchronised MoD specification infra-red lights are installed on the stack to ensure that flight safety would not be compromised.
137	Ministry of Defence	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. 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.		1 and 2	Aircraft Safety	Aircraft Safety	Noted. The Applicant has sought specialist advice from Wind Farm Low Flying Aviation Consultants Ltd who have reviewed the MoD consultation response and provided a technical briefing note (see ES Appendix 4B) to further advise the Applicant. ES Appendix 4B concludes that the Proposed Development is not within LFA 7 but is within LFA 9 (a dedicated helicopter training area); military aircraft and helicopters are instructed to avoid built up areas (Congested Areas) such as those that the Proposed Development is sited in. As such, Appendix 4B recommends that two synchronised MoD specification infra-red lights are installed on the stack to ensure that flight safety would not be compromised.
138			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.	1	Population and Human Health	Population and Human Health	A Population and Human Health ES Chapter has been scoped into the ES. On-site workers have been included as a receptor in the Climate Change Resilience Assessment. The Climate Change Resilience Assessment can be found in ES Appendix 9B. The results of the Climate Change Resilience Assessment can be found in Section 9.4, ES Chapter 9.0 (Climate Change).
139			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.	1	Material Assets and Waste	Material Assets and Waste	All points outlined by PEDW have been actioned. The ES includes a dedicated assessment of waste, covering onsite waste, forestry waste, and refuse-derived fuels. It details volumes and weights of waste recovered both on- and off-site. A cumulative assessment has also been undertaken, including consideration of the recently approved oriented strand board (OSB) facility. Both positive and negative impacts have been assessed. Although the Scoping Direction refers to a chapter titled 'Material Assets and Waste', the commentary is specific to waste, so the chapter is consistent with that. The Proposed Development is not in a minerals safeguarded area so there is no impact on minerals as a material asset. The Waste Planning Assessment has been included as ES Appendix 10A.
140			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 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.	1	Climate Change	Climate Change	The GHG Emissions Assessment includes the net change from the baseline situation, including the change in vehicular trips and the change in which energy and heat are generated to power existing operations. The GHG Emissions Assessment can be found in ES Appendix 9C. The results of the GHG Emissions Assessment have been summarised in Section 9.5, ES Chapter 9.0 (Climate Change).
141			PEDW also support the intention to provide a Climate Change Resilience Assessment to inform this chapter of the ES.	1	Climate Change	Climate Change	Noted. The Climate Change Resilience Assessment can be found in ES Appendix 9B. The results of the Climate Change Resilience Assessment can be found in Section 9.4 ES Chapter 9.0 (Climate Change).
142			The applicant should refer to the pre-application advice issued by PEDW on 19 June 2024 for general advice relating to the application.	1	Pre-Application Advice	Pre-Application Advice	Noted. A summary of the consideration of the pre-application response is provided at ES Chapter 1.0 (Introduction).
143			Should the applicant wish to seek further design advice, the Design Commission for Wales (DCFW) offer a design review service: https://dcfw.org/ourservices/designreviewservice/	1	Design	Design	Noted.
144			PEDW confirm that the changed to the proposal remain consistent with the overall parameters of the previous iteration and that the EIA Scoping Direction remains relevant. It is expected that the development will follow an iterative design process following the outcome of surveys and consultation. The ES should describe the alternatives considered by the applicant.	2	Scoping Opinion	General	Noted. The evolution of the design is set out at ES Chapter 1.0 (Introduction), and ES Chapter 3.0 (Alternatives).

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145			Overall the aspects of the environment scoped in to the Environmental Statement as outlined in the original Scoping Direction remain unaffected. Following the submission of additional information, PEDW are satisfied that Geology, Hydrogeology and Contaminated Land can be scoped out of the ES.	2	Contamination and Groundwater	Contamination and Groundwater	The Scoping Direction Addendum (having considered the results of the Phase 1 Geo-Environmental Assessment issued to PEDW as supporting justification to scope this topic out of the ES) confirms its agreement that this topic can be scoped out. The Phase 1 Geo-Environmental Assessment Report is provided as a Supporting Document (DNS4-006) to this DNS application for completeness.
146			PEDW note the Phase 1 Geo-Environmental Assessment Report provided as an appendix to the SCR. NRW concur with the recommendations in the report, noting that planning conditions can control unsuspected contamination and secure a piling risk assessment. On the basis of the additional information provided, The SCR confirms that a CEMP will be provided to manage the potential risks to the environment from the construction phase, including a protocol for encountering unsuspected contamination. PEDW advise that a draft CEMP should be included as a technical appendix to the ES.	2	Contamination and Groundwater	CEMP	A Framework CEMP (DNS4-003) has been prepared by the Applicant and presents the approach and application of environmental management and mitigation (including contamination) for the construction of the Proposed Development. At the post-consent stage, and upon the appointment of a Principal Contractor (PC), detailed management plans will be produced by the PC and will form part of the suite of CEMP documents. The CEMP will be a live document, updated by the PC prior to commencement of and during the construction works as required.
147			<p>Section 2 of the SCR sets out changes to the proposed development since the Scoping Direction was issued. This includes increasing the proposed generation capacity from 30 megawatts (MW) to 40 MW of electricity. The proposed thermal energy generation capacity is to remain at 125 MW.</p> <p>The SCR also confirms changes to the sources of feedstock for the CHP, resulting in feedstockfor the proposed CHP facility being produced predominately (88.7%) by existing on-site processes. The SCR sets out an increase in feedstock from on-site process residues (bark, MDF and particleboard process residues) and fuel to be diverted from one biomass boiler to the CHP.</p> <p>The SCR states that the feedstock is no longer proposed to be from imported Grade C Waste Wood, Refuse Derived Fuel (RDF) or Forestry Residues. However, paragraph 2.3.5 of the SCR goes on to state that this results in a feedstock shortfall of 32,887 TPA, which is proposed to be met through a combination of the following:</p> <p>i) 50% (16,444 TPA) - The import of forestry brash for direct use in the proposed CHP facility. ii) 25% (8,222 TPA) - The import of Grade C waste wood for direct use in the proposed CHP facility. iii) 25% (8,222 TPA) - Increasing on-site production to generate further on-site process residues for indirect use in the proposed CHP facility.</p> <p>Paragraph 2.3.8 of the SCR also confirms that there would still be 7 HGVs (14 two-way journeys) per operational day. Based on the information in the SCR, feedstock is still proposed to be imported to the site. As the ES should be based on the worst-case scenario, the impact of importing waste must be included in the EIA. Further detail regarding the assessment of waste impacts is included in section 4 below.</p>	2	Material Assets and Waste	Material Assets and Waste	The import of waste has been assessed as part of this ES. The potential impacts of the import of waste relate primarily to transport, air quality, noise and vibration, and climate change. See the relevant ES chapters for reference to potential effects (for those topics).
148			<p>The SCR contends that significant effects would be unlikely as the feedstock is now proposed to be provided predominately by waste from on-site processes. Therefore, a separate Material Assets and Waste ES chapter would not be proportionate. PEDW confirm that an assessment of waste is required regardless of whether the waste is from on-site or off-site sources. Given the nature of the development as an energy from waste project, the development has the potential for significant waste impacts which must be assessed as part of the ES. PEDW direct that Material Assets and Waste should be scoped in to the ES.</p> <p>As noted in section 2 above, there still appears to be potential for off-site waste to be imported for feedstock. The ES should be undertaken on the worst-case scenario, therefore the impact assessment should be undertaken on the basis of a proportion of the feedstock from imported waste, as set out in the SCR.</p> <p>PEDW welcome that a Waste Assessment will be provided. PEDW reiterate that this should be included as a technical appendix to the ES, to support a proportionate ES chapter on waste.</p>	2	Material Assets and Waste	Material Assets and Waste	<p>All points outlined by PEDW have been actioned. The ES includes a dedicated assessment of waste, covering onsite waste, forestry waste, and refuse-derived fuels. It details volumes and weights of waste recovered both on- and off-site. A cumulative assessment has also been undertaken, including consideration of the recently approved oriented strand board (OSB) facility. Both positive and negative impacts have been assessed.</p> <p>Although the Scoping Direction refers to a chapter titled 'Material Assets and Waste', the commentary is specific to waste, so the chapter is consistent with that. The Proposed Development is not in a minerals safeguarded area so there is no impact on minerals as a material asset.</p>
149			PEDW welcome that a Waste Assessment will be provided. PEDW reiterate that this should be included as a technical appendix to the ES, to support a proportionate ES chapter on waste.	2	Waste Assessment	Waste Assessment	The Waste Planning Assessment has been included as ES Appendix 10A.
150			<p>The SCR states "The general consensus appears to be that a standalone Biodiversity ES chapter can be scoped out [...]" PEDW clarify that, as set out in the Scoping Direction, biodiversity is scoped in to the ES, however not as a standalone chapter. The ES must address the potential for noise and air quality impacts on off-site ecological receptors.</p> <p>PEDW support the provision of a Biodiversity Assessment Report (BAR) as proposed by the applicant. Whilst the SCR states that the BAR would not be part of the ES, it is noted that the report would include details of sensitive ecological receptors and an assessment of proximal impacts of noise. As biodiversity impacts from noise and air quality are scoped in to the ES, PEDW direct that the BAR should be appended as a technical appendix to the ES to support the assessment of biodiversity impacts within the Noise and Air Quality chapters.</p>	2	Biodiversity	Biodiversity Assessment Report	The Biodiversity Assessment Report is included as Supporting Document (DNS4-007) of the DNS application.
151			PEDW concur with the approach set out in the SCR regarding Vibration, Population and Human Health and Construction Environmental Management Plan.	2	Scoping Opinion	Topics Scoped In	Noted. As set out above, these topics are scoped into the ES and/or form part of the DNS application.