



KRONOSPAN, CHIRK

PLANNING APPLICATION FOR THE DEVELOPMENT OF AN ORIENTED STRAND BOARD PRODUCTION FACILITY

DESIGN AND ACCESS STATEMENT

JUNE 2018



Chester Office | Well House Barns | Chester Road | Bretton |
Chester | CH4 0DH

South Manchester Office | Camellia House | 76 Water Lane |
Wilmslow | SK9 5BB

t 0844 8700 007 | e enquiries@axisped.co.uk

CONTENTS

FOREWORD

1.0 INTRODUCTION

- 1.1 Scope of the Application
- 1.2 The Site and Its Context
- 1.3 Proposed Development

2.0 ACCESS AND MOVEMENT

- 2.1 Vehicular Access and Movement to the Site
- 2.2 Movement Within the Site
- 2.3 Pedestrian Access and Movement

3.0 DESIGN

- 3.1 Introduction
- 3.2 Character and Context
- 3.3 Layout
- 3.4 Scale
- 3.5 Appearance
- 3.6 Key Views from outside the site
- 3.7 Sense of Arrival to the World Heritage Site
- 3.8 Conclusion

4.0 COMMUNITY SAFETY

- 4.1 Introduction
- 4.2 Site Maintenance and Environmental Controls

5.0 ENVIRONMENTAL SUSTAINABILITY

- 5.1 Approach to Environmental Sustainability

6.0 CONCLUSION

FOREWORD

On 1 June 2009, the Welsh Government introduced a requirement for planning applications for major development to be accompanied by a Design and Access Statement (DAS). The legislative requirement is set out in the Town and Country Planning (Development Management Procedure (Wales) (Amendment) Order 2016 (2016 No. 59 (W. 29)).

Design and Access Statements are intended to be a tool to explain the design rationale for a development proposal. Statements typically include a written description and justification of the development proposal and may contain photographs, maps and drawings. The level of detail required will vary depending on the complexity of the proposal.

This document provides a description of the design and access issues considered during the design of the Proposed Development of an Oriented Strand Board production facility comprising the vertical extension of the existing press hall building and the provision of a new OSB blending building located within the south western corner of the Kronospan site. The aim of this statement is to explain the design principles and concepts that have been applied to the proposal including the accessibility, environmental sustainability, character, community safety and movement within the development, and how these issues have been addressed.

In preparing this DAS, consideration has been given to the following documents:

- Planning Policy Wales (Edition 9, November 2016);
- Technical Advice Note 12: Design (TAN 12) (2016) and accompanying Guidance on Design and Access Statements (2016);
- Technical Advice Note (TAN) 24: The Historic Environment (2017);
- Design Commission for Wales (2014) Design and Access Statements in Wales;
- Wrexham Unitary Development Plan 1996-2011;
- Wrexham Local Development Plan 2013 – 2028 ‘Deposit Plan’ (2018);
- Local Planning Guidance Note 33: Pontcysyllte Aqueduct & Canal World Heritage Site; and
- Welsh Assembly Government leaflet: Design and Access Statements¹.

¹ <http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/desandaccess/?lang=en>

1.0 INTRODUCTION

1.1 Scope of the Application

- 1.1.1 This Design and Access Statement has been prepared in support of a planning application made by Kronospan Limited (hereafter referred to as Kronospan) for the development of an Oriented Strand Board (OSB) production facility. The OSB production facility comprises a vertical extension to part of the existing press hall building and the provision of a new OSB blending building.

1.2 The Site & Its Context

- 1.2.1 TAN 12 Paragraph 3.2 states that *“appreciation of the site’s context, and the development of a vision and agreed design objectives must be established and remain central to the evolutionary [design] process.”* Paragraph 4.5 goes on to state *“the local context will highlight distinctive patterns of development or landscape where the intention will be to sustain character”*.
- 1.2.2 The location for the Proposed Development is within the existing Kronospan manufacturing site. The Kronospan site is located on land adjacent to Holyhead Road (the B5070), Chirk and covers a total area of approximately 40 hectares.
- 1.2.3 The Kronospan site comprises of a number of large industrial process buildings including air emissions stacks, storage areas for raw materials, warehouse buildings for manufactured products, offices and car parking. The Proposed Development would be located within the south western corner of the Kronospan site, adjacent to existing large industrial style buildings.
- 1.2.4 A number of other process buildings are located in the site including: a saw mill; formalin plant and the secondary product manufacturing facility (Kronoplus) which produces laminate flooring and worktops.
- 1.2.5 The site car park, reception building, weighbridge and main site offices are located in the south eastern corner of the site to the east of the MDF/Particleboard manufacturing buildings.

-
- 1.2.6 The western perimeter of the Kronospan site is formed by the Shrewsbury to Chester railway. Improved railway siding facilities have been constructed within the Kronospan site to enable an increased volume of timber to be imported by rail. The Llangollen Canal is located to the west of the railway line. Water is abstracted from the canal for use in the manufacturing process. The eastern perimeter of the site is formed by Holyhead Road (B5070). An earth bund, planted with trees, has been developed along the eastern perimeter of the site in order to reduce the visibility of the site operations from neighbouring properties on Holyhead Road.
- 1.2.7 A sewerage pumping station and one residential property, owned by Kronospan, are located to the immediate north of the site. To the immediate south of the site is the Mondelez (Cadbury's) factory and the Chirk recreational ground.
- 1.2.8 The main residential area of Chirk is located to the east of the site with residential properties lining the majority of the eastern side of Holyhead Road. Chirk town centre is located approximately 500m to the south east of the site.
- 1.2.9 The wider area beyond the urban settlement of Chirk is dominated by agricultural fields and woodland. Chirk Castle and its grounds are located to the west of the site, beyond the Llangollen Canal.
- 1.2.10 The site location is illustrated in Figures 1 and 2.

Figure 1: Site Location



Figure 2: Planning Application Boundary



Please refer to drawing 2197-01-01 for the scaled application boundary plan.

1.3 Proposed Development

- 1.3.1 Section 2.0 of the Planning Statement (PS) provides a detailed description of the layout and design of the Proposed Development. It describes the processes that would take place at the facility and includes a description of the construction methods involved in delivering the development and outlines the need and benefits of the scheme. The layout of the Proposed Development is shown on Figure 3 below.
- 1.3.2 The proposed vertical extension is 54m in length, 30.6m wide and would provide an additional circa 27,264.6³ volume to the existing press hall. The existing building has a maximum height of 11.5m and would be raised to 28m. This element of the development would include the reconstruction of the existing building within the footprint of the development to facilitate the vertical extension.
- 1.3.3 The proposed OSB blending building would be located to the west of the existing press hall and would be 34.6m in length, 23m wide and 33.2m in height.
- 1.3.4 The Proposed Development is a functional development that would house equipment required for the OSB production process. The height of the proposed press hall extension and the new OSB building has been dictated by the need for the equipment to be fed by gravity. Additionally, an underpass is required beneath the blending building to provide access to existing operational areas of the site, including emergency access to these areas.
- 1.3.5 The Proposed Development would enable OSB to be manufactured at the Chirk site, this product is currently manufactured at European Kronospan sites and imported to the UK to meet customer needs. Along with the other developments taking place at the site as part of Kronospan 2020, the Proposed Development would contribute to long term sustainability of the facility.

This architectural site plan illustrates the layout of the NISCA Base Auxiliary Building and its surrounding infrastructure. The plan includes the following elements and annotations:

- Existing Structures:**
 - NISCA Base Auxiliary Building:** The main structure, shown with a red outline and internal grid lines.
 - Existing 100' Fire Shop:** Located to the left of the main building.
 - Existing 100' Fire Shop:** Another structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A third structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fourth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fifth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A sixth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A seventh structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** An eighth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A ninth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A tenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** An eleventh structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twelfth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fourteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fifteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A sixteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A seventeenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** An eighteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A nineteenth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twentieth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-first structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-second structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-third structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-fourth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-fifth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-sixth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-seventh structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-eighth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A twenty-ninth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirtieth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-first structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-second structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-third structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-fourth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-fifth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-sixth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-seventh structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-eighth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A thirty-ninth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fortieth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-first structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-second structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-third structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-fourth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-fifth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-sixth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-seventh structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-eighth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A forty-ninth structure to the left, near the parking lot.
 - Existing 100' Fire Shop:** A fiftieth structure to the left, near the parking lot.
- Proposed Structures:**
 - Proposed 100' Fire Shop:** A new structure to the left of the main building.
 - Proposed 100' Fire Shop:** Another new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A third new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fourth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fifth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A sixth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A seventh new structure to the left of the main building.
 - Proposed 100' Fire Shop:** An eighth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A ninth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A tenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** An eleventh new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twelfth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fourteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fifteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A sixteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A seventeenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** An eighteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A nineteenth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twentieth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-first new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-second new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-third new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-fourth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-fifth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-sixth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-seventh new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-eighth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A twenty-ninth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirtieth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-first new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-second new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-third new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-fourth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-fifth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-sixth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-seventh new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-eighth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A thirty-ninth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fortieth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-first new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-second new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-third new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-fourth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-fifth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-sixth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-seventh new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-eighth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A forty-ninth new structure to the left of the main building.
 - Proposed 100' Fire Shop:** A fiftieth new structure to the left of the main building.
- Other Features:**
 - Parking Lot:** Located to the left of the main building.
 - Access Road:** A road running along the left side of the main building.
 - Utility Lines:** Indicated by dashed lines across the site.
 - Orientation:** A north arrow pointing towards the top right of the plan.
 - Scale:** A scale bar indicating distances in feet.
 - Annotations:** Various notes and dimensions provided for the structures and site features.

2197-01 / KRONOSPAN OSB FACILITY
DESIGN AND ACCESS STATEMENT
JUNE 2018

2.0 ACCESS AND MOVEMENT

2.1 Vehicular Access and Movement to the Site

2.1.1 The Proposed Development would not result in any change to the existing site access arrangements.

2.1.2 The site is accessed via a T-junction with Holyhead Road (B5070) which runs in a north south direction to the east of the site. The B5070 meets the A5 approximately 1.5km to the north of the site via a roundabout junction, known as Whitehurst Roundabout. Approximately 1km to the east of this roundabout the A5 forms a junction with the A483. The A483/A5 provide links north to Chester, west to Llangollen and south to Shrewsbury. To the south of the site access the B5070 leads to the A5 via Chirk town centre, this route is restricted to non-HGV traffic.

2.1.3 Round wood is used for the production of OSB. This would be delivered to the site via rail and HGV deliveries. The transport effects of the Proposed Development are assessed in Appendix D. In summary the OSB production facility would result in a net increase in daily HGV loads of 91 vehicles (one way). Based on current delivery profiles this would equate to just 11 additional two-way HGV movements during the AM network peak hour (5 in / 6 out), falling to 8 movements during the PM peak period. This represents a maximum of 1 additional HGV movement every 6 minutes. Kronospan would utilise the existing rail head to deliver a significant proportion of the round wood used in the manufacture of the OSB, with the equivalent of circa 10,000 HGV loads being delivered per year by rail.

2.2 Movement Within the Site

2.2.1 The round wood delivered to the site would be dispatched at the proposed log offloading and handling facility. From here it would be processed within the proposed chipping and flaking facility. The routes used by HGVs delivering logs to the yard would be the same as for ongoing site operations. Access to existing operational areas, including emergency access, would be maintained via an underpass beneath the blending building. As such there would be no additional disruption or impediment to movement of plant within the site as a result of the Proposed Development.

2.3 Pedestrian Access and Movement

- 2.3.1 The arrangements for pedestrian access at the site are carefully considered to create as safe a working environment as possible for those working at and visiting the site. Pedestrian routes are clearly identified within the site and all pedestrians are required to wear appropriate high visibility clothing. The proposed delivery arrangements and manufacturing proposals would not affect pedestrian access and movement.

3.0 DESIGN

3.1 Introduction

3.1.1 The Welsh Government's Technical Advice Note (TAN) 12: Design was published in March 2016 and provides the objectives of a development with regard to character. These are:

- “sustaining or enhancing local character;
- promoting legible development;
- promoting a successful relationship between public and private space;
- promoting quality, choice and variety; and
- promoting innovative design.”

3.1.2 A Landscape and Visual Impact Assessment and Cultural Heritage Appraisal (Appendix B and C of the Planning Statement respectively) has been undertaken to assess the effects of the Proposed Development on the local landscape character and on the assets of heritage value in the vicinity of the site. The Heritage Appraisal focuses on the visual interaction of the Proposed Development on nearby designated heritage assets and follows the assessment principles set out in Planning Policy Wales Edition 9 (2016), Setting of Historic Assets in Wales (2017) and TAN 24 The Historic Environment (2017).

3.1.3 Local planning policies and local planning guidance have also been considered with regards to the influence of the Proposed Development on local landscape character. The relevant local policy and guidance is as follows:

- The Development Plan - Wrexham Unitary Development Plan 1996-2011 (February 2005)
 - Policy GDP1: Development Objectives
 - Policy EC7: Conservation Areas
- Local Planning Guidance Note No. 26 – Landscape and Industrial Development
- Local Planning Guidance Note 33 - Pontcysyllte Aqueduct & Canal World Heritage Site

-
- Wrexham Local Development Plan (2013 - 2028) - Deposit Plan (March 2018)

3.1.4 A detailed appraisal of the development within the context of the aforementioned policies and guidance is provided in the Planning Statement. The assessment concludes that the Proposed Development would meet the policies and objectives set out in these documents. The following sections set out the key factors considered when designing the facility to ensure that the relevant guidance and policies were taken into account.

3.2 Appearance

3.2.1 An elevation of the OSB production area is shown in Figure 4. It is proposed that the materials used in the construction of the facility would be as follows:

- Steel framed external cladding to eaves
- Steel sheeting to eaves would be Plasticol coated and Olive Green in colour
- Roof would be Plasticol coated and Olive Green in colour with 15% Rooflights
- All flashings would be Olive Green.

3.2.2 As described in the LVIA, the colour and materials of the Proposed Development have been chosen in order to reduce the visual impact of the facility, and this decision has been informed by a recent colour study undertaken to inform the revised submission of application P/2017/0699 (proposed development of a log offloading facility and flaker facility and refurbishment of the existing chipper). It is proposed that the OSB buildings would be clad in a recessive, dark green colour, which would reduce their visual prominence from certain vantage points, and consequently reduce adverse visual effects. However, it is recognised that at certain times of year, in certain weather conditions, and when the Proposed Development is viewed from some local receptors, the effect of Olive Green cladding would not be as effective. As such, it is proposed that the final colour of the Proposed Development could be agreed through condition and Kronospan

would welcome the opportunity to come to mutual agreement with the Local Planning Authority on this point.

3.3 Character and Context

3.3.1 The Proposed Development would be located within the established Kronospan site, which covers an area of approximately 40 hectares at the western edge of Chirk. The site includes various buildings/structures, timber stock piles and items of plant pertaining to existing on-site operations. Some of the buildings are large in mass and height and include tall and bulky chimney stacks. The tallest existing structure on the site is the combined heat and power (CHP) biomass plant stack which is 70m in height.

3.3.2 The site has been in operation since the 1970s. A considerable expansion of the site took place during the 1980s, when an adjacent factory was acquired by Kronospan. The Proposed Development is part of an ongoing improvement programme to secure the long term economic viability of the manufacturing facility and deliver environmental improvements at the site.

3.3.3 The existing Kronospan site is a notable component of the local landscape. Its presence exerts a particular influence in the vicinity of Chirk, where the land rises to both east and west, creating a shallow valley. Beyond this, the contribution of the site to landscape character is very limited; with both topography and tree cover restricting its influence to occasional longer views.

3.3.4 As shown on the photomontages, particularly the photomontage E showing the view from Green Lane, the use of Olive Green cladding would mean that the new structures would not stand out against the vegetated back drop.

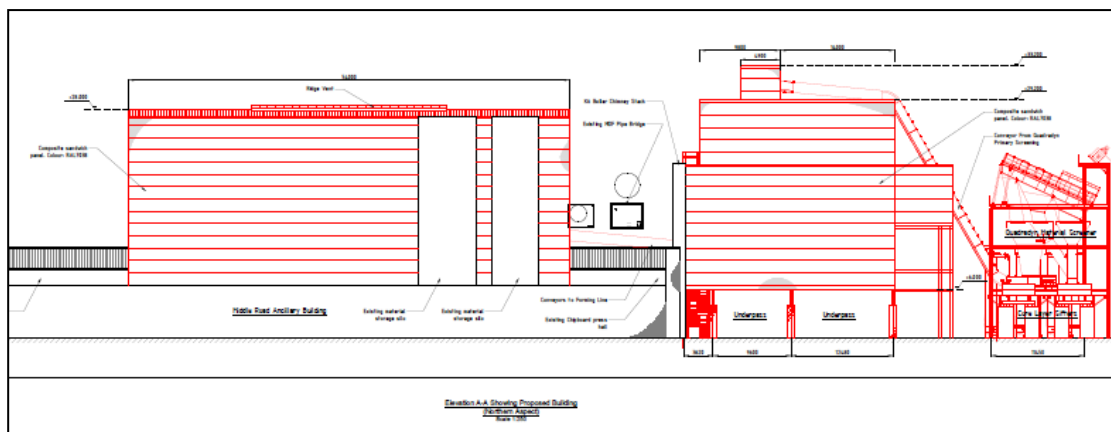
3.4 Layout

3.4.1 The location of the Proposed Development within the site has been dictated by process requirements relating to the positioning of existing equipment and manufacturing infrastructure and the location of the existing press hall.

3.5 Scale

- 3.5.1 The proposed OSB production area has been sized to accommodate the forming station and press and other equipment associated with the OSB manufacturing process. The heights of the OSB blending building and press hall extension are required in order for the material to be fed by gravity into the blender and on to the forming and press lines.
- 3.5.2 The Proposed Development would sit amongst buildings and plant of a similar or larger scale. In this context, the additional presence of the Proposed Development would be unremarkable and would result in little or no appreciable change to the nature of the existing influence of the Kronospan site upon its surroundings.

Figure 4:
Oriented Strand Board Production Area Elevations



Please refer to drawing 2197-01-02 for scaled elevations

3.6 Key Views From Outside The Site

- 3.6.1 A detailed Landscape and Visual Impact Assessment and Heritage Assessment have been submitted in support of the planning application which provide further information on the key views from outside the site.
- 3.6.2 Figure 5 provides a series of photomontages showing how the Proposed Development would be seen from key views outside the site. The Landscape and Visual Impact Assessment contains a full suite of views from the surrounding area in a larger format. The viewpoints shown in Figure 5 demonstrate how the Proposed Development would be barely

visible and would always be experienced as part of the wider industrial development at Kronospan, both visually and in respect of its influence upon the surrounding landscape character. The use of dark green cladding would also reduce the adverse visual effect of the development. The addition of the Proposed Development would be unremarkable in terms of visual impact and would result in little appreciable change to the existing influence of the Kronospan Site upon the surrounding area.

- 3.6.3 The existing vegetation cover located around the Kronospan site perimeter would continue to provide effective screening of views from nearby locations in Chirk. Furthermore, a Long Term Landscape Management Strategy has been submitted to the Council pursuant to a planning condition on a recent consent. This Long Term Landscape Management Strategy would provide additional screening of the Proposed Development.
- 3.6.4 The Proposed Development would not be visible from within the World Heritage Site (WHS) but would be visible from within the WHS buffer zone. From within the buffer zone the Proposed Development would always be viewed in combination with the existing Kronospan site and would not add to the vertical or horizontal extent of the factory. The surrounding landform and vegetation cover would provide significant screening. Where visible, the Proposed Development would always appear subordinate to the existing taller structures on Site.
- 3.6.5 The tallest existing structures at the Site are intermittently visible for an approximately 1km stretch of canal north of the canal cutting. The Applicant has approached the Canal and River Trust offering the provision of planting in order to further screen the Site from the canal, however at the time of writing they had not received any response to this offer.

Figure 5: Photomontages of the Proposed Development
Viewpoint A



Viewpoint B



Viewpoint C



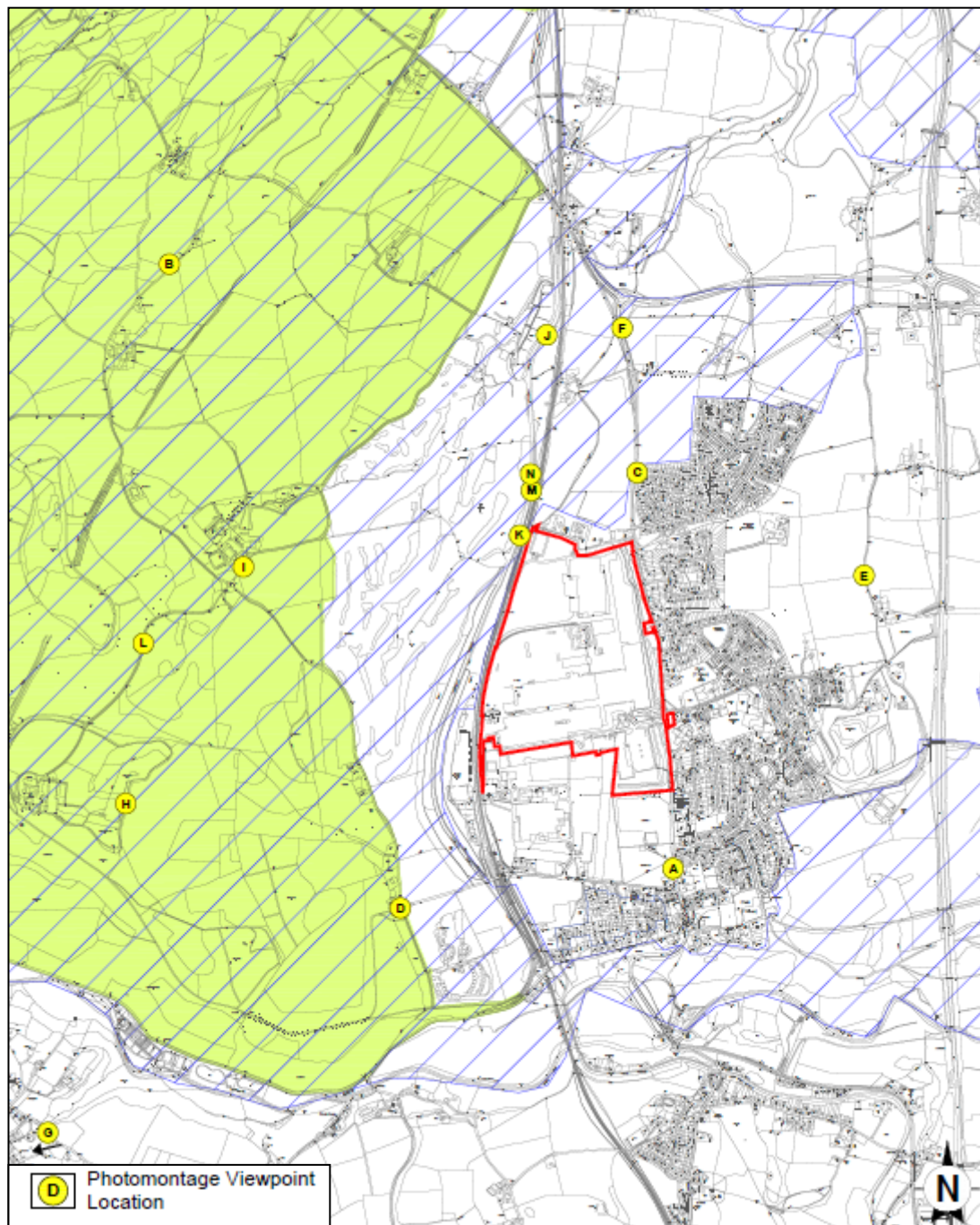
Viewpoint D



Viewpoint E



Direction of views



3.7 Sense of Arrival to the World Heritage Site

- 3.7.1 The Proposed Development would not be visible from the A5/B5070. However, the existing structures at Kronospan are evident from this road although views are intermittent due to screening provided by vegetation.

The A5/B5070 does not give any strong sense that the WHS is near, nor does it pass through the most attractive parts of the buffer zone.

3.8 Conclusion

- 3.8.1 The Proposed Development would be introduced into an existing large-scale industrial site that is an established influence upon the town of Chirk and the surrounding rural area. Views of existing tall, bulky structures at the Kronospan site are commonplace within the study area and their presence is an established part of the character of the landscape.
- 3.8.2 Several of the existing structures are considerably taller and bulkier than the Proposed Development. In this context, the additional presence of the Proposed Development would be unremarkable and would result in very little material change to the nature of the existing influence of the Kronospan site upon its surroundings.

4.0 COMMUNITY SAFETY

4.1 Introduction

- 4.1.1 The application site is within a large industrial area which is subject to strict safety controls and site security. The Kronospan site has a prominent Security Control Point from which access and egress can be monitored. Members of the public (i.e. not employees or HGV drivers) are not permitted to access the site unless by prior arrangement. This is to ensure the safety of all staff and visitors.

4.2 Site Maintenance and Environmental Controls

- 4.2.1 In addition to the above, site maintenance and environmental controls would be managed in compliance with the existing Environmental Permit (EP) at the site which is currently enforced by Wrexham County Borough Council and is soon to be transferred to Natural Resources Wales. The EP seeks to ensure that protocols and procedures are implemented in order to ensure the efficient operation of the plant such that the potential of the facility to impact adversely on the local community is significantly minimised. The effectiveness of these processes is monitored by WCBC on a regular basis.

5.0 ENVIRONMENTAL SUSTAINABILITY

5.1 Approach to Environmental Sustainability

- 5.1.1 Sustainability has been an integral element of the project from the start of the design process. The Proposed Development would result in Kronospan being able to produce a new product at the site, contributing to the long term economic viability of the manufacturing facility. OSB is a low cost environmentally beneficial alternative to plywood, going forward we believe this product is vital in the UK for future house building requirements. The improvements proposed as part of the Kronospan 2020 programme would provide an overall improvement to the environmental sustainability of the site.

6.0 CONCLUSION

- 6.1.1 An appraisal of the design and access considerations of the Proposed Development has been undertaken in accordance with Town and Country Planning (Development Management Procedure (Wales) (Amendment) Order 2016 and best practice guidance.
- 6.1.2 The Proposed Development has been designed to reflect the other industrial structures which it would sit adjacent to. Accordingly, the Proposed Development would not be out of character with its setting. Accessibility of the facility has been taken into account and no issues or concerns have been identified in this regard.
- 6.1.3 Appraisals of the influence of the Proposed Development on the setting and character of the local area have been undertaken. The proposal would have no significant adverse impact on community safety, access, movement or character of the area.
- 6.1.4 The Proposed Development would enable Kronospan to compete effectively with rival wood-based panel manufacturing companies across Europe, contributing to the economic sustainability of this important local business. The Proposed Development forms part of the Kronospan Vision 2020 programme which would deliver overall environmental improvements to the site.