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FAO: Bobby Clayton

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Our Ref: 3046-1 ES

Planning Ref: P/2022/1080

Ref: North access road into the Kronospan Facility, lorry park, roundwood storage areas and associated structures, 132Kv substation, and ancillary works

Further to queries raised by the Enforcement Officer at Wrexham County Borough Council in respect of noise level increase from the Proposed Development for the Kronospan Site in Chirk, we advise comments below:

WCBC Query:

"I'm looking at the noise assessment for the above application which has modelled a slight rise in noise levels from the proposals for both day and night time. Usually we're against any increase, even minor, due to background creep. However, I am aware that this is an improvement in that it will divert HGV's off Holyhead Road prior to entering the village. Would it be possible to ask if the consultant can vary this report to show any difference in noise levels between the existing and planned situation?"

Response:

Chapter 8 of the ES (Noise & Vibration) provides detail of the relative impacts and noise level change predicted from the Proposed Development based on the highest levels likely to be produced at nearest sensitive receptors (NSRs) to the Site.

In terms of the noise impact from road traffic from the Proposed Development, which is one of the key improvements that this development provides to the local residents, is represented in Tables 8.27 and 8.28 of the chapter. This shows that the Proposed Development would provide an improvement in noise levels of circa 2dB(A) during daytime and more significantly a reduction of between circa 2dB(A) to 7dB(A) during night-time periods. The Proposed Development therefore provides an improvement in noise levels from the intermittent but regular effect of HGV movements through the village particularly north of the existing

Kronospan entrance. The assessment shows that this improvement in real terms provides a noticeable change at NSRs.

In respect of the noise from the Proposed Development, to put the predicted noise levels into context with general ambient noise at NSRs (i.e. in terms of LAeq average levels), we have provided below Tables 1 and 2, which shows the comparison.

Table 1: Predicted Noise Contribution from Proposed Development during Daytime (with additional mitigation measures proposed)

Receptor Position (Refer to Figure 8.1)	Time Period (0700-2300 hours)	Predicted Noise Level from Site LAeq _{1hr} dB	Baseline Sound Level LAeq _{1hr} dB	Difference Between Predicted Noise & Existing Ambient LAeq dB
R1. Receptors off Wern & Offa (east at Lodgevale Park)	Daytime	40-43	57	-17 to -14
R2. Receptors off Old Black Park Road (northeast)	Daytime	46	61	-15
R3. Afon Bradley Farm (northwest)	Daytime	46	51	-5
R4. Bryn Hyfryd (south)	Daytime	47	58	-11
R5. West View (southeast)	Daytime	28-40	57	-29 to -17
R5. George Street (southeast)	Daytime	34	40	-6
R6. New Hall Farm (west)	Daytime	29	48	-19
R7. Canal & Marina (west)	Daytime	41-44	51	-10 to -7

Table 2: Predicted Noise Contribution from Proposed Development during Night-time (with additional mitigation measures proposed)

Receptor Position (Refer to Figure 8.1)	Time Period (2300-0700) hours)	Predicted Noise Level from Site LAeq _{15mins} dB	Baseline Sound Level LAeq dB	Difference Between Predicted Noise & Existing Ambient LAeq dB
R1. Receptors off Wern & Offa (east of Site at Lodgevale Park)	Night-time	42-43	52	-10 to -9
R2. Receptors off Old Black Park Road (northeast)	Night-time	46	55	-9
R3. Afon Bradley Farm (northwest)	Night-time	46	49	-3
R4. Bryn Hyfryd (south)	Night-time	46	53	-7
R5. West View (southeast)	Night-time	32-41	52	-20 to -11
R5. George Street (southeast)	Night-time	34	37	-3
R6. New Hall Farm (west)	Night-time	28	47	-19
R7. Canal & Marina (west)	Night-time	41-42	49	-8 to -7

The above tables show that the noise generated by the Proposed Development is generally well below existing ambient noise levels at NSRs, which shows its effect is not significant.

If we then compare the cumulative effect of all projects being progressed by Kronospan and the Proposed Development with the ambient noise (in terms of average LAeq), the following results are shown in context.

Table 3: Predicted Noise Contribution from Proposed Development & Cumulative Development (with Additional Noise Mitigation Measures)

Receptor Position (Refer to Figure 8.1)	Time Period	Predicted Cumulative Site Noise Level LAeq,T dB	Baseline Sound Level LAeq,T dB	Difference Between Predicted Noise & Existing Ambient LAeq dB
R1. Receptors off Wern & Offa (east – Lodgevale Park)	Daytime Night-time	41-44 43-44	57 52	-16 to -13 -9 to -8
R2. Receptors off Old Black Park Road (northeast)	Daytime Night-time	46 46	61 55	-15 -9
R3. Afon Bradley Farm (northwest)	Daytime Night-time	46 46	51 49	-6 -3
R4. Bryn Hyfryd (south)	Daytime Night-time	47 46	58 53	-11 -7
R5. West View (southeast)	Daytime Night-time	41 42	57 52	-16 -10
R5. George Street (southeast)	Daytime Night-time	37 37	40 37	-3 0
R6. New Hall Farm (west)	Daytime Night-time	38 38	48 47	-10 -9
R7. Canal & Marina (west)	Daytime Night-time	43-45 43-44	51 49	-8 to -6 -6 to -5

The above results show that in general terms the cumulative noise level remains well below the ambient noise levels at NSRs. The level at George Street (southeast) is at a similar level to ambient but it is important to note that a level of 37dB LAeq is very low and not significant.

The Noise and Vibration ES Chapter provides impacts relative to background noise (i.e. LA90, the level that is exceeded for 90% of the time) which relates to the 'troughs' of noise in the constantly changing noise environment and the results set against the lower 10% of overall transient levels are assessed and the results show a slight impact and minor effect, which is not significant.

On the basis of the above analysis, we are of the opinion that the noise and vibration effects of the Proposed Development is not significant, and it provides a positive benefit to local residents from road traffic impacts.

Yours sincerely,

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