

Ref	Comment / Response	Beneficial or Adverse	Number of Responses Cited	Additional Comments / Suggestions	Applicant Response
A	The proposed would result in the loss of green space in and around the village of Chirk	Adverse	1		<p>The Proposed Development Site is on undeveloped land adjacent the existing Kronospan Facility. The Site is allocated as Green Wedge in the Wrexham Unitary Development Plan - an appraisal of the Proposed Development against national policy and local plan policy approach for Green Wedge/Barrier is provided in the Planning Statement.</p> <p>The Proposed Development Site is not designated as open space and the landscape of the Site does not have any such features, characteristics or qualities that require extra protection (as demonstrated by the findings of the Council's Special Landscape Areas Study).</p>
B	Any new access road should be for the purpose of an access road	Adverse	1		The justification for the lorry park, 132kV substation and roundwood storage areas, together with the proposed access road is provided in ES Chapter 3.0 (Alternatives) and ES Chapter 4.0 (Description of the Proposed Development).
C	Environmental impacts from dust	Adverse	16		<p>The Air Quality Assessment has considered the potential impacts associated with fugitive dust and vehicle exhaust emissions during the construction and operational phases of the Proposed Development.</p> <p>No unacceptable impacts on existing or future human health, amenity or ecological receptors have been identified to arise from the Proposed Development.</p> <p>Beneficial effects with respect to air quality are anticipated due to the HGV traffic no longer travelling past the residential areas down the B5070.</p>
D	Increase in noise impacts from the facility and lorries (including during the evening and bringing noise closer to homes)	Adverse	36		<p>A Noise and Vibration assessment has been undertaken of the Proposed Development. The assessment shows that there would be no significant impacts during the construction or operation of the Proposed Development following the implementation of appropriate mitigation.</p> <p>The introduction of the lorry park results in HGVs being able to avoid the need to travel through part of Chirk town centre and the assessment shows that road traffic noise levels would be perceptibly reduced for those receptors nearest to the existing entrance and north of the entrance off Holyhead Road. The Proposed Development therefore provides a beneficial effect with respect to noise.</p>
E	Increase in odours	Adverse	10		Refer to Reference Y below.
F	Increase in light pollution	Adverse	7		Lighting proposals are designed in accordance with current good practice and would ensure that any spillage of obtrusive light outside of the Site boundary would be minimised. The lighting assessment demonstrates that the Proposed Development would be compliant with residential receptor criteria, 'sky glow' criteria, and light spill criteria for particularly light sensitive bats undertaking commuting and foraging activities. Mitigation, including but not limited to luminaries with no upward lighting, careful selection, aiming and positioning of luminaries, use of low intensity LED modules, and minimising the task illuminance level.
G	Visual impacts from new development	Adverse	11	Provide bunding / planting around the development to help screen views and noise. Utilise a flat roof on the weighbridge building rather than pitched.	<p>A Landscape and Visual Impact Assessment has been undertaken of the Proposed Development. Significant visual effects would occur at only one of the 20 Viewpoints included in the LVIA, and this effect would occur in the short-term only. This significant effect would occur from a Viewpoint on the B5070 close to the location of the proposed new roundabout and would occur due to the changes to the highway corridor and loss of nearby tree cover. As new planting establishes, the intensity of the effects would reduce to non-significant levels.</p> <p>The flat roof would be more expensive and require more maintenance than a pitched roof and would have any influence on its visual impact from a LVIA perspective.</p>
H	Impact on the World Heritage Site	Adverse	10		An assessment of the proposed Development on the historic environment has been undertaken; the level of effect after the implementation of mitigation has been assessed as Slight/Moderate as the WHS Buffer Zone will be physically impacted by the Proposed Development.

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I	Impact on tourism of Chirk	Adverse	5		<p>No assessment has been undertaken of the impact on tourism as the potential for significant effects was scoped out; The Council has not requested such an assessment be provided for in its formal response to the request for pre-application advice submitted by the Applicant in 2020 and 2021. Impacts on the sense of arrival into the World Heritage Site are provided in the Heritage Impact Assessment (Appendix 6.3 and ES Chapter 6.0 (Historic Environment)).</p> <p>The principle of the Proposed Development is that it would be a benefit to the residents of Chirk by removing Kronospan HGV traffic from Holyhead Road which would have overall amenity benefits for local residents, improving on-site HGV parking provision and overall efficiency of ongoing operations. This would also have benefits for tourism by reducing the current impacts of Kronospan HGV movements.</p>
J	Impact on the Green Belt	Adverse	14		Please refer to Reference A above.
K	Impact on human health from dust	Adverse	13		Please refer to Reference C above.
L	Impact on human health from noise	Adverse	3		Please refer to Reference D above.
M	No offset to negative environmental impacts	Adverse	1		<p>Many of the mitigation measures have been embedded into the Proposed Development because of decisions made during the design of the scheme, and hence form part of the scheme for which planning permission is being sought; this includes the proposed landscaping scheme (Figure 4.3a) as well as other embedded mitigation measures identified in ES Chapters 5.0 - 8.0. In addition, further mitigation has been identified to further prevent, reduce, or offset adverse effects unavoidable by design; this includes noise walls, and certain restrictions for day-time working associated with roundwood storage works as well as other mitigation measures identified in ES Chapters 5.0 - 8.0. Kronospan has committed to enhancements including off-site planting (see Figure 4.3b) and a heritage fund for localised benefits which will be discussed further with relevant stakeholders and secured and delivered via Section 106 agreement.</p>
N	Scale of development inappropriate	Adverse	13		<p>Noted. The proposed location of the Proposed Development immediately adjacent the unitary development plan settlement limit/employment area (and the existing Kronospan Facility) would mean that it would be seen as a logical extension to the settlement limit/employment area. A Landscape and Visual Impact Assessment has been undertaken of the Proposed Development. No significant long-term visual effects would occur as the proposed landscape planting establishes. Please also refer to Reference G above.</p>
O	Other developments in the town have been refused due to not being in keeping with landscape	Adverse	3		Noted.
P	Increase in traffic	Adverse	8	Make use of railway to import wood rather than by road	<p>The principle of the Proposed Development is that it would be a benefit to the residents of Chirk by removing Kronospan HGV traffic from Holyhead Road which would have overall amenity benefits for local residents, improving on-site HGV parking provision and overall efficiency of ongoing operations. A Transport Assessment has been undertaken to demonstrate that there would be no increase in HGV traffic and that the capacity of the proposed roundabout and access road, and the surrounding highway network is sufficient.</p> <p>Kronospan has reduced their reliance on road transport by investing in improved rail sidings and thereby allowing more roundwood to be delivered to Site by train. However, the extent to which the use of rail can be increased in the future is limited by capacity issues on the local rail network. Some of the investments being made at Kronospan will also help reduce vehicle movements through more efficient product handling e.g. development of the raw board and paper warehouse. However, despite such initiatives there will be a continued requirement for transport of raw material and manufactured goods via road.</p>
Q	Loss of wildlife	Adverse	3		<p>An assessment of the impact on biodiversity and nature conservation has been undertaken; this demonstrates that the Site has relatively low ecological value and that significant effects would be unlikely to arise. There would be minor beneficial effects for notable and priority habitats, on-site habitats, birds, and bats once newly created habitats via the Illustrative Landscape Masterplan are established.</p>

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R	Impact on Special Landscape Area around Chirk	Adverse	6		<p>The Proposed Development would be well enclosed by proposed planting and by the proposed earth bund along the eastern perimeter. This would greatly restrict the influence that it would have outside of the Site boundary, including from within the remainder of the designation. In the wider context, the landscape of the SLA would undergo little change. The Site and its surroundings do not fall within the revised SLA boundary proposed as part of the emerging Local Development Plan.</p> <p>The landscape of the Site does not have any such features, characteristics or qualities that require extra protection (as demonstrated by the findings of the Council's Special Landscape Areas Study).</p>
S	Why is the substation necessary to deliver the road / lorry park	Adverse	4		<p>The proposed 132kV substation is not required to deliver the proposed access road/lorry park. However, the proposed substation would provide several benefits to Kronospan and the local community which are summarised in the Planning Statement - see also Reference T below.</p>
T	Pollution and carbon emissions / climate change impacts	Adverse	14		<p>The principle of the Proposed Development is that it would be a benefit to the residents of Chirk by removing Kronospan HGV traffic from Holyhead Road which would have overall amenity benefits for local residents:</p> <ul style="list-style-type: none"> <li>- reduced noise impacts;</li> <li>- improvements in air quality resulting from reduced exposure to vehicle emissions;</li> <li>- reduction in direct dust/particulates associated with deposits/emissions from HGVs</li> <li>- reduction in indirect dust/particulates mobilised by HGVs passing receptors.</li> </ul> <p>The proposed 132kV substation brings with it several benefits to the local community by reducing the demand on the local network, mitigating the potential for local network failure, improved reliability for other businesses and community facilities and enhancing the opportunity for EV charging and provision of local renewable energy in Chirk. A separate and dependable power supply on the Site would improve its operational efficiency, reduce the current dependence on the onsite fossil fuel-based generation facilities and enable the deployment of renewable technologies.</p>
U	Development is outside existing settlement boundary	Adverse	1		<p>The Proposed Development would require development outside of the existing settlement limit/employment area. The relative density of the existing Kronospan Facility and the presence and nature of the immediate surrounds means that the land to the north of the existing Kronospan Facility is the only practicable location for the Proposed Development. It is only by using the land to the north that the intended benefits of diverting HGV movements away from the main settlement would be realised. The proposed location of the Proposed Development immediately adjacent the settlement limit/employment area (and the existing Kronospan Facility) would mean that it would be seen as a logical extension to the settlement limit/employment area.</p>
V	Impact on property values	Adverse	6		<p>Effects on property prices is not a material planning consideration.</p>
W	Road Safety	Adverse	5		<p>There are no records of safety incidents on Holyhead Road relating to Kronospan traffic; it is well recognised that HGVs traffic has perceived and actual impacts on pedestrians and cyclists. Reducing the number of HGVs on the residential stretch of Holyhead Road would improve pedestrian and cyclist enjoyment and may encourage greater use by virtue of a perceived reduction in safety concerns.</p>
X	Benefits of reducing the number of lorries on the main road	Beneficial	86		<p>The principle of the Proposed Development is that it would be a benefit to the residents of Chirk by removing Kronospan HGV traffic from Holyhead Road which would have overall amenity benefits for local residents, improving on-site HGV parking provision and overall efficiency of ongoing operations. A Transport Assessment has been undertaken to demonstrate that there would be no increase in HGV traffic and that the capacity of the proposed roundabout and access road and the surrounding highway network is sufficient.</p>

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Y	Benefits through job protection / future creation	Beneficial	10		<p>Noted - the Proposed Development would not result in direct creation of additional jobs or result in additional activity; however, it is a significant objective of Vision 2025 and its ambitions to deliver a profitable and growing business, and reduce impact and support UK net zero targets.</p> <p>The Proposed Development would ensure the business can continue to meet customer demands in a competitive manufacturing environment, as well as delivering numerous environmental and social benefits. This investment would help to safeguard the significant direct and indirect employment opportunities supported by the business and the wider local and regional economic benefits which result from a major manufacturing business such as Kronospan.</p>
Z	Reduce HGVs parking on the road network	Beneficial	2		Noted - for inbound timber deliveries (which are managed via time slots - all other operations are managed by a shunting operation on-site - see Section 3.2 of ES Chapter 3.0 (Alternatives) for further details), wider delivery slots would be able to be created due to improved HGV parking facilities on the proposed lorry park which would help to reduce congestion of existing parking areas on the local trunk road network.
AA	Improve energy security (132kV substation)	Beneficial	1		Noted - Refer to Reference T above.
BB	Landscaping would minimise visual impacts	Beneficial	1		Noted - Refer to References G and M above.
CC	General support for Proposed Development	Beneficial	1		Noted.
DD	No impact on ecology/wetlands would enhance biodiversity	Beneficial	2		Noted - Refer to Reference Q above. The drainage scheme has been designed with biodiversity interests in mind in addition to the drainage function and would be managed to create a seasonally wet wetland habitat.