
KRONOSPAN, CHIRK

**PROPOSED BUILDING EXTENSION TO HOUSE A NEW
MELAMINE FACING (MF) PRESS, FOLLOWING THE
DEMOLITION / RELOCATION OF THE EXISTING MF
DEPARTMENT'S VENTILATION SYSTEM, HYDRAULIC
OIL AND DIESEL STORAGE TANKS, A VEHICLE
FILLING STATION, GARAGE SERVICE BUILDING AND
OTHER ASSOCIATED INFRASTRUCTURE**

DESIGN AND ACCESS STATEMENT

April 2016

This document has been prepared in support of the planning application for a building extension to create a new melamine facing (MF) press building at Kronospan's Chirk site, on behalf of Kronospan Limited. The application has been co-ordinated by AXIS with technical input from NVC Acoustics with regards to potential noise impacts.

The axis logo, consisting of the word "axis" in a white, sans-serif font, centered within a solid blue square.

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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 Existing Arrangements

3.0 CHARACTER

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

4.0 COMMUNITY SAFETY

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 to be accompanied by a Design and Access Statement (DAS), whilst the current legislative requirement is set out in the consolidated Town and Country Planning (General Development Procedure) (Wales) Order 2012 (SI 2012 No.801 (W.110)).

This is a legislative requirement and applies to all planning applications (outline and full) except for:

- Engineering and mining operations;
- Householder applications; and
- Changes of Use (An Access Statement is still required in most cases).

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 development of the proposed development of an extended melamine facing (MF) building at the Kronospan site. The aims of this statement are 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 8, January 2016);
- Technical Advice Note 12: Design (TAN12) (2014);
- Design Commission for Wales (2014) Design and Access Statements in Wales;
- Wrexham Unitary Development Plan 1996-2011; 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 erection of a building to house a new melamine facing (MF) press, following the demolition / relocation of the existing MF department's ventilation system, hydraulic oil and diesel storage tanks, a vehicle filling station, garage service building and other associated infrastructure.

1.2 The Site & Its Context

1.2.1 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.

1.2.2 The Kronospan site comprises 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 to the north of the existing MF building and to the south of the Saw Mill.

1.2.3 A number of other process buildings are also located in the northern half of the site including: a saw mill; formalin plant and the secondary product manufacturing facility (Kronoplus) which produces laminate flooring and worktops.

1.2.4 The site car park, reception building, weighbridge and main site offices are located in the south eastern corner of the site to the south of the MDF/Particleboard manufacturing buildings.

1.2.5 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.

- 1.2.6 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.
- 1.2.7 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.
- 1.2.8 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.
- 1.2.9 The site location is illustrated in Figures 1 and 2.

Figure 1: Site Location

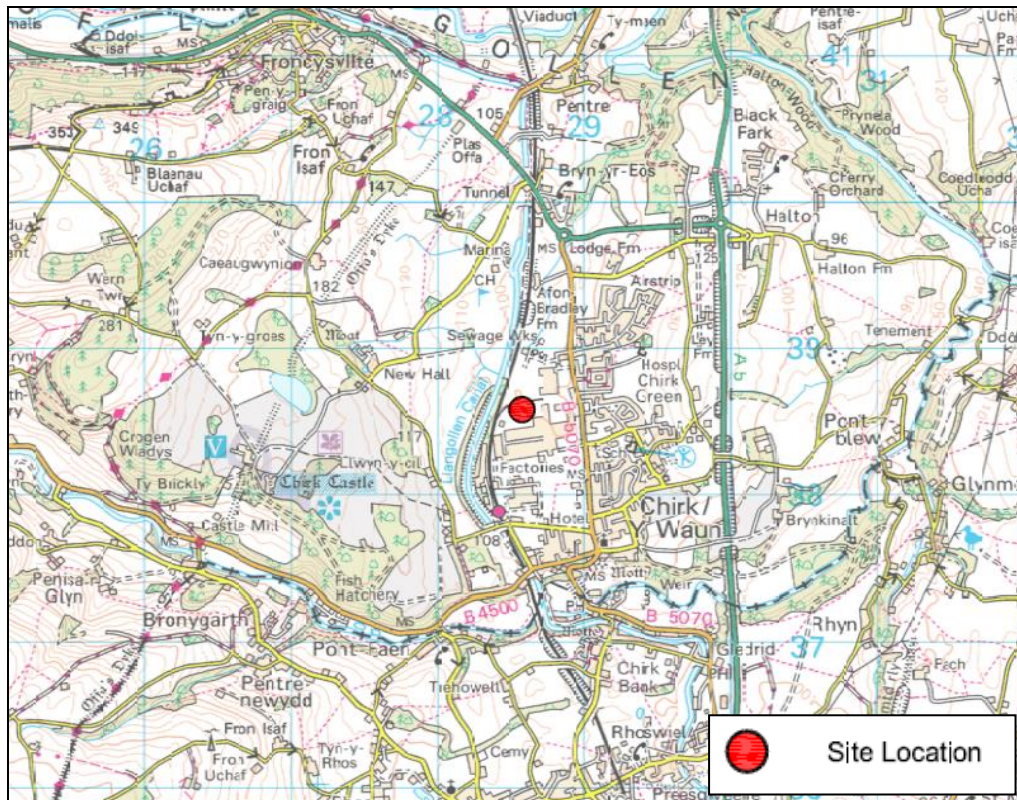


Figure 2: Planning Application Boundary



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 development comprises the following key elements:

- the demolition / relocation of hydraulic oil and diesel storage tanks, a vehicle filling station, garage service building and other associated infrastructure;
- the extension of a building to house a new melamine facing (MF) press; and
- the relocation of the existing MF department's ventilation system to the roof of the extended MF press building.

1.3.3 The MF building extension will be 318m in length, 29m in width, 8.5m in height to eaves and 11.5m to ridge. The ventilation system which will be installed to the roof of the building extension will be 13.5m in height, making the maximum height of the building and ventilation system, 25m above ground level.

1.3.4 The building is required to accommodate the expansion of the existing MF department to allow for an additional MF press to be installed. This will bring benefits to the business as described in the following section. The ability to install a new press has arisen from the company restructuring the process flow of operations within this section of the site. This has also allowed the process to become more automated, eliminating the need for internal forklift vehicle movements of raw board from the chipboard and MDF processes to the MF process lines.

The site plan illustrates the proposed development at 1000 West 10th Street. A legend in the top left corner identifies black lines as 'Existing' and red lines as 'Proposed'. The plan shows a large rectangular building footprint with a red outline, situated between West 10th Street to the north and West 11th Street to the south. To the east of the main building is a 'Drive-In Dealer Storage and Loading Area' and a 'Softstanding' area. A 'Formerly Paved' area is located to the north of the main building. A 'Derrick' is shown near the center of the site. The plan also depicts 'Existing' and 'Proposed' parking areas, including a 'Proposed' parking lot to the west of the main building. Surrounding streets include West 10th Street, West 11th Street, and West 12th Street. A north arrow is located in the bottom right corner.

2.1 Access Arrangements

2.1.1.2 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.

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- 2.1.3 The existing railhead and sidings within the site are used to import timber for the manufacturing process.

2.2 Movement

- 2.2.1 The ability to install a new press has arisen from the company restructuring the process flow of operations within this section of the site. This has also allowed the process to become more automated, eliminating the need for internal forklift vehicle movements of raw board from the chipboard and MDF processes to the MF process lines.

3.0 CHARACTER

3.1 Introduction

- 3.1.1 The Welsh Government's Technical Advice Note (TAN) 12: Design was published in July 2014 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 The proposed development is considered to meet the above objectives through the incorporation of the recommended design solutions described below.

3.2 Character and Context

- 3.2.1 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 normally operational stack on the site

extends to 65.5m above ground level. 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.

3.2.2 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 character is very limited; with both topography and tree cover restricting its influence to occasional longer views. The proposed development would always be experienced in this landscape context and as such, its particular influence upon character would be minimal.

3.2.3 The influence of the proposed development upon the setting of cultural heritage assets would not be significant. Given the presence of the existing development on-site, the limited change in view that would take place from some assets would exert minimal or no influence upon the heritage significance of these assets or upon the Outstanding Universal Value of the Pontcysyllte Aqueduct & Canal World Heritage Site.

3.3 Layout

3.3.1 The location of the development within the Kronospan site was established at the outset of the project as it forms an additional MF press, it should be located adjoining the existing MCF building.

3.3.2 Other reasons for the proposed layout configuration include:

- ensuring the proposed building and plant meet process requirements;
- minimising the footprint of the facility;
- establishing a logical and efficient process layout for the buildings; and
- location close to the interconnecting plant, e.g. the saw mill and MDF process building.

3.4 Scale

3.4.1 The proposed MF building has been sized to accommodate the required additional press and to be consistent in height with the existing MF building.

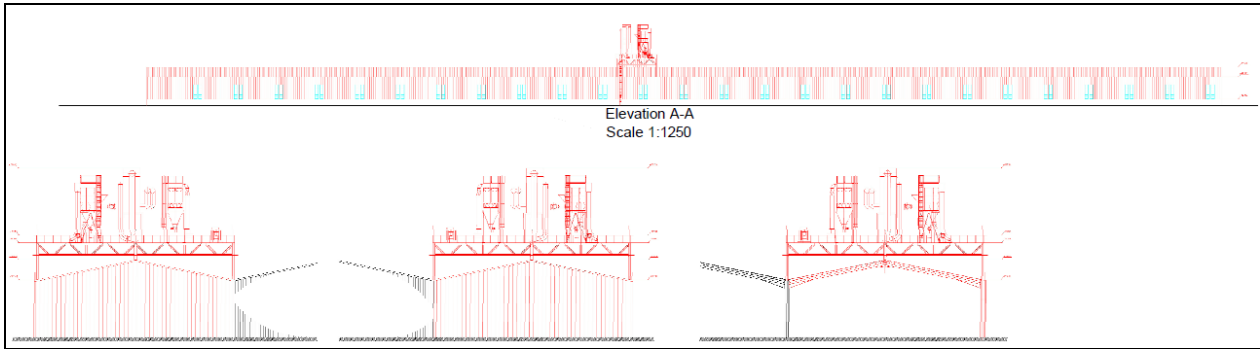
3.4.2 In addition to the above, the proposed development would be in-keeping with its industrial context, being comparable and well-related to the scale of the surrounding buildings.

3.5 Design & Appearance

3.5.1 The colour and materials of the facility have been chosen in order to reduce the visual impact of the facility. The plant would be located close to existing established buildings at the Kronospan site and as such the colour and material used would be similar to those of adjacent buildings and structures. The elevations of the building extension are identified on Figure 4 below. It is proposed that the materials used in the construction of the building will be as follows:

- Pre-cast concrete walls to a height of 2m to be self coloured
- Steel sheeting from +2m to eaves will be Coverworld CW32/1000 (swaged) - Plasticol coated and Goosewing Grey in colour
- Roof will be Coverworld CR32/1000 (swaged) - Plasticol coated and Goosewing Grey in colour with 15% Rooflights
- All flashings will be Goosewing Grey
- 8No. Pairs of Glazed windows in the North face, size TBC but approximately 2m wide x 6m high (per window) frame colour RAL 5010 blue
- Personnel doors will be powder coated steel - colour RAL 5010 blue
- Roller Shutter doors will be Goosewing Grey

Figure 4: MF Building Elevations

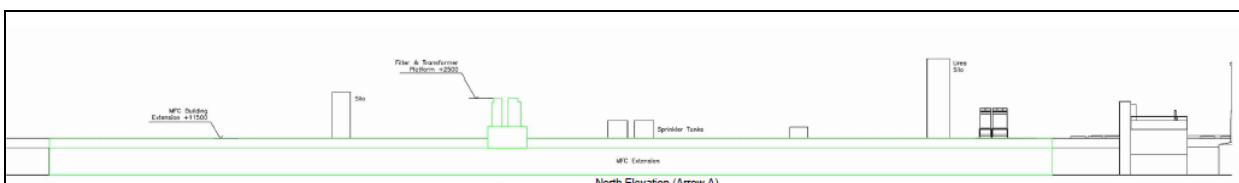


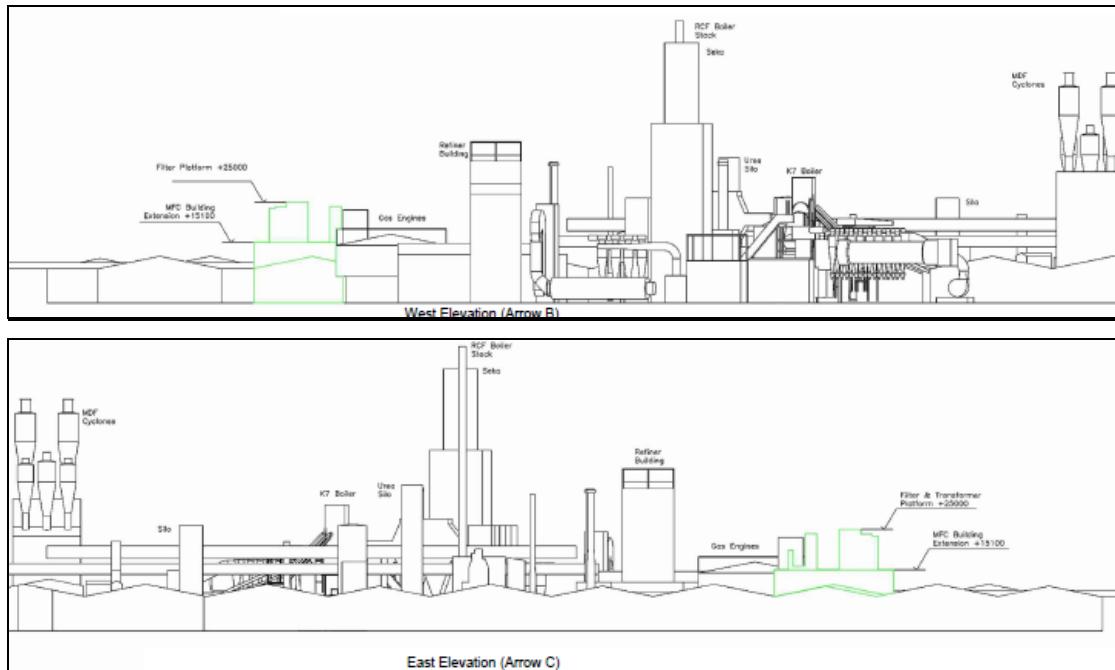
3.6 Key Views from outside the site

3.6.1 The extent of visibility of the proposed development would be no greater than that of the existing development at the Kronospan site. As is evident from Figure 5 below, the proposed development would always be viewed in the context of the existing development and would be less evident than the existing tall bulky chimneys. Additionally, the local landform and vegetation cover would screen views from many locations, restricting visibility.

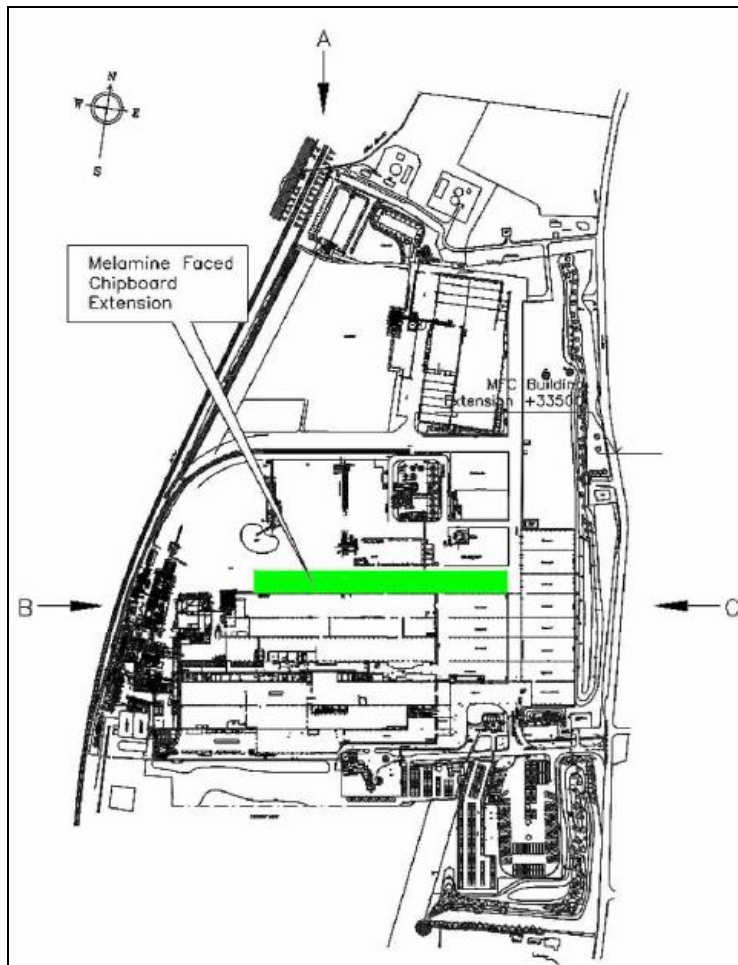
3.6.2 The proposed development would be visible from points within the World Heritage Site (WHS) boundary and within the buffer zone in the context of the existing views into the site from this area, where development is already conspicuous. The presence of the proposed development would, whilst clearly visible from some locations, not appreciably affect the visual inter-relationship between the WHS and the surrounding area, which inform its setting.

Figure 5: Schematic Views of the Proposed Development against existing plant





Direction of views



3.7 Sense of Arrival to the World Heritage Site

- 3.7.1 The proposed development would potentially be visible from the A5 / B5070 north of Chirk. The development would be visible in close proximity from the railway. The development may also be visible from Chirk Marina.
- 3.7.2 The A5 / B5070 do not give any strong sense that the WHS is near, nor do they pass through the most attractive parts of the buffer zone. The presence of the WHS is far more obvious from the railway and the Marina, but in both cases the existing development at Kronospan is already present and forms part of the visual experience.

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 enforced by Wrexham County Borough Council. (WCBC) 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 site is undergoing a number of environmental and efficiency improvements of which the proposed development forms part.

5.1.2 The proposed new MF press would increase the operational efficiency of the site and allow Kronospan to continue to compete effectively with rival wood-based panel manufacturing companies across Europe.

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 (General Development Procedure) (Wales) Order 2012 and best practice guidance.

6.1.2 The proposal would have no significant adverse impact on the community, environment, public safety or the transport network. Construction Methods will also minimise impact during works being undertaken.