Kronospan 132kV Cable Installation

Planning Statement

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1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

1.1.1 This Planning Statement has been prepared in support of a planning application made by Kronospan Limited (hereafter referred to as 'Kronospan') for the installation of two 132kV circuits and two fibre cables (hereafter referred to as 'the Proposed Development') between the existing Scottish Power Energy Networks (SPEN) Legacy to Oswestry 132kV wood pole overhead line and the Kronospan 132kV substation (the latter approved under planning permission P/2022/1080). Further details of the Proposed Development are provided at **Section 3.0** of this Planning Statement.

1.2 Project Background

1.2.1 Kronospan manufactures and distributes wood-based panels at the Kronospan Facility, Holyhead Road, Chirk, and is a leading manufacturer of products including Particleboard (PB), Medium Density Fibreboard (MDF), laminate flooring, and orientated strand board (OSB).

1.2.2 It is Kronospan's intention to ensure that the Chirk manufacturing site remains a world leading production site. Several projects have been delivered as part of the Kronospan Vision 2020 and Vision 2025 investment and development programme, and they allow Kronospan to deliver continued environmental improvements at the site (see **Section 2.0** for further details). Future developments are intended to consolidate this and make further improvements to ensure the business remains sustainable at the site.

1.2.3 As part of the Kronospan Vision 2025 investment and delivery programme, Kronospan submitted a planning application (planning reference P/2022/1080) to Wrexham County Borough Council (WCBC) for an access road to the north of the existing Kronospan Facility, as well as a lorry park, weighbridges, weighbridge car park and facilities block, roundwood storage areas, a 132kV substation, and ancillary works (hereafter referred to as the 'North Access Road'). Planning permission was granted on XX Month 2025.

1.2.4 This application seeks to provide the electrical connection to enable the operation of the consented 132kV substation referred to above.

1.3 The Existing Kronospan Facility and its Surroundings

The Existing Kronospan Facility

1.3.1 The entirety of the existing Kronospan Facility covers an area of approximately 40 hectares (ha), with approximately 14ha of this developed with industrial buildings and plant. Several industrial process facilities are in the western half of the Facility which are used to process, sort and dry the raw wood materials used in the manufacture of MDF and PB.

1.3.2 Several process buildings are in the northern half of the existing Kronospan Facility including: a sawmill, formalin plant and the secondary product manufacturing facility (*Kronoplus*) which produces laminate flooring and worktops.

Consented Kronospan Projects

1.3.3 The development of the existing Kronospan Facility is ongoing, reflecting changes in industrial processes and in market conditions. Planning permission has been granted for the following developments which are either recently completed, under construction, or planned to be constructed in the near future:

- An oriented strand board (OSB) Facility (granted 14 August 2019 under appeal reference APP/H6955/A/19/3227571) at the western extent of the existing Kronospan Facility; the OSB Facility is currently under construction.
- A new warehouse building (granted 13 April 2022 under planning reference P/2021/0725) in the north-east part of the existing Kronospan Facility, which will deliver 15,029 sq.m. of floorspace (GEA). This planning permission also includes a new sprinkler tank between the northern extent of *Kronoplus* and the existing Kronospan Facility's northern boundary.
- An extension to the existing main warehouse building to create a covered loading yard and storage area to facilitate site operations (granted 04 July 2022 under planning reference P/2022/0336).

- The erection of a new building to form engineering stores, a dedicated apprentice workshop, an access track around the new structure and ancillary works (granted 07 November 2022 under planning reference P/2022/0615).
- The erection of two raw material silos, extension to the existing chip preparation building, and the erection of three silos and associated works (granted 09 January 2023 under planning reference P/2022/0765).
- A proposed new access road (North Access Road), lorry park, weighbridge, 132kV substation and associated infrastructure on land immediately north of the existing Kronospan Facility (granted at Planning Committee subject to legal agreement under planning reference P/2022/1080).

1.3.4 Outside of the existing Kronospan Facility (and the land associated with planning permission P/2022/1080 to which this planning application would provide a connection to), there are no further planning permissions known to the Applicant that would interact with this planning application.

Wider Site Context

1.3.5 Chirk is a small town off the A5 and just north of the England-Wales border (within Wales). The residential areas of the town mostly lie east of the B5070, with the existing Kronospan Facility to the west of this road. On the western side of the B5070, to the south-east of the existing Kronospan Facility is an area of greenspace comprising a private sports club (immediately south of the Kronospan car park) and Chirk Recreation Ground. The larger structures within the existing Kronospan Facility are visible from the recreation ground, but other structures are very well screened from view by intervening vegetation cover. Chirk town centre lies south-east of the existing Kronospan Facility and includes various commercial and community buildings and areas of public open space.

1.3.6 The wider area is rural. The landform falls steeply, from the hills to the west towards the much lower-lying Shropshire Plain to the east. Local variations in topography are evident, with a marked rise to a ridge east of the town.

1.3.7 The western perimeter of the existing Kronospan Facility is formed by the Shrewsbury to Chester railway. Further west, the land rises towards the foothills of the Welsh mountains. The Llangollen Canal forms part of the Pontcysyllte Aqueduct

and Canal World Heritage Site (WHS). In addition to recognised heritage value, the canal corridor is an important recreational route; water is also abstracted from the canal for use in the Applicant's manufacturing process. Beyond the canal, settlement is sparse, and land cover comprises a mixture of pasture and small woodlands. Chirk Castle and its associated grounds (Grade 1 registered) are a notable feature within the landscape. The Castle is owned by the National Trust and is a well-known and well-frequented visitor destination. The Offa's Dyke Path National Trail runs in a broadly north-south direction further to the west, with views available east over the lower ground. Much of this area falls with the boundary of the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB).

1.3.8 A sewerage pumping station and one property, owned by the Applicant, are to the immediate north of the existing Kronospan Facility; immediately north of this is the site of the proposed North Access Road and associated development referred to above. Further north, the land undulates before falling into the steep valley of the River Dee approximately 1.6km north of the existing Kronospan Facility. The canal (WHS) runs due north before turning westwards along the southern lip of the valley. The northern side of the valley is urbanised, with a string of contiguous small villages at Cefn.

1.3.9 To the immediate south of the existing Kronospan Facility is the Cadbury's (Mondelez) factory, the Chirk AAA sports ground and the Chirk recreational ground. Further south, the steep sided valley of the River Ceiriog cuts through the surrounding hills 1.8km to the south of the existing Kronospan Facility. Parts of the valley slopes are well wooded. The Llangollen Canal crosses the valley via the Chirk Aqueduct, which forms part of the WHS. The Ceiriog Trail recreational route runs along the southern lip of the valley.

1.3.10 The eastern perimeter of the existing Kronospan Facility is formed by Holyhead Road (B5070). An earth bund, planted with trees, has been developed along the eastern perimeter of the facility to reduce the visibility of Kronospan operations from neighbouring properties on Holyhead Road (B5070).

1.3.11 An undulating agricultural landscape extends east of Chirk. The A5 corridor runs north-south in what is almost a straight line along the eastern edge of a ridge approximately 1km east of the existing Kronospan Facility. The Brynkinallt estate

(Grade II* Registered Park and Garden) is bisected by the road. The wholly separate Brynkinallt Park lies west of the road, at the eastern edge of Chirk, on reclaimed colliery land. The existing Legacy to Oswestry 132kV overhead line is further east, approximately 1.6km from the A5, and approximately 2.7km from the consented Kronospan 132kV substation.

1.4 The Applicant

1.4.1 The Applicant is Kronospan Limited which has been operating for 53 years (manufacturing for 50 years) at its site in Chirk, Wales. It is the world's leading manufacturer of wood-based panels using advanced technology and has pioneered many of the industry's key advances. The products produced have a wide application across the flooring, furniture, and refurbishment industries.

1.4.2 Kronospan is the UK's leading manufacturer of high-quality wood-based panels and associated products and has been operating in the UK since 1970, and the operation in Chirk was the first outside of Austria. The primary products manufactured by Kronospan at the Chirk site are PB and MDF, from which a number of secondary products are produced such as laminate flooring, worktops and melamine faced boards.

1.4.3 The Kronospan manufacturing facility is a major local employer within WCBC with the site at Chirk employing over 600 staff. It is estimated that the facility also provides indirect employment to 6,000 people in industries relating to the manufacturing and supply chains associated with the operations at the site.

1.5 Pre-Application Consultation

1.5.1 The Applicant has held preliminary discussions with WCBC (Highways, Tree, and Conservation Officers) regarding the principle of the Proposed Development and localised environmental features/constraints to consider during the development of the detailed design. Based on those preliminary discussions, there was no objection in principle to the identified cable routes adopting a predominantly highway installation.

1.5.2 A request for formal pre-application advice (dated 09 May 2025) was submitted to WCBC to establish:

- The principle of the Proposed Development.
- The suitability of the cable routes identified.
- Agreement that the Proposed Development does not constitute EIA development.
- The scope and content of this planning application including the proposed scope of the supporting technical/environmental assessments.
- The main policy considerations that should be addressed in this planning application.
- Any notable local issues that should be considered.
- Any other issues or concerns regarding the Proposed Development.

1.5.3 WCBC provided its pre-application advice (see **Appendix A**). A summary of the WCBC pre-application advice, and associated action, is provided below.

Table 1.1 – Summary of WCBC Pre-Application Advice

WCBC Comment	How Addressed
Summary of relevant Development Plan policies provided.	See **Section 5.0** and **Section 6.0** of this Planning Statement.
Validation information as follows: 1. Completed application form. 2. Site location plan with the land subject to the application edged red. Any land within the applicant's ownership adjoining or nearby should be outlined on the same plan in blue (1:1250/1:2500 scale). 3. Detailed proposed elevation plans scale 1:50 and 1:100 respectively. 4. Existing and proposed block plans 1:200/1:500 scale. 5. Green Infrastructure Statement and a Net Biodiversity Gain plan.	Validation information as follows: 1. Provided separately via Planning Portal. 2. Provided separately. 3. Provided separately. 4. Provided separately. 5. See Technical Appendix 6. 6. Provided separately. 7. See Technical Appendices 4 and 5.

WCBC Comment	How Addressed
6. Planning application fee (refer to fee schedule online). 7. Ecology report. 8. Tree and hedgerow impact assessment. 9. Highway Technical Note (HTN) and supporting information. 10. Landscape and visual impact assessment.	8. See Technical Appendices 2, 3, and 4. 9. See Technical Appendix 8. 10. See Technical Appendix 7.
Outline scope of HTN including but not limited to: 1. Virtual drive to make notes and observations regarding feasibility. 2. Review proposals in context of the adopted highway boundary extents and the land registry map search. 3. Existing highway conditions. 4. Size and length of construction vehicles and swept path analysis. 5. Daily vehicles movements for construction and mitigation measures. 6. Visibility splays and speed limits. 7. Parking arrangements during construction. 8. Requirement for any condition surveys. 9. Discuss traffic management measures (including Section 50) with WCBC Traffic Team Leader. 10. Construction Traffic Management Plan is likely to be a planning condition.	See Technical Appendix87.

WCBC Comment	How Addressed
11. Liaise with the Welsh Government as required due to proximity to the national highway network.	
No objection in principle from WCBC Conservation (Historic Built Environment) Team. Clarification is required in relation to whether the 'Grade II Telford Milestone' is to be moved or not. Further clarification is also required with regards to the impact and route close to the Brynkinallt Tunnel, and why is this the only route available, and can a minor deviation not be included to avoid impacting on this significant element of the estate's history of use. Overall, though they accept that the cables proposed would be installed below ground and would on completion of the works, would be invisible, an approach which is welcomed and could be supported subject to the clarification in relation to the above points. Clwyd Powys Archaeology has indicated that they have no direct archaeological issues with the proposed works, although they consider that Cadw should be consulted in respect of any formal planning application due to potential impacts on the Brynkinalt registered park (PGW(C)15(WRE)) which lies directly south of proposed cable routes 1 and 2.	See Technical Appendix 1.
Clwydian Range and Dee Valley AONB raise no objection.	Noted.
WCBC Tree Officer states that the proposal will need to be supported with appropriate arboricultural information in the form of an assessment undertaken in accordance with BS5837:2012 'Trees in Relation to Demolition, Design and Construction'. The tree survey must include a retention assessment of all qualifying trees of value located	See Technical Appendices 2 and 3.

WCBC Comment	How Addressed
within influencing distance of any proposed groundworks or installations. The survey is to include an Impact Assessment and a tree constraints plan (TCP) with root protection areas (RPA) offset in response to adjacent man-made or topographical influences. The survey should be undertaken by a qualified, competent arborist. The survey and impact assessment should also include a provisional assessment of affected hedgerows.	
All new developments will only be permitted where there is no adverse effect on the integrity of the River Dee and Bala Lake SAC in particular through the treatment of wastewater. To ensure no adverse effect on the integrity of the River Dee and Bala Lake SAC, development creating wastewater discharges will be required to demonstrate there is no increase in phosphorus levels in the SAC. The drainage hierarchy should be considered with the first presumption being connection to the public sewer system. Upon receipt of an application, the detail will be reviewed by Dwr Cymru who will confirm if there is hydraulic capacity within the network to accommodate the foul flows and also within the terms of the phosphate permit issued.	The Proposed Development will not generate any new wastewater.
The principle of the development as indicated in detail in support of your pre-application request appears to be acceptable subject to the detail as outlined above.	Noted.

1.5.4 A separate Pre-Application Consultation (PAC) Report has been prepared which sets out the approach to statutory pre-application consultation undertaken in accordance with The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2012 (subsequently amended in 2016. The

PAC report also summarises the responses received and how the responses have been addressed (where relevant) in the planning application.

1.6 Environmental Impact Assessment

1.6.1 Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the EIA Regulations) lists categories of developments for which EIA is mandatory, whilst Schedule 2 lists categories of development for which EIA may be required depending upon, inter alia, whether the development is likely to have significant environmental effects.

1.6.2 The Proposed Development does not fall under Schedule 1 or Schedule 2 of the EIA Regulations. This has been accepted by WCBC in its pre-application advice (see **Section 1.5** above). Therefore, the Proposed Development is not EIA development, and an Environmental Statement is not provided as part of this planning application.

1.7 Scope of the Planning Application

1.7.1 The planning application comprises the following:

- Planning Application Form and Certificates
- Site Location Plan/Statutory Plan
- Planning Application Drawings
    - Route Planning – Key Plan Drawing (EDES-1249-101-002A-P02)
    - Route Planning (EDES-1249-101-002-P02-Sheets 1-19)
    - HDD Arrangement at SED 2 (C3156-PBU-PRO-01 Rev0)
    - HDD Arrangement at SED 4 (C3156-PBU-PRO-02 Rev0)
    - HDD Arrangement at SED 6 (C3156-PBU-PRO-03 Rev0)
    - H-Pole Cable Terminal (LDT-ENA-435016 Rev C Sheets 1-2)
- This Planning Statement and supporting Technical Appendices comprising:
    - Technical Appendix 1: Historic Environment Assessment (HEA).
    - Technical Appendix 2: Arboricultural Impact Assessment (AIA).
    - Technical Appendix 3: Arboricultural Method Statement (AMS).
    - Technical Appendix 4: Ecological Impact Assessment (EcIA).
    - Technical Appendix 5: Information to Inform a Habitats Regulations Assessment (Shadow HRA).
    - Technical Appendix 6: Green Infrastructure Statement (GIS).

- Technical Appendix 7: Landscape and Visual Appraisal (LVA).
- Technical Appendix 8: Highways Technical Note (HTN).
- Technical Appendix 9: Trial Hole Information.
- Technical Appendix 10: Ground Investigation Report.

1.8 Structure of this Planning Statement

1.8.1 Following on from this introduction, the remainder of this Planning Statement is organised to the following structure:

- Section 2.0 provides an overview of the Kronospan Vision 2025 (need case) and the benefits of the Proposed Development.
- Section 3.0 provides a description of the Proposed Development.
- Section 4.0 provides a summary of the potential environmental effects resulting from the Proposed Development.
- Section 5.0 provides an overview of the planning policy relevant to the Proposed Development.
- Section 6.0 provides an appraisal of Proposed Development against relevant planning policy.
- Section 7.0 provides the summary and conclusions.

2.0 NEED AND BENEFITS OF THE PROPOSED DEVELOPMENT

2.1 Introduction

2.1.1 This section of the Planning Statement provides an overview of the Kronospan Vision 2025 (need case) and the benefits of the Proposed Development.

2.2 Kronospan Vision 2025

2.2.1 Following on from Kronospan's Vision 2020, the company has embarked on the delivery of Vision 2025 (see **Appendix B**) which is constructed around strategic goals, each with a series of objectives and detailed work streams.

2.2.2 Vision 2025 will adapt the site at Chirk to changes in the UK market for wood-based panel products ensuring it is able to sustainably fulfil the requirements of its customers and stakeholders. Some of the larger projects planned to deliver Vision 2025 (excluding those already described at **Section 1.3** above) include:

- North Access Road.
- 132kV connection and solar plant.
- Electrification of the forklift truck (FLT) fleet.
- National network of 'Urban Forest' timber recycling centres.

2.2.3 Sustainability sits at the core of Kronospan's Vision 2025 strategy and has become a cornerstone of the Company's forward strategy. In delivering Vision 2025 the Company is seeking to achieve:

- Economic sustainability – delivering a profitable and growing business.
- Environmental improvement – reducing our impact and supporting UK Net Zero targets through production of sustainable products and operations.
- Social benefit – maximising the value of our teams and developing our role in the community.

2.2.4 Supporting the Vision 2025 strategy will be an annually published Environmental Social Governance (ESG) report for Chirk, assessing the Company's performance against the ESG targets in development through Vision 2025.

2.3 Benefits of the Proposed Development

2.3.1 As set out in the Planning Statement submitted with planning application P/2022/1080, the manufacturing processes which take place at the existing Kronospan Facility require large quantities of heat and electricity; the high voltage electricity network in this part of Wales is sub-standard for the level of demand it is required to meet. Subsequently, Kronospan is only licensed to draw approximately 55% of their total demand from the grid; to meet its power demands, safeguard against the fragility of the local electricity grid, and reduce the risk of the local grid hindering manufacturing efficiency, Kronospan has installed its own power generation facilities (biomass and gas engines/turbines) facilities.

2.3.2 Kronospan has been working with the Distribution Network Operator (DNO) to identify how the current local grid issues can be resolved. This has resulted in the proposal to develop a new 132kV substation (and associated 132kV cable connection subject to this planning application) which would enable Kronospan to connect directly into the strategic SPEN 132kV overhead line. This would have a range of positive consequences to Kronospan and the community of Chirk as follows:

- Kronospan could reduce reliance on the onsite fossil fuel energy generation by drawing more from the electricity network, which is on a path to a low, and eventually zero, carbon future. Based on the most recent emissions data for the facility this could lead to a 59% reduction in carbon emissions by 2030, with even greater reductions as the grid mix decarbonises further.
- Kronospan will not be susceptible to intermittent constraints on the power it sources from the local grid, helping to maximise the manufacturing efficiency from the plant.
- The new connection and reliability that it would provide will enable investment to be made in future manufacturing lines essential to the future success of the business e.g. OSB production.
- A new connection would enable Kronospan to invest in renewable energy projects on site such as solar PV, helping to contribute to the low carbon future for the plant.
- The new substation would reduce the strain on the existing local 33kV network helping to provide a greater security of supply to local business and residents.
- Reduce the risk of intermittent or even catastrophic failure of the local 33kV network which supplies essential infrastructure such as Chirk Community Hospital.
- The reduced demand on the local grid would enable Chirk to implement Electrical Vehicle charging schemes and open the opportunity for local community based solar schemes to connect into the grid which currently does not have the capacity to facilitate these Net Zero projects.

3.0 THE PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This section of the Planning Statement provides a description of the Proposed Development.

3.1.2 As set out in **Section 1.1**, the Proposed Development is the installation of two 132kV circuits and two fibre cables between the existing Legacy to Oswestry 132kV wood pole overhead line and the consented Kronospan 132kV substation.

3.1.3 The proposed cables would be installed via open trench, unless otherwise stated (see 'Special Engineering Difficulties' below).

3.1.4 The two 132kV circuits require a separation distance of 450mm, which is a separation distance of 650mm between the centre point of each cable duct. The two fibre ducts require a separation distance of 5m to adhere to SPEN requirements.

3.1.5 An overview of the proposed cable routes and biodiversity features is provided at **Figure 1**.

3.1.6 An overview of the proposed cable routes, landscape and historic environment features is provided at **Figure 2**.

3.2 Highway or Open Field Installation

3.2.1 Although cable installation in open fields is typically more beneficial than highway installation with respect to impacts on local traffic management and community access/local amenity, such installation typically has greater effects on the wider environment, including impacts on biodiversity (habitat, trees and hedgerow), the historic environment (below ground archaeology), the water environment (drainage ditch and watercourse crossings), and agricultural land.

3.2.2 Cable installation in the existing highway is typically more cost effective than open fields as the latter would require the construction of temporary haul roads to accommodate construction vehicles, greater environmental management, and more extensive restoration.

3.2.3 Subsequently, cable installation in the existing highway (wherever practicable) was selected by Kronospan as the preferred approach. The majority of the cable installation will therefore take place in the existing highway. Kronospan has provisionally discussed the feasibility of the identified cable routes with WCBC and undertaken further correspondence with WCBC via the pre-application advice process (see **Section 1.5** above for further details).

3.3 Cable Routes Overview

3.3.1 Three core cable routes have been identified by Kronospan as the most viable highway routes which would enable the separation distances described above to be implemented; these cable routes are summarised as follows:

- (Red) Cable Route 1 (approximately 4.4km long) – 132kV single circuit cables and one fibre cable.
- (Green) Cable Route 2 (approximately 4.8km long) – 132kV single circuit cables.
- (Orange) Fibre Cable Route (approximately 3.3km long) – one fibre cable.

3.3.2 Apart from the immediate approach to make separate connections to the existing Legacy to Oswestry 132kV overhead line, both the Red and Green Cable Routes (Cable Routes 1 and 2) would be in the same cable trench predominately installed beneath the road/track at the southern extent of the Study Area.

3.3.3 The Orange Fibre Cable Route would be in a separate trench predominately installed beneath the road/track at the northern extent of the Study Area.

3.3.4 The fibre cable (to be installed in (Red) Cable Route 1 and the (Orange) Fibre Cable Route are required to ensure the 132kV cables can be monitored (to ensure the protection of system conditions and enable periodic testing).

3.3.5 The proposed cable routes are shown on the **Planning Application Drawings Route** (Route Planning – Key Plan Drawing (EDES-1249-101-002A-P01) and (Route Planning (EDES-1249-101-002-P01-Sheets 1-19).

3.4 Special Engineering Difficulties

3.4.1 Several areas of constraint (Special Engineering Difficulty (SED)) have been identified and associated mitigation, summarised below:

- SED 1 (Gas main on the B5070)
  - The tracing of service and trial holes has been undertaken; Wales and West Utilities to be contacted prior to the commencement of excavation.
- SED 2 (Chirk Bypass)
  - **Installation using Horizontal Directional Drilling (HDD)** as an alternative to open trenching has been confirmed as viable and is the intended installation method.
- SED 3 (Gas main on Pont y Blew)
  - The tracing of service and trial holes has been undertaken; Wales and West Utilities to be contacted prior to the commencement of excavation.
- SED 4 (Tunnel on Brynkinalt Estate)
  - The tunnel is the former pathway from Brynkinalt Hall through to the Walled Garden on the north side of the road; the tunnel is not listed but is considered by WCBC to be a curtilage listed structure to the Grade II* listed Brynkinalt Hall. Any works that impact the tunnel would likely require Listed Building Consent.
  - **Installation using HDD** as an alternative to open trenching has been confirmed as viable and is the intended installation method.
- SED 5 (Gas main on Pont y Blew)
  - The tracing of service and trial holes has been undertaken; Wales and West Utilities to be contacted prior to the commencement of excavation.
- SED 6 (Culvert on Pont y Blew)
  - **Installation using HDD** as an alternative to open trenching has been confirmed as viable and is the intended installation method.
- SED 7 (Culvert on Old Black Park Road)
  - Trial holes have been undertaken to ascertain if there is sufficient depth for trenched installation. Kronospan has confirmed that there is sufficient depth at this location and trenched installation is the assumed installation method.

3.4.2 See **Section 3.6** for further details of the proposed HDD installation at SED 2, SED 4, and SED 6.

3.5 Cable Installation – Open Trenching

Typical Open Trench Configuration

3.5.1 The trench configuration for Cable Routes 1 and 2 would vary depending on the cables to be installed. Examples of typical configurations are summarised in **Table 3.1** below and illustrated as indicative cross sections on the corresponding **Insets 3.1 – 3.4** below. The full suite of potential trench configurations is provided at **Appendix C**.

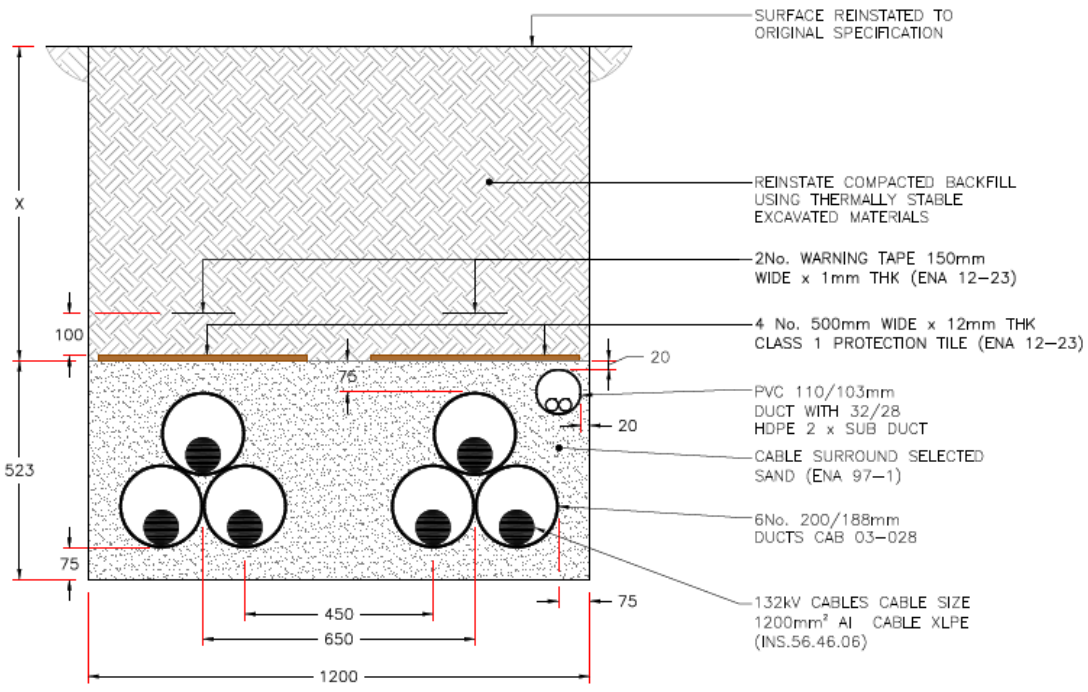
Table 3.1 – Typical Open Trench Configurations

Typical Configuration	Cable Route(s)	Approx. Depth (m)*	Approx. Width (m)
Configuration 1 - 132kV double circuit and fibre cables See **Inset 3.1**	**Majority of (Red) Cable Route 1 and (Green) Cable Route 2** where they share the same alignment	1.2m	1.2m
Configuration 2 - 132kV single circuit cables and fibre cable See **Inset 3.2**	**Minority of (Red) Cable Route 1** where it deviates away from (Green) Cable Route 2 on the immediate approaches to the proposed Kronospan 132kV substation and the existing Legacy to Oswestry 132kV overhead line	1.2m	0.55m
Configuration 3 - 132kV single circuit cables See **Inset 3.3**	**Minority of (Green) Cable Route 2** where it deviates away from (Red) Cable Route 1 on the immediate approaches to the proposed Kronospan 132kV	1.2m	0.55m

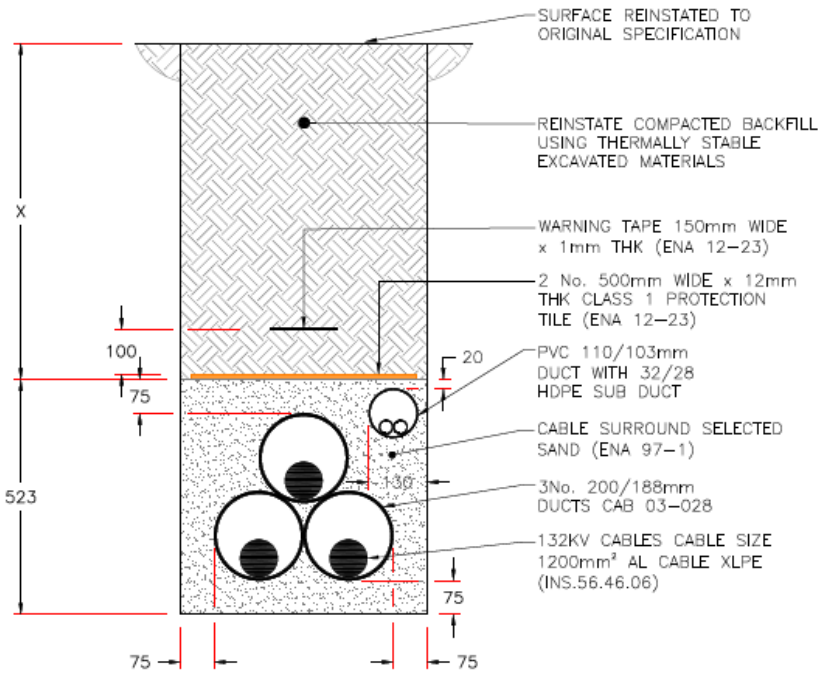
Typical Configuration	Cable Route(s)	Approx. Depth (m)*	Approx. Width (m)
	substation and the existing Legacy to Oswestry 132kV overhead line		
Configuration 4 - Fibre cable See **Inset 3.4**	**Entirety of (Orange) Fibre Cable Route**	1m	0.26m

* Depth of cover required would vary depending on surface type/nature of surface constraints

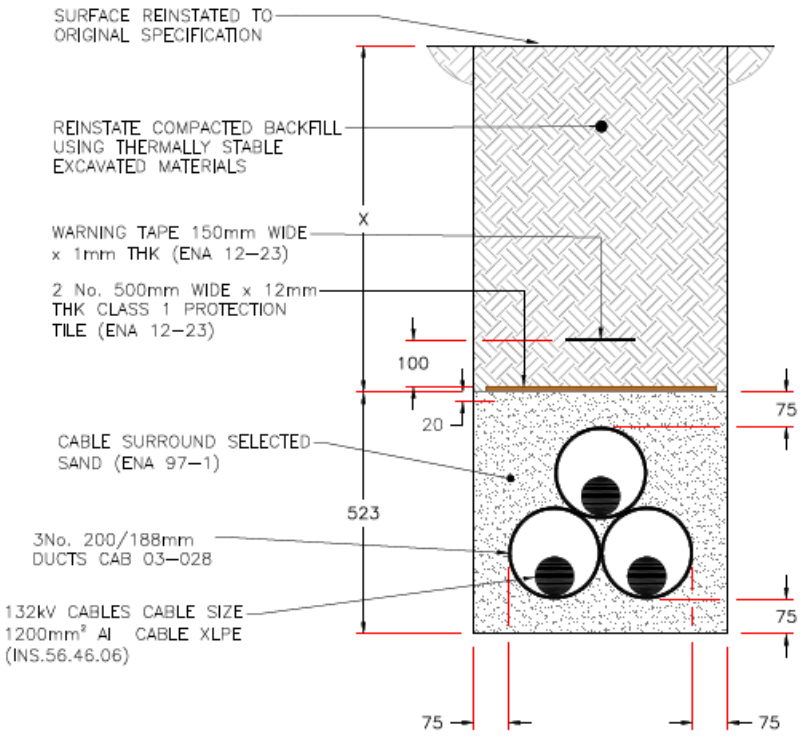
Inset 3.1 – Typical Open Trench Configuration 1



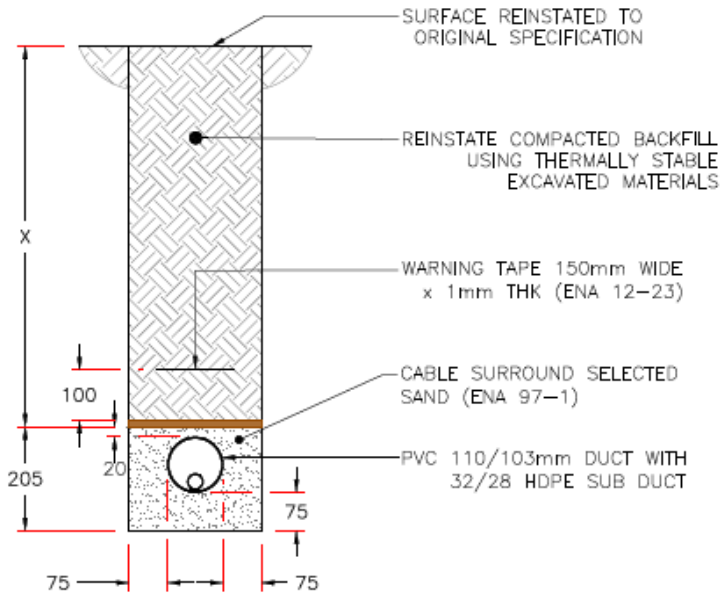
Inset 3.2 – Typical Open Trench Configuration 2



Inset 3.3 – Typical Open Trench Configuration 3



Inset 3.4 – Typical Open Trench Configuration 4



Key Activities

3.5.2 HDD would be the installation method at SED 2, SED 4, and SED 6; the remainder of the cable routes would be installed by open trenching (also known as open-cut excavation).

Stage 1

3.5.3 The cable trenches would be excavated, as a rolling work area over an approximate 27-week timescale, in short 30-50m sections as follows:

- Excavate.
- Install ducting.
- Backfill.
- Reinstate.

Stage 2

3.5.4 Upon completion of the above, the following activities would be undertaken as a rolling work area over an approximate 9-week timescale:

- Joint bays would be constructed.
- Cables would be pulled through the ducts between each joint bay.
- Cables would be jointed together at each joint bay.
- Joint bays would be backfilled and reinstated.

Overview of Installation

Stage 1

Excavate

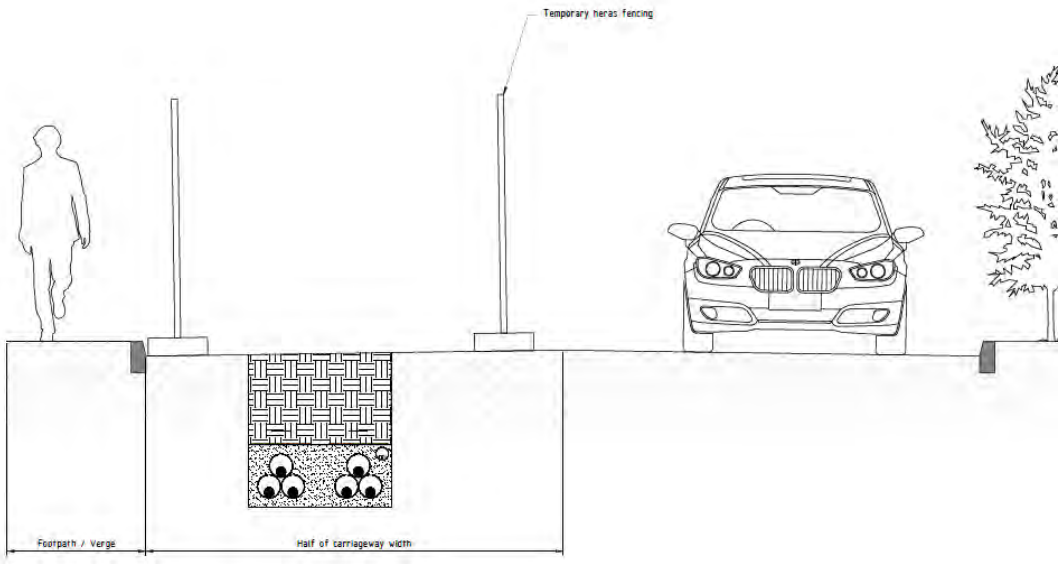
3.5.5 The underground cable trenches would be excavated to the required depth and width; timber panels (or similar) would be used to reinforce the trench sides. Trenches would be excavated in sections; each section would be approximately 30-50m long but would be dependent on the nature of the surrounding environment (e.g. presence of natural features, man-made features, sharp 90 degree turns in the routeing, SED areas necessitating HDD installation).

3.5.6 For excavation in carriageways (both single lane and two-way), the excavated material would be loaded onto dumper lorries immediately behind the (rolling) excavation works area and taken off-site for licensed disposal.

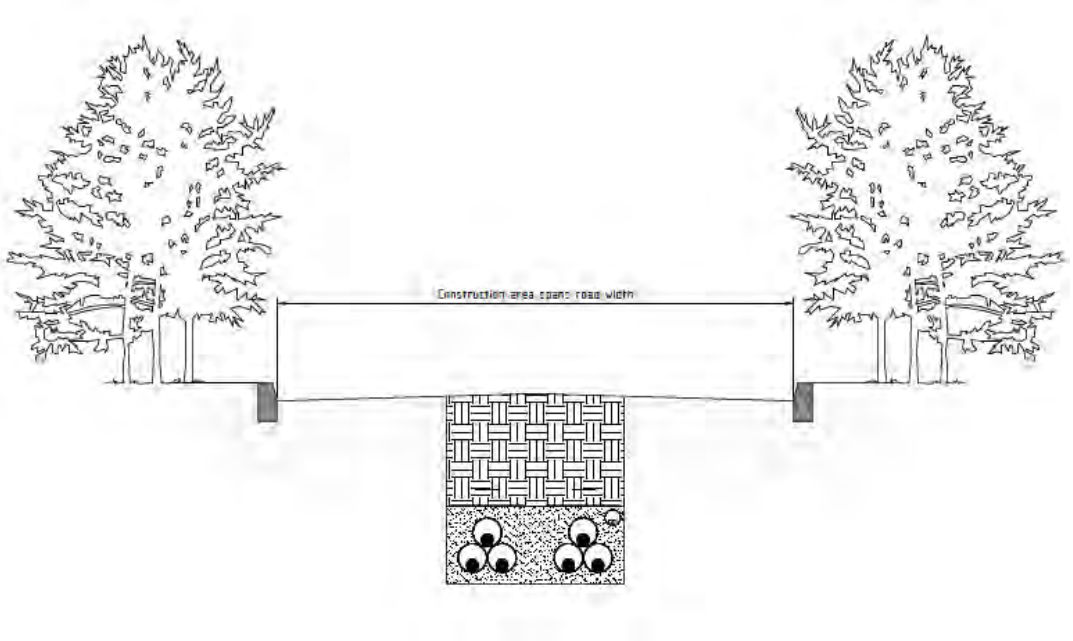
3.5.7 **Inset 3.5** below provides an indicative illustration of the working area during excavation in a two-way carriageway. **Inset 3.6** below provides an indicative illustration of the working area during excavation in a single lane carriageway. The largest trench size (132kV double circuit and fibre cables) from the possible configurations set out in **Table 3.1** is shown at both **Inset 3.5** and **Inset 3.6** below.

3.5.8 The full suite of (carriageway) excavation working areas for all cable configurations is provided at **Appendix D**.

Inset 3.5 – Indicative Cross Section (Excavation in Two-Way Carriageway)



Inset 3.6 – Indicative Cross Section (Excavation in Single Lane Carriageway)

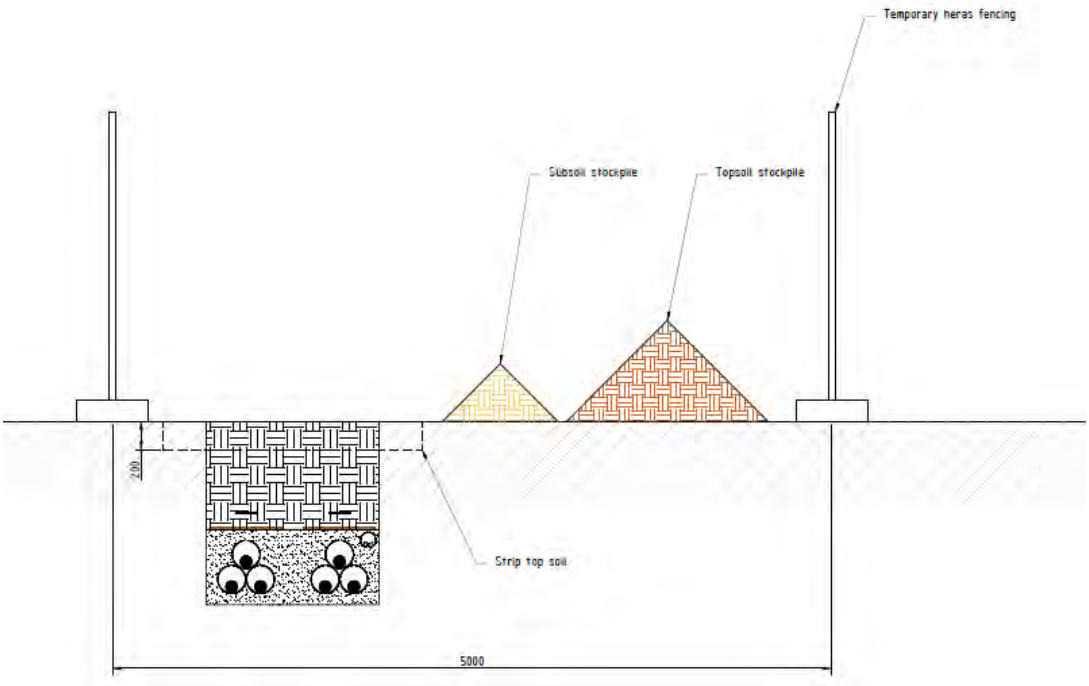


3.5.9 For excavation in open fields, the excavated soil would be stored alongside the open trench with the subsoil separated from the topsoil to ensure that later reinstatement is undertaken in the correct manner as per Natural Resources Wales (NRW) and Construction Code of Practice (CoCP) guidance.

3.5.10 **Inset 3.7** below provides an indicative illustration of the working area during excavation in open fields. It should be noted that the largest trench size (132kV double circuit and fibre cables) from the possible configurations set out in **Table 3.1** is shown at **Inset 3.7** below, however, the most prevalent open field excavation is for 132kV single circuit cable.

3.5.11 The full suite of (open field) excavation working areas for all cable configurations is provided at **Appendix D**.

Inset 3.7 - Indicative Cross Section (Excavation in Open Fields)



Install Ducting

3.5.12 Once excavated, the trench would be inspected to ensure it is free from stones or other extraneous material and binded with a 75mm layer of appropriate surround material (typically cement bound sand (CBS) or selected sand). Cable ducts would be supplied in lengths and installed at the base of the trench (on top of the 75mm layer of CBS/sand).

Backfill and Reinstate

3.5.13 Upon completion of trench excavation and ducting installation, the trenches would be filled with further appropriate surround material (again CBS or selected sand) to a level that would ensure 75mm of cover above the 132kV cables (and 20mm of cover above the fibre cable). Protective covers (12mm thick Class 1 protection tile) would then be put in place to protect the cables from future excavation works, with warning tape placed 100mm above the protective covers as an additional warning that cables lie beneath. The trenches would be backfilled above the protective covers to surface level using thermally stable materials. Excavated subsoil and topsoil would be used close to surface for open field excavation where practicable; however, material may also be required to be imported to site during backfilling activities. The surface would be reinstated back to original specification.

Stage 2

Construction of Joint Bays

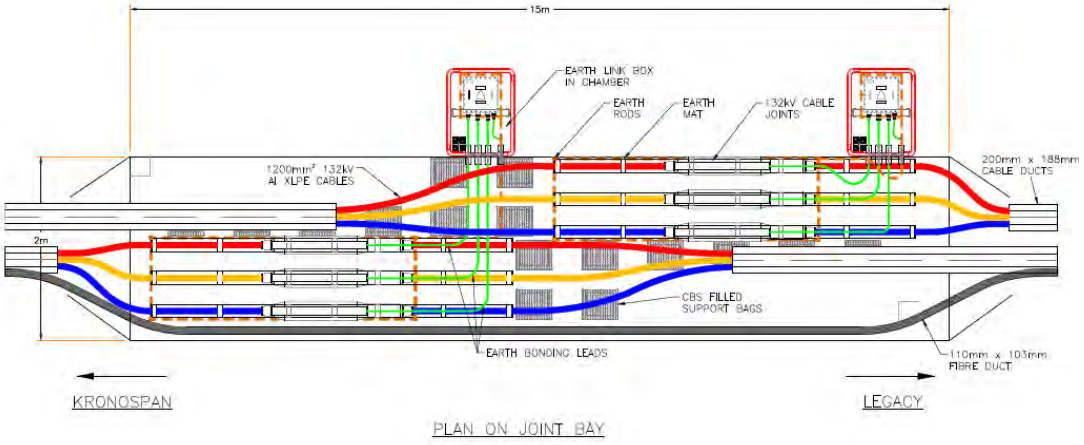
3.5.14 132kV cable joint bays would be required at maximum 750m intervals; fibre cable joint bays would be required at maximum 480m intervals. The joint bays would connect different sections of cable and would be underground structures which would provide a safe and accessible space for cable jointing bonding, earthing and cable protection.

3.5.15 The 132kV cable joint bays would be approximately 1.5m deep, 2m wide, and 16m long; the fibre cable joint bays would be approximately 1.2m deep, 0.6m wide, and 2m long. Precise joint bay dimensions would be determined at detailed design stage and would likely consist of a concrete base and concrete shuttered walls.

3.5.16 The locations of the proposed 132kV cable and fibre cable joint bays are shown on the **Planning Application Drawings** (Route Planning (EDES-1249-101-002-P01-Sheets 1-19).

3.5.17 An indicative plan of a 132kV cable joint bay is shown at **Inset 3.8** below and **Appendix E**.

Inset 3.8 – Indicative Plan of 132kV Cable Joint Bay



3.5.18 The joint bays would be constructed just in advance of the associated cable pulling/installation between them i.e. two joint bays would be constructed immediately prior to the cable pulling between them; during the preparation and undertaking of that cable pulling operation, the next joint bay along would be constructed to enable the cable pulling operations to be undertaken as a rolling work area.

Cable Pulling

3.5.19 The cables would be delivered to the main construction compounds (see **Inset 3.17** below and **Appendix K**) on cable drums using heavy goods vehicles (HGV). Tractors and other smaller vehicles would then be used to transport the required number of cable drums and other associated materials from the main construction compounds to the current working/installation area(s). Two working areas would be set up at each end of the installation section (at the joint bays). At one end, the cable feed would be placed, and at the other end, the equipment to pull the cables through to the joint bay.

Cable Jointing

3.5.20 Once the cables are pulled through to the relevant joint bay(s), the cables would be connected to complete one circuit (or two circuits) in a process called jointing. This process would be undertaken in an environmentally controlled enclosure which fits directly over the joint bay which is exposed at surface level to enable direct access.

Backfill and Reinstate

3.5.21 Once the cable jointing is complete between two corresponding joint bays, they would be backfilled using thermally stable materials and reinstated back to original specification.

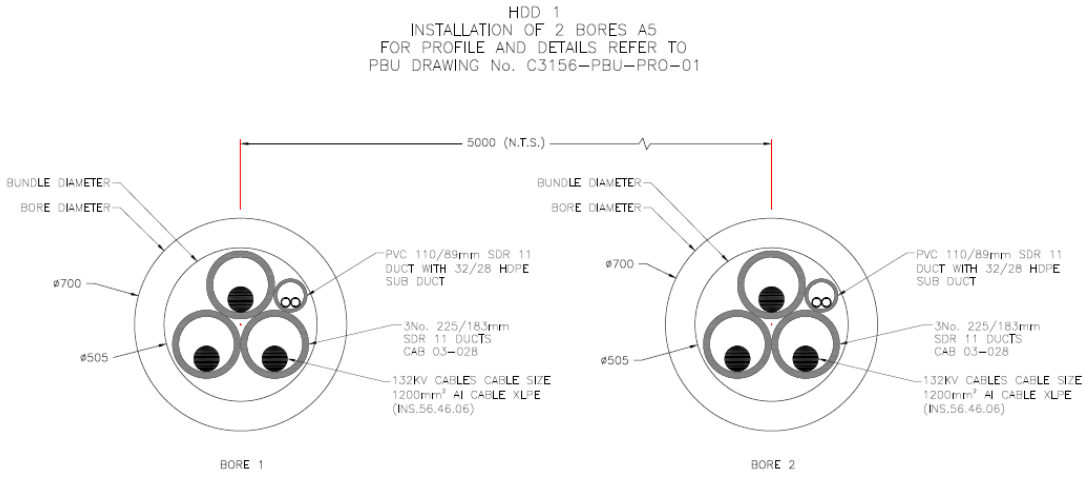
3.6 Cable Installation - HDD

Indicative HDD Configuration

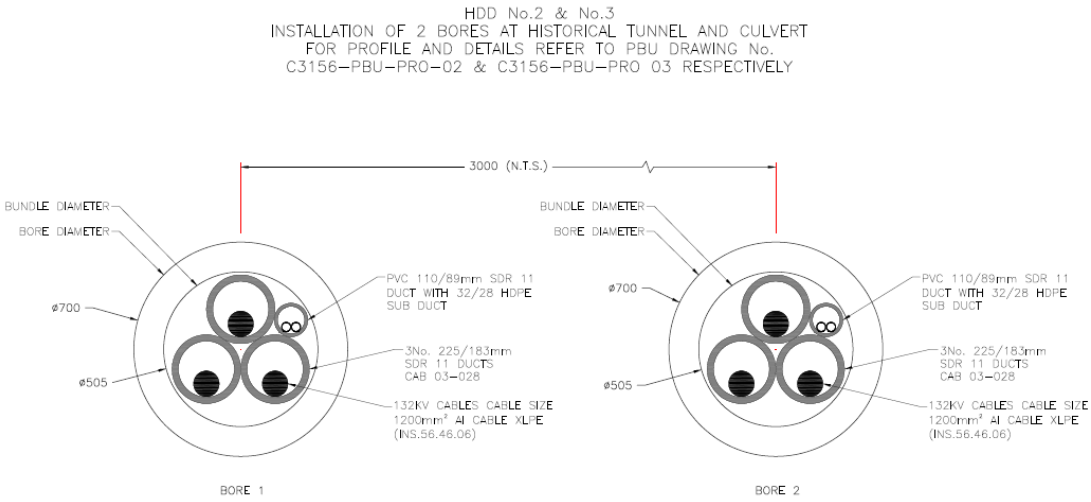
3.6.1 HDD is a trenchless method used to install underground cables beneath physical (natural and man-made) obstacles such as major roads, woodland and rivers with minimal disruption. HDD is proposed to be used at SED 2, SED 4 and SED 6 as set out **in Section 3.6**.

3.6.2 Typical HDD configurations for the installation of the 132kV double circuit cables and fibre cable are illustrated as indicative cross sections at **Inset 3.9** and **Inset 3.10** below and at **Appendix C**.

Inset 3.9 – Indicative HDD Configuration at SED 2



Inset 3.10 - Indicative HDD Configuration at SED 4 and SED 6



Key Activities

3.6.3 The standard approach to HDD installation is summarised below.

- Stage 1: Establish 'sending' and 'receiving' pits at ground level at either end of the proposed HDD extent. The pits would have an approximate footprint of 2.5m x 2.0m, would be approximately 1.2m deep and would be the point at which the cable(s) would return to surface level for onward trenched installation.
- Stage 2: Pilot bore – a small diameter pilot bore is drilled along the planned path using a steerable drill head.
- Stage 3: Hole enlargement – a reamer is used to enlarge the hole to the required size. This is typically undertaken in stages with gradually larger reamers used to gradually increase the size of the hole.
- Stage 4: Casing – the casing is then pulled through the completed hole.
- Stage 5: Cable – the cable(s) is/are then pulled through the casing.
- Stage 6: Backfill – the 'sending' and 'receiving' pits would be backfilled upon successful installation of the cable(s).

3.6.4 The proposed HDD locations are shown on the **Planning Application Drawings** (Route Planning EDES-1249-101-002-P01-Sheets 1-19).

3.6.5 General arrangement drawings (including profiles) of the proposed HDD works at SED 2. SED 4, and SED 6 are shown on the **Planning Application Drawings**

(C3156-PBU-PRO-01 Rev0) (C3156-PBU-PRO-02 Rev0) (C3156-PBU-PRO-03 Rev0) and at **Appendix F**.

Rig Up Compound Areas

3.6.6 Rig up compound areas would be established at each HDD location to set up the HDD equipment; this area would accommodate the HDD drill, mud pump and pipe handling equipment for each HDD operation. The rig up compound areas would be fenced with anti-climb 'Heras' fence type panels. The exact dimensions of the rig up compound areas would be confirmed on site as this would be restricted (for SED 4 and SED 6) by road width.

3.6.7 The rig up compound areas would be positioned as follows:

SED 2

- Footprint of approximately 50m x 30m positioned in the field east of the A5.
- Double width trackway panels would be required from the newly constructed double gateway to the rig up compound area to allow for HDD plant and equipment access.

SED 4

- Footprint of approximately 40m x 10m positioned in the carriageway west of the crossing.
- Trackway panels would be required to cover the grass verges of the working area for rig stability due to separation requirements between the bores. This would result in the rig being partially sited on the verge and would require a stable section of ground to work from.

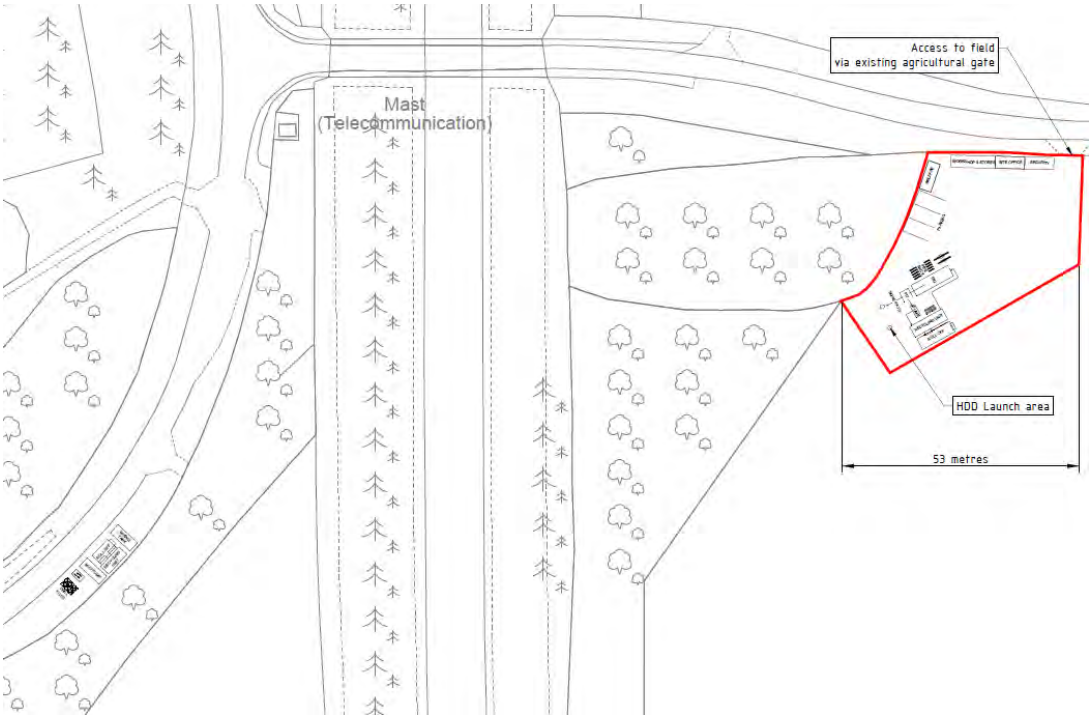
SED 6

- Footprint of approximately 40m x 10m positioned in the carriageway southwest of the crossing.
- Trackway panels would be required to cover the grass verges of the working area for rig stability due to separation requirements between the bores. This would result in the rig being partially sited on the verge and would require a stable section of ground to work from.

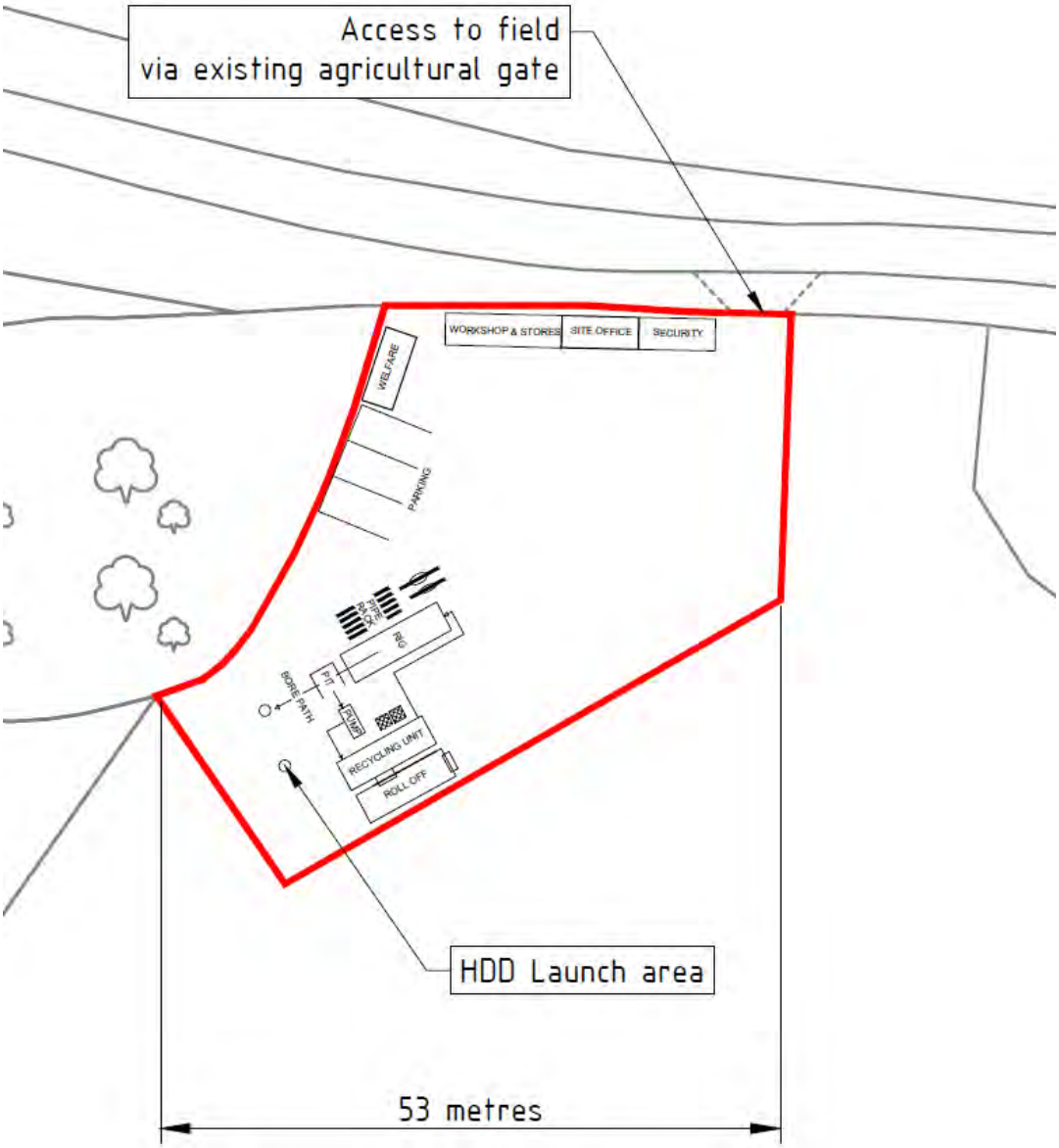
3.6.8 **Inset 3.11** below provides an indicative overview plan of the working areas at SED 2 (including the rig up and 'sending' pit compound area east of the A5, and the

separate 'receiving' pit compound area west of the A5); this is also provided at **Appendix G**. **Inset 3.12** and **Inset 3.13** below provide more focused indicative layouts for each of the two working areas. Indicative overview plans of the working areas at SED 4 and SED 6 are not available.

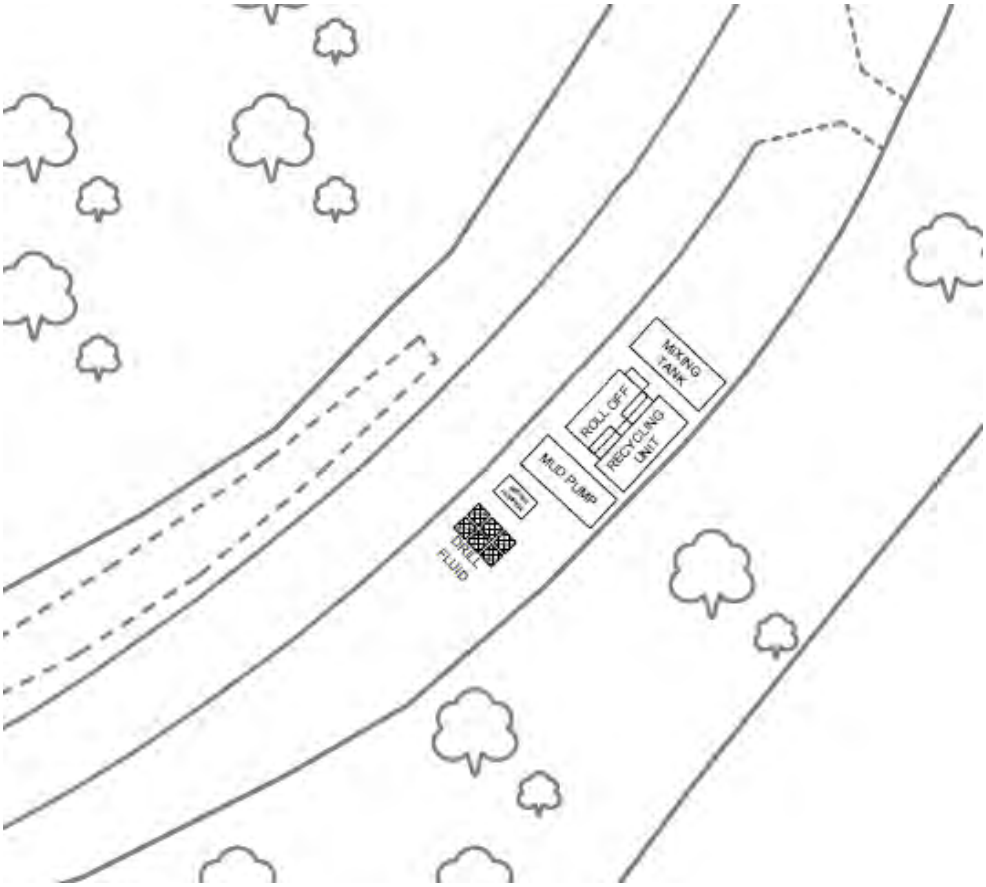
Inset 3.11 – Indicative Plan of SED 2 Compound Areas



Inset 3.12 – Indicative Layout of SED 2 Rig Up and 'Sending' Pit Compound Area East of the A5

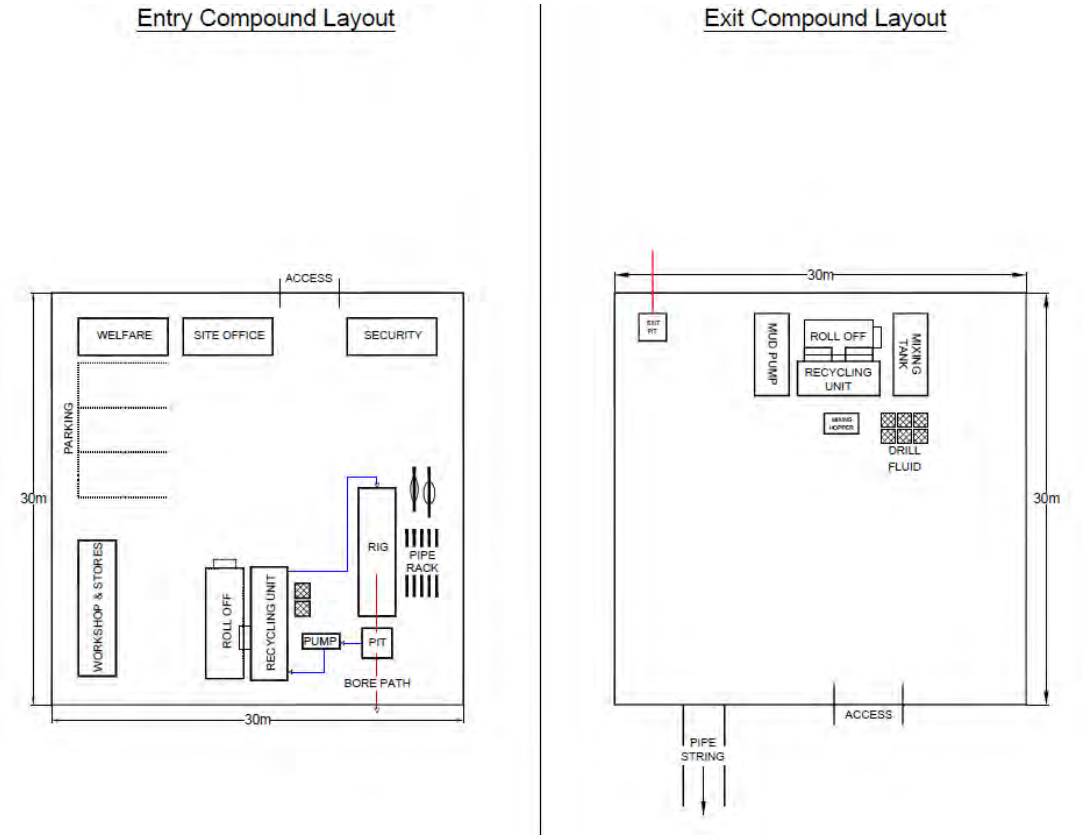


Inset 3.13 – Indicative Layout of SED 2 'Receiving' Pit Compound Area West of the A5



3.6.9 **Inset 3.14** below (also provided at **Appendix G**) provides an illustration of a typical 'receiving' and 'sending' pit set up. A similar arrangement would be used at SED 4 and SED 6.

Inset 3.14 – Indicative Layout of SED 4 and SED 6 'Receiving' and 'Sending' Pit Compound Areas



Water Supply

3.6.10 The requirement for water comprises an initial volume to enable the mixing of drill fluid (approximately 16m^3). After this, the requirement for water for drilling is limited to the volume of hole drilled.

3.6.11 Water required for drilling operations would be sourced from either tankers, hydrants or nearby watercourses. If sourcing water from nearby watercourses, the allowed limit would not be exceeded for extraction (20m^3 per day as per Environment Agency specification). If more is required, an abstraction license would be applied for.

Pollution Prevention

3.6.12 Precise tracking systems would be used to guide the drill bits to ensure Stages 2 and 3 follow the desired/correct trajectory. Drill fluid (a mixture of water and bentonite) would be used during Stages 2 and 3 and would act as a lubricant and coolant for

cutting tools; help remove drill cuttings, stabilise the borehole, and prevent blowouts by maintaining sufficient hydrostatic pressure. The unique swelling properties of bentonite would also help create a mud cake that would minimise fluid loss into the formation.

3.6.13 The drill fluid is an inert substance (European Waste Catalogue 01 05 04) widely used for HDD installations. As such, the drill fluid is environmentally benign and has been used successfully for hundreds of HDD infrastructure projects for several decades.

3.6.14 All equipment containing hazardous fluids would have double skinned fuel tanks or be parked on drip trays or 0.5mm Polyvinyl Chloride (PVC) berms to contain any fluid spills or storm water runoff. Spill kits would be carried on all plant that operates with hazardous fluids.

3.6.15 Material Data Safety Sheets, (MDSS) would be carried on site for all chemicals on site; Control of Substances Hazardous to Health, (COSHH) regulations would be complied with.

3.6.16 Development of fluid pathways between the bore hole and surface may result in the venting, or 'breakout', of drill fluid. In the event of a fluid 'breakout', the Frac Out Response Plan (**Appendix H**) would be implemented to manage the incident. 'Frac out' is when a pathway develops between the HDD borehole and the surface due to the hydraulic pressure of the borehole drill fluid exceeding the formation strength of the surrounding lithology; this is more likely to occur closer to the surface where there is less cover depth, and therefore more likely to occur during the drilling of the pilot hole entry and exit points. Once the HDD exit point has been 'punched out' at surface, the borehole pressure is relieved; as such, the risk of frac out during subsequent hole opening and pipe pulling operations.

3.6.17 The key aspects of the Frac Out Response Plan are as follows:

Prevention

- Drill fluid density, viscosity, and solids content is continuously monitored by the Drill Fluids Operator
- The Driller will continuously monitor the drill fluid pressure, volumes, viscosity, and densities of mud being pumped through the borehole. Any increase in pump

pressure will be investigated immediately to prevent the risk of pressure build up in the borehole.

- The Fluids Technician will monitor active fluid tank volumes and account for any unexpected changes. The amount of fluid being taken by the additional hole volume drilled will be calculated.
- The borehole will be reamed on a regular basis to keep the annulus clear.
- Rates of penetration and circulated cuttings volumes will be monitored to ensure that drilled cuttings are being flushed from the borehole and are not building up creating pressure restrictions. Annular fluid velocity will be kept below Critical Velocity to prevent eddying and subsequent erosion caused by turbulent flow.
- When drilling clay-based formations, inhibitors may be used to prevent the absorption of water and subsequent swelling and sloughing of the formations.

Containment

- A Frac-Watch programme will be operated at all times whilst circulating, particularly when drilling past potential pathways.
- Prior to drilling, potential frac out pathways will be identified and contingency plans put in place
- Sandbags/hay bales will be available to control drill fluid at surface.
- An excavator will be available to dig a pit to contain fluid.
- Tractor and tanker or vacuum trucks will be available to transfer drill fluid from the containment point back to the recycling system.
- Where frac out occurs in watercourses, a 2inch pump will be available to directly pump from the centre of the plume onto vegetative land, a minimum of 50m from the works.
- If frac out occurs in a riverbed, pressure relief bores may have to be drilled on the riverbank. (Before any works around the watercourse can take place, this would be agreed with NRW).
- If drilling is being undertaken in contaminated land, frac out may subsequently be contaminated.
- If the fluid loss is onto the carriageway, the local highway authority would be contacted immediately.
- In the event that frac out is experienced, the drill rig will immediately shut off the pumps and the drilling assembly will be pulled off bottom to reduce borehole pressures.

Control

- The freshwater based, bentonite suspension, drill fluid systems are, essentially, low viscosity grouts. In most cases, the fracture pathways will quickly seal up.
- Frac out is likely to indicate that the bore hole requires reaming to reduce the pressure required to return drill fluid to surface. A wiper trip may be sufficient to prevent further frac out.
- Various Lost Circulation Material (LCM) drill fluid additives are available to seal fractures in the formation.
- As a worst-case scenario, cement may be forced into the bore to seal up the pathways. The cement plug can subsequently be drilled out or side-tracked.

Report

- Should frac out occur, once the appropriate measures have been taken as above to contain and control, the frac out will be reported to the site supervisor or manager within 30 minutes of occurrence or being detected. Photographs will be taken prior to and after the containment and clean-up operation.

3.7 Connection Points to Existing Legacy to Oswestry 132kV Overhead Line

Overview

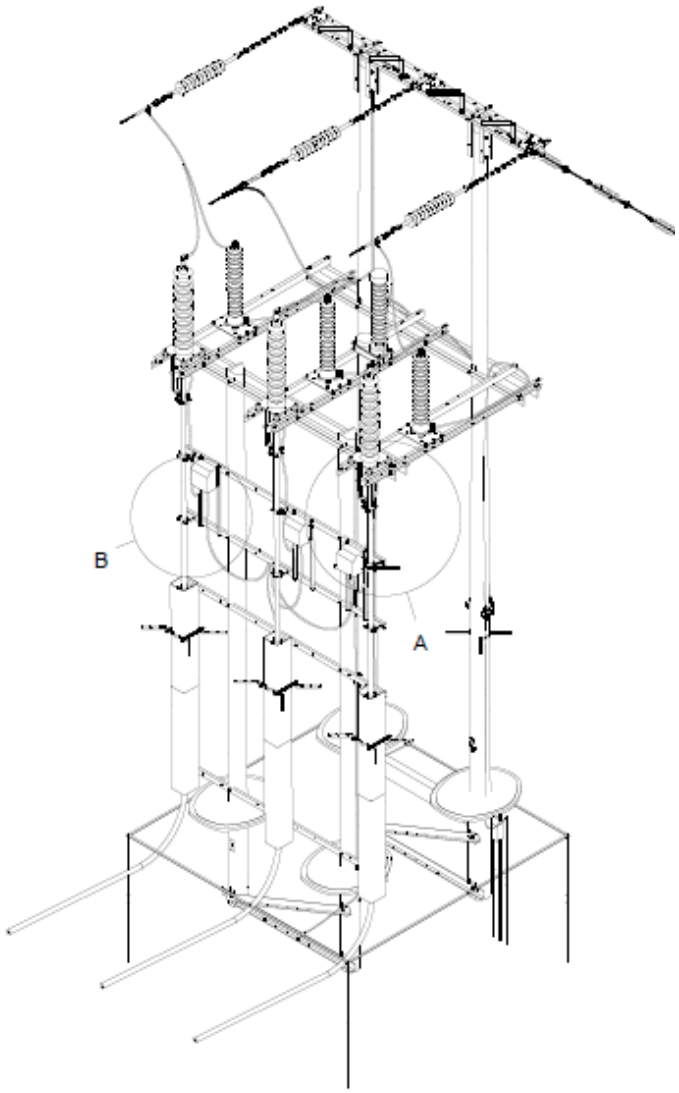
3.7.1 Cable sealing end (CSE) platforms, each approximately 5.16m wide and 13.5m high, would be installed to provide the interface (or transition point) between the proposed underground cables and their proposed connection to the existing Legacy to Oswestry 132kV overhead line.

3.7.2 CSE Platform 1 would be installed at Pylon MK88 to enable the connection of (Red) Cable Route 1.

3.7.3 CSE Platform 2 would be installed at Pylon MK85, approximately 380m to the north of CSE Platform 1, to enable the connection of (Green) Cable Route 1 and the (Orange) Fibre Cable Route.

3.7.4 Elevations of the proposed connections to the existing Legacy to Oswestry 132kV overhead line are illustrated at **Inset 3.15** below, and in full detail on the **Planning Application Drawings** (H-Pole Cable Terminal (LDT-ENA-435016-Sheets 1-2) and **Appendix I**.

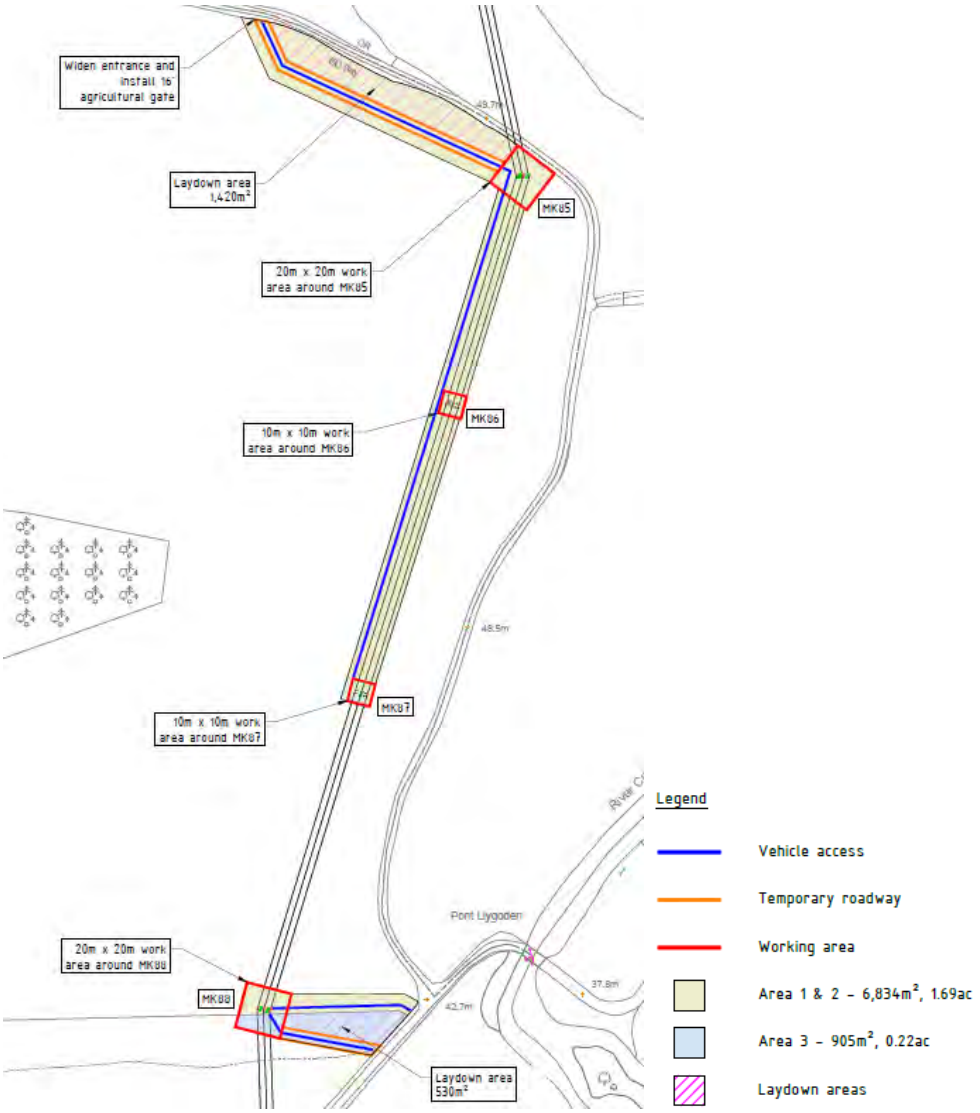
Inset 3.15 – H-Pole Cable Terminals



Construction Arrangements

3.7.5 On the approach to the existing Legacy to Oswestry 132kV overhead line, several working and laydown areas would be established to enable the final cable approaches and connections to be made. These are shown at **Inset 3.16** below and at **Appendix J**.

Inset 3.16 – Indicative Working and Laydown Areas at Legacy to Oswestry 132kV Overhead Line



3.7.6 On the approach to Pylon MK88, vehicular access to the field would be taken via the existing agricultural field gate. On the approach to Pylon MK85, the existing agricultural field gate would be removed, and the entrance widened to enable a new 16-foot agricultural field gate to be installed to enable vehicular access. The replacement gate would remain in situ once the proposed cables are completed.

3.8 Further Construction Details

Main Construction Compounds

3.8.1 Three main construction compounds would be set up prior to commencement of the cable installation works. The main construction compounds would serve as the main 'bases' for the storage of plant and machinery, which would then be transported to the relevant cable sections as required as part of the rolling work area approach described in **Section 3.5**.

3.8.2 The location of the three main construction compounds is summarised in the bullet points below, illustrated as an overview at **Inset 3.17** below, and illustrated in further detail at **Appendix K**.

- 1 – Afon Bradley Farm (North Compound).
- 2 – Kronospan North Access Road (Phase 1 Working Area) (Central Compound).
- 3 – Kronospan Lorry Park (South Compound).

Inset 3.17 – Location of Three Main Construction Compounds



3.8.3 HGVs travelling directly to any of the three main construction compounds from the Strategic Road Network (SRN) (the A5) would do so via the A5/A483 (Halton Roundabout), then head west along the A5, and then south along the B5070. Return

journeys (travelling to the A5 from any of the three main construction compounds) would use the same route. This would avoid the existing vehicle routing restriction (weight limit) for HGVs to and from the south; it would also avoid any impact on the residential area of Chirk.

3.8.4 HGVs and light vehicles travelling between the three main construction compounds to the cable working areas would be able to travel either north or south along the B5070 depending on which main compound they would be travelling from and which part of the cable working area they would be travelling to. Return journeys would also be travel north or south along the B5070.

3.8.5 Personnel vehicles and light vehicles would not be subject to routeing restrictions.

Construction Programme and Phasing

3.8.6 The timing of all construction activity would be dependent on the grant of permission for the Proposed Development. At present, it is anticipated that construction would occur over a 50-week duration and commence in Quarter 2 2026.

3.8.7 An indicative construction programme setting out the key (but not all) construction activities is provided at **Inset 3.18** below and at **Appendix L**.

Inset 3.18 – Indicative Construction Programme

Kronospan 132kV Cables - Indicative Construction Programme																
	Activity	Est. Duration (days)	Est. Const. Emplyees	Week												
				1-4	5-8	9-12	13-16	17-20	21-24	25-28	29-32	33-36	37-40	41-44	45-48	49-52
1	Pre-Start Preparation	65	20	Weeks 1 - 13												
2	Pre-Construction	45	8	Weeks 2 - 9												
3	Mobilisation	5	8			Week 13										
4	Trench Excavation	150	24				Weeks 14 - 40									
5	Joint Bay Excavation, 132kV Cable installation, Jointing, Backfill	50	30											Weeks 41 - 49		
6	Subduct & Fibre installation	30	20											Weeks 42 - 46		
7	Testing	8	6												Weeks 47-48	
8	On-Site Switchworks & Commisioning	5	6													Week 49
9	Demobilisation	5	8													Week 50

Construction Hours

3.8.8 Construction activities would generally be limited to 07:30hrs to 18:00hrs Monday to Friday and 08:00hrs to 14:00hrs on Saturday. No construction work is planned on Sundays or Bank Holidays, however, there may be occasions when construction would need to be undertaken outside of the core hours, for example, during major concrete pours or to enable the completion of an HDD operation.

3.8.9 HGV movements would not be permitted outside the hours outlined above without prior agreement from WCBC. These matters would be controlled through a Construction Traffic Management Plan (CTMP) which is expected to be a planning condition.

4.0 ENVIRONMENTAL EFFECTS

4.1 Introduction

4.1.1 The following sections summarise the findings of the supporting assessments (Technical Appendices) together with any proposed mitigation and enhancement.

4.1.2 Management and mitigation measures are set out in further detail in the accompanying Framework Construction Environmental Management Plan (CEMP).

4.2 Historic Environment

4.2.1 The HEA is provided in full at **Technical Appendix 1**.

4.2.2 Recorded designated historic assets within the Study Area comprise Chirk Conservation Area, Brynkinalt Registered Historic Park and Garden, the Pontcysyllte Canal and Aqueduct WHS buffer zone, one Grade I listed building (Chirk Church of St Mary), two Grade II* listed buildings (Chirk War Memorial and Brynkinalt Hall) and 26 Grade II listed buildings comprising buildings within Chirk, farm buildings and the forge at Pont-y-blew. There are 104 non-designated historic assets within the Study Area which principally relate to post medieval activity (farm buildings, collieries, ancillary features at Brynkinalt park). Evidence for prehistoric, Roman and medieval activity is also recorded as referenced above.

4.2.3 The Proposed Development, being buried cables, would not result in any harm to the heritage values of the WHS or buffer zone, the Chirk Conservation Area or the settings of listed buildings within the Study Area. This includes consideration of the above ground infrastructure proposed at the connection point to the existing Legacy to Oswestry 132kV overhead line, which is not within the WHS buffer zone or settings of any historic assets.

4.2.4 A Grade II listed Thomas Telford milestone (LB21) lies immediately adjacent to the cable installation but would not be impacted by the Proposed Development; safeguarding measures (signing and toolbox talk) would be provided to ensure that the listed structure is not impacted by any ancillary activities outside of the construction area.

4.2.5 The Proposed Development includes HDD and cables within the area of the Registered Park and Garden at Brynkinalt. This includes HDD to bring the cables below a tunnel between the house and walled kitchen garden. The tunnel is considered to be a curtilage structure to the Grade II* listed Brynkinalt Hall. No impacts are predicted in relation to the tunnel as a result of the HDD mitigation but further safeguarding measures (signing and toolbox talk) would be provided to ensure that the tunnel and wall to the north of the road are not impacted by any ancillary activities outside of the construction area.

4.2.6 The HDD pits and compound sites, and cable trench have the potential to affect the character and appearance of the Registered Park and Garden through temporary construction phase impacts, which would largely be reversed on reinstatement, and possible tree removal. The latter would be mitigated as set out in the AIA at **Technical Appendix 2** and the AMS at **Technical Appendix 3**. A minor adverse effect is predicted in relation to the Registered Historic Park and Garden.

4.2.7 Archaeological impacts are predicted in relation to six non-designated historic assets. In relation to the route of a Roman road, the route of the Telford London to Holyhead Road, the route of two colliery railway sidings, and the historic settlement core at Chirk, a negligible effect is predicted given the limited magnitude of effect. In relation to the potential for archaeology relating to the development of the parkland at Brynkinalt, a minor adverse effect is predicted. There is also potential for archaeology relating to nearby possible prehistoric and medieval activity where the Proposed Development crosses fields to connect to the existing Legacy to Oswestry 132kV overhead line.

4.2.8 In relation to the above effects, a programme of archaeological work is recommended to comprise a watching brief during the construction works. This would be subject to consultation with Heneb but is consistent with TAN 24 (paragraph 4.14) and would be undertaken in accordance with a Written Scheme of Investigation to be agreed with Heneb, and in accordance with the relevant Chartered Institute for Archaeologists Standard and Guidance best practice documents.

4.2.9 Residual effects on the historic environment, following the implementation of the above mitigation, would be negligible to none.

4.2.10 See Section 5 and Section 6 of the HEA at **Technical Appendix 1** for full details of the likely effects on the historic environment and proposed mitigation measures.

4.3 Arboriculture

4.3.1 The AIA is provided in full at **Technical Appendix 2**.

4.3.2 A tree survey along the proposed route corridor was undertaken in March 2025 to inform this assessment. The tree survey (undertaken in March 2025) recorded a total of 281 tree records which are those that have the potential to be impacted by the Proposed Development. The tree survey and report have been undertaken in accordance with BS5837:2012 Trees in Relation to design, Demolition and Construction - Recommendations.

4.3.3 The tree records recorded include 147 individual trees, 41 tree groups and 93 hedgerows. 35 of trees have been recorded as category 'A', 106 features (trees or tree groups) as category 'B', 50 features as category 'C' and 1 tree as category 'U'.

4.3.4 None of the trees will be removed to facilitate the Proposed Development. However, supervision and monitoring during trench excavations in selected areas (see Appendix A and Appendix C of **Technical Appendix 2**) will be required. Potential tree management/mitigation will arise following the supervision, depending on the outcome.

4.3.5 None of the trees are anticipated to require any facilitation pruning work. However, at the time of writing this assessment, the type and size of plant and machinery to be used is not confirmed and selective pruning in various locations may become apparent before the Proposed Development commences. Any such works will be undertaken in accordance with BS3998:2012 and those trees protected by Tree Preservation Orders will not be pruned unless the appropriate permission has been granted.

4.3.6 Tree protection measures and site supervision by the project Arboricultural Consultant have been set out in the appended Tree Protection, Retention & Removal Plan (Appendix C of **Technical Appendix 2**) to ensure the impact upon retained trees is as low as possible.

4.3.7 A separate AMS (provided in full at **Technical Appendix 3**) has also been provided which sets out the Proposed Development stages, how and where arboricultural management is required, along with a schedule of supervision to ensure trees are managed properly.

4.4 Biodiversity

Ecological Impact Assessment

4.4.1 The EcIA is provided in full at **Technical Appendix 4**.

4.4.2 In the absence of mitigation, negligible adverse effects are predicted on statutory and non-statutory designated sites and priority habitats. Whilst these are not considered to comprise significant effects, mitigation is proposed as good practice and the post-mitigation effect is the same as the pre-mitigation scenario (negligible at the geographic frame of reference specified).

4.4.3 In the absence of mitigation, a negligible to minor significant adverse effect is anticipated on bats at Local level. However, subject to proposed mitigation measures, a negligible adverse effect is predicted which is not considered significant.

4.4.4 Recommendations include replacement hedgerow and tree planting, avoidance of vegetation clearance during the bird nesting season, pre-construction otter survey, and precautionary measures during site clearance and construction for hedgehogs.

4.4.5 Surveys of potentially affected PRF-I (potential for individual/small number of bats) and PRF-M (potential for multiple bats e.g. a maternity roost) trees were undertaken during the summer breeding period and winter hibernation period; no roosts were found. As no roosts were identified, there would be no restriction on the timing of works, although where practicable, works should be undertaken outside of the breeding season (May – September) in case roosts are present in future. Trees with PRF-I potential to support bats which require felling will be soft-felled under a precautionary working method statement under the supervision of a licenced ecologist..

4.4.6 Subject to the proposed mitigation and compensation measures, it is predicted that the Proposed Development would have no significant effects on important ecological features.

4.4.7 See Section 5 and Section 6 of the EcIA at **Technical Appendix 4** for full details of the likely effects on biodiversity and proposed mitigation measures. Further detail regarding the overall approach to mitigation in the context of green infrastructure is summarised below.

Information to Inform a Habitats Regulations Assessment

4.4.8 A Shadow HRA has been produced in response to a pre-application consultation response received from NRW and is provided in full at **Technical Appendix 5**.

4.4.9 The report concludes that the Proposed Development would have no adverse effect on the integrity of the River Dee and Lake Bala SAC, when considered in light of the conservation objectives for the site, either alone or in-combination with other projects.

Green Infrastructure Statement

4.4.10 The GIS is provided in full at **Technical Appendix 6**.

4.4.11 The Proposed Development would not result in any direct physical disturbance to any sensitive environmental features, other than very localised removal of hedgerow, which would be compensated for by replacement planting, with an overall net gain in vegetation cover. Environmental effects would be very limited in extent and duration. There would be no residual effect on green infrastructure.

4.5 Landscape and Views

4.5.1 The LVA is provided in full at **Technical Appendix 7**.

4.5.2 The Proposed Development would comprise temporary construction activities to install proposed below ground cables predominately within the existing highway corridor. Excavation of cable trenches would occur progressively, so that construction activities would only be present at any given location for a short period. The only permanent above ground infrastructure would be at the point of connection with the existing Legacy to Oswestry 132kV overhead line.

4.5.3 There would be some short-term landscape and visual effects occurring as a result of the proposed construction activities. The Proposed Development would have a very limited influence upon its surroundings, and landscape and visual effects would

be no greater than minor adverse. When construction is complete, the residual landscape and visual effects of the Proposed Development would be no greater than negligible.

4.6 Traffic and Highways

4.6.1 The HTN is provided in full at **Technical Appendix 8**.

4.6.2 The HTN outlines the existing conditions on and around the Site, specifics associated to the proposed cable laying, forecast traffic generation and proposed vehicle types, and the proposed mitigation and traffic management measures.

4.6.3 Three primary construction compounds will be established to serve as the main bases for the storage of plant, machinery and materials.

4.6.4 A range of construction vehicles will be used, with the largest being a 16.5m maximum legal length articulated vehicle. The impact on local traffic is expected to be minimal, with no significant changes to existing traffic patterns or congestion levels anticipated.

4.6.5 A high-level Traffic Management Plan (see Appendix A of the HTN) has been prepared as part of the contractor procurement process, identifying specific sections of the route where full road closures may be required. Swept path analysis has been carried out along the two-way sections of the cable route, demonstrating that all vehicle movements can be accommodated within the available carriageway width.

4.6.6 Swept path analysis for the construction compounds confirms that compounds 1 and 2 are sufficiently sized to allow a 7.5 t box-van to access and egress in a forward gear, while compound 3 can accommodate a 16.5m articulated vehicle in a similar manner.

4.6.7 The existing junctions, together with planned multi-phase signals and other traffic-management controls, will provide adequate visibility and a safe operating environment, with no expected increase in collision risk during cable-route construction.

4.6.8 Mitigation and Traffic Management measures have been proposed to ensure that the cable routes can be constructed safely and efficiently. These measures include:

- Construction phasing and access arrangements.
- Temporary traffic management.
- Construction traffic control and site access.
- Compounds and laydown area management.
- Environmental and community mitigation.
- Monitoring and compliance procedures.
- Management of Public Rights of Way (PROW).

4.6.9 On the basis of the above, it is concluded that there are no highways or traffic safety reasons that would warrant withholding planning permission for the proposed cable route.

4.7 Soils and Geology

Overview

4.7.1 Trial holes were excavated at 11 locations to obtain direct visuals of the sub-surface which have enabled the make-up of the ground to be determined, buried services to be located, and identify any potential issues associated with contamination or unstable soil. The trial hole information is provided at **Technical Appendix 9**.

4.7.2 Ground investigation, supported by four boreholes, was undertaken in July 2025 to inform the design of the proposed cables and HDD locations. Thermal resistivity tests were also conducted to determine soil thermal properties to ensure adequate cable performance. The ground investigation report is provided at **Technical Appendix 10**.

Pollution Prevention

4.7.3 The cables would predominately be installed in the existing (adopted) public highway where the ground is largely man-made materials, has been previously disturbed and contamination encountered would be typical to a public highway (e.g. hydrocarbons).

4.7.4 Standard pollution prevention measures and best available techniques (including double skinned fuel tanks, use of drip trays, 0.5mm PVC secondary containment berms, spill kits) would be adopted during construction to minimise the likelihood of adverse effects on the ground environment during construction in accordance with

CIRIA guidance and NRW GPP. Such measures are included in the Framework CEMP provided with the planning application.

4.7.5 Pollution prevention measures during the proposed HDD works are set out at **Section 3.6** and the Framework CEMP. In the event of a fluid 'breakout', the Frac Out Response Plan (**Appendix H**) would be implemented to manage the incident.

5.0 PLANNING POLICY CONTEXT

5.1 Introduction

5.1.1 This section of the Planning Statement identifies the relevant planning policy context for the Proposed Development and considers the statutory development plan for the Site and relevant national and local planning guidance.

5.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) requires that planning applications should be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise. Section 38(4) of the PCPA Act in Wales currently comprises the following Development Plan documents:

- The National development Framework for Wales;
- Any strategic development plan for an area that includes all or part of that area; and
- The local development plan for that area.

5.1.3 These Development Plan documents are discussed in context of the Proposed Development in the subsequent sections.

5.2 National Development Plan

Future Wales: The National Plan 2040

5.2.1 Future Wales: The National Plan 2040[1] (National Plan) is the national development framework which sets the direction for development in Wales to 2040. The Plan outlines a strategy for addressing key national priorities through the planning system. It is guided by the Well-being of Future Generations (Wales) Act 2015[2], which demands that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales, under the wider commitment to delivering sustainable development. The Plan also supports and helps to deliver the aims of the Economic Action Plan[3], including supporting the development of

[1] https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf
[2] Well-being of Future Generations (Wales) Act 2015 – The Future Generations Commissioner for Wales
[3] https://www.gov.wales/sites/default/files/publications/2019-02/prosperity-for-all-economic-action-plan.pdf

advanced manufacturing in each region and the development of energy infrastructure.

5.2.2 The National Plan comprises several policies, which guide strategic and spatial planning across Wales. Those of most relevance to the Proposed Development are summarised below.

5.2.3 **Policy 1 – Where Wales will grow** aims to support growth across Wales and particularly in the National Growth Areas (NGA), with Wrexham and Deeside being one of those areas. In the NGAs there *"will be… investment in infrastructure."*

5.2.4 **Policy 5 – Supporting Rural Economy** aims to create vibrant rural areas with services to meet the needs of those living there in a sustainable way. Policy 5 states that the Welsh Government *"supports sustainable, appropriate and proportionate economic growth in rural towns*."

5.2.5 **Policy 9 - Resilient Ecological Networks and Green Infrastructure** aims to ensure *"the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure"* through identifying *"areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development."*

5.2.6 **Policy 17 – Renewable and Low Carbon Energy and Associated Infrastructure** strongly supports *"the principle of developing…..low carbon energy from all technologies and at all scales"* to meet Wales's future needs. Policy 17 states that proposals *"should describe the net benefits the scheme will bring in terms of social, economic, environmental and cultural improvements to local communities."* The policy also sets out that *"new strategic grid infrastructure for the transmission and distribution of energy should be designed to minimise visual impact on nearby communities. The Welsh Government will work with stakeholders, including National Grid and Distribution Network Operators, to transition to a multi-vector grid network and reduce the barriers to the implementation of new grid infrastructure."*

5.2.7 **Policy 20 – National Growth Area - Wrexham and Deeside** indicates that Wrexham and Deeside will be the main focus for growth and investment in the North

region. Strategic and Local Development Plans must recognise the NGA as the focus for strategic economic growth, essential services and facilities and advanced manufacturing.

5.3 Strategic Development Plan

5.3.1 At the time of writing, Strategic Development Plans (SDPs) have not yet been prepared for any region but are required to be in conformity with the National Plan. For North Wales specifically, the work on an SDP is at an early stage with no SDP expected to be adopted until 2030 at the earliest[4].

5.4 WCBC Development Plan Status

5.4.1 At the time of writing, the adopted local development plan for WCBC comprises the ***Wrexham Unitary Development Plan 1996-2011 (the UDP)***, which was adopted in February 2005.

5.4.2 It is worth noting, however, that the local development plan for Wrexham has been through significant upheaval in recent years. WCBC adopted the ***Wrexham County Borough Local Development Plan 2013-2028 (the LDP)*** on 20 December 2023, however, the decision to adopt the plan has subsequently been quashed by a High Court Order issued on 12 June 2025. The LDP has therefore been returned to unadopted status and the UDP has been returned to being the adopted development plan for Wrexham.

5.4.3 The issues with the adoption of the LDP have added a new complexity to decision making in Wrexham, particularly given that the UDP is clearly out-of-date, having been adopted over 20 years ago and prior to the latest National Plan. In this context, and as demonstrated by recent appeals, development proposals that do not conform with certain UDP policy may be permitted where material considerations, including evidence that underpins the unadopted LDP, justify a departure from the adopted plan.

5.4.4 It is clear that weight should be afforded to both the adopted UDP and the unadopted LDP, and it is for the decision maker to determine how much weight should be afforded to each policy. However, it should be recognised that the LDP is more up to

[4] *Agenda for North Wales Corporate Joint Committee on Friday, 17th January, 2025, 1.30 pm*

date, considers the requirements for Wrexham during a more appropriate period (2013-2028 vs 1996-2011), and has been examined against the National Plan for soundness. Given the position of the LDP, in comparison with the adopted UDP, it is expected that where conflict exists between UDP and LDP policies occurs, the decision maker would typically afford greater weight on the more up-to-date LDP policy.

5.4.5 In the above context, relevant policies from the UDP have been set out in this sub-section below; and the LDP policies have been set out in the 'Material Planning Considerations' sub-section.

5.5 Wrexham Unitary Development Plan 1996 - 2011

5.5.1 The UDP policies deemed to be of most relevance are summarised below.

5.5.2 **Policy PS2: The Broad Location of Development** states that development *"must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment."*

5.5.3 **Policy PS3: The Broad Location of Development** encourages the use of previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible.

5.5.4 **Policy PS11: Biodiversity** supports proposals which improve the biodiversity value of sites.

5.5.5 **Policy GDP1: Development Objectives** sets out the development objectives for all new development. Where relevant to the Proposed Development, the policy requires all new development to: make the best use of design techniques, siting and orientation; ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution; to provide new habitats where there is an unavoidable loss of existing habitats; ensure the development does not result in flooding or contamination; and to secure the development of sustainable communities, through the promotion of the economic and environmental well-being of the area.

5.5.6 **Policy EC2: Agricultural Land** will only permit development on high-quality agricultural land if it does not lead to the irreversible loss of that land.

5.5.7 **Policy EC4: Hedgerows, Trees and Woodland** states that development proposals should provide for the conservation and management of (inter alia) hedgerows, trees, and woodland. New planting should be included to enhance the character of the landscape and townscape, whilst developments which result in the loss or significant damage to valuable trees, important hedgerows or woodland will not be permitted.

5.5.8 **Policy EC5: Special Landscape Areas** states that within Special Landscape Areas, priority will be given to the conservation and enhancement of the landscape. Development, other than for agriculture, small-scale farm-based and other rural enterprises, and essential operational development by utility service providers, will be strictly controlled. Development will be required to conform to a high standard of design and landscaping, and special attention will be paid to minimising its visual impact both from nearby and distant viewpoints.

5.5.9 **Policy EC6: Biodiversity Conservation** will only permit development within or close to sites of biodiversity interest where it can be clearly demonstrated that the need for the development outweighs the need to safeguard the intrinsic nature value of the site. Similar to Policy PS11, Policy EC6 supports proposals that improve the biodiversity value of sites.

5.5.10 **Policy EC7: Conservation Areas** states that *"within, and in close proximity to, conservation areas, the priority will be to preserve and/ or enhance those buildings, structures, streets, trees, open spaces, archaeological remains, views, and other elements which contribute to the unique character of the area."*

5.5.11 **Policy EC9: Listed Buildings of Special Architectural or Historic Interest** states that development within the curtilage of *"buildings or structures listed as of special architectural or historic interest must respect the setting and character of the listed buildings or structures."*

5.5.12 **Policy EC11: Archaeology** states that development which would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological site of national significance will not be permitted. Development that directly affects non-scheduled sites of archaeological importance will only be permitted if an archaeological investigation has been carried out to determine the nature, extent and significance of the remains, and this investigation indicates that in-situ preservation is not justified, and a programme of excavation and recording has been agreed. Development will

also be carefully controlled to ensure that the setting of non-scheduled sites of archaeological importance is not harmed where appropriate.

5.5.13 **Policy EC12: Development and Flood Risk** states that development within defined flood plains will only be permitted if it would not result in an unacceptable risk of flooding off-site or on-site and would not adversely affect flood management or maintenance schemes.

5.5.14 **Policy EC13: Surface Water Run-off** states that development which would result in an unacceptable adverse impact on the water environment due to additional surface water run-off will not be permitted.

5.5.15 **Policy EC14: Protection of Controlled Waters** states that development which would have an unacceptable adverse impact upon the capacity, flow, quality or availability of controlled waters and associated land will not be permitted.

5.5.16 **Policy T6: Primary and Core Highway Network** requires the implementation of traffic management proposals and development adjacent to the primary and core transport network to have regard to the need to ensure the free and safe flow of traffic.

5.6 Material Planning Considerations

Overview

5.6.1 There is no strict definition of what constitutes a 'material consideration' in planning legislation, although key principles from case law are than a consideration must have a planning purpose and fairly and reasonably relate to the development to be material. Information contained within national policy and guidance, as well as other policy, guidance and emerging documents can represent material planning considerations in the determination of a planning application. The weight to be attached to material considerations is a matter for the decision maker.

5.6.2 As discussed above, the recently unadopted LDP is considered to represent a key material consideration for development proposals in Wrexham. The LDP policies, together with other documents considered to be of material relevance to the Proposed Development, are summarised below.

Wrexham County Borough Local Development Plan 2013-2028

5.6.3 **Policy SP2: Location of Development** requires development to be directed to the defined settlement limits and employment areas as identified on the Proposals Map.

5.6.4 **Policy SP11: Transport and Accessibility seeks to** ensure the safe, efficient and sustainable development of Wrexham's transport network through restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network.

5.6.5 **Policy SP12: Design Principles & Masterplanning Framework** states that *"all development will be required to be of a high quality, sustainable design"* and that proposals must demonstrate *"how innovative design solutions will enhance the quality of the built and natural environment."*

5.6.6 **Policy SP14: Natural Environment** demands that development protects, conserves and enhances the natural environment, including (*inter alia*) Sites of Special Scientific Interest (SSSI); Local Wildlife Sites (LWS); natural landscape features and green infrastructure (such as woodland); natural services (including water, soundscape, air and soil); and habitats and species of principal importance to Wales.

5.6.7 **Policy SP15: Historic and Cultural Environment** sets out that development will only be supported where it conserves protects, preserves or enhances cultural and heritage assets, including Listed Buildings, Conservation Areas and Pontcysyllte Aqueduct and Canal WHS.

5.6.8 **Policy SP18: Climate Change** requires development proposals to demonstrate that they have taken into account the following: reducing carbon emissions; adapting to climate change implications; promoting energy efficiency and increasing renewable energy; maintaining ecological resilience; avoiding areas susceptible to flood risk; and preventing development that increases flood risk.

5.6.9 **Policy SP19: Green Infrastructure** expects development to maintain the extent, quality and connectivity of the green infrastructure network on or near to the site and, where appropriate, create new interconnected green infrastructure, improve connectivity, and protect valuable features.

5.6.10 **Policy NE2: Local Designations for Nature Conservation and Geological Importance** states that development which would adversely affect locally designated sites, habitats or species will only be granted in exceptional circumstances, where there is no satisfactory alternative location, and where appropriate compensation measures can be implemented.

5.6.11 **Policy NE3: Trees, Woodlands and Hedgerows** affirms that development will only be permitted where it does not cause unacceptable harm to trees, woodland and hedgerows of significant value. Development affecting all woodland (existing and proposed) should support proposals to appropriately use and protect woodland; promote sustainable management; and support Wrexham's Tree & Woodland Strategy. Where adverse effects cannot be avoided appropriate mitigation will be required, including the planting of trees that contribute to the green infrastructure network.

5.6.12 **Policy BE1: Pontcysyllte Aqueduct and Canal World Heritage Site** highlights that development will only be permitted where it does not harm the attributes which justifies the inscription of the WHS and the site's Outstanding Universal Value (OUV). Development is expected take into account the key material considerations, which are the authenticity and integrity of the attributes that contribute to OUV; and the setting of the WHS and the attributes important to the OUV within the buffer zone.

5.6.13 **Policy DM1: Development Management Considerations** states that development proposals, where relevant, must respect local character and distinctiveness, safeguard amenity, and minimise environmental impacts. They should prioritise energy efficiency and resource re-use, avoid risking highway safety, avoid flood risks, and manage issues such as pollution, drainage, and historic mining risks appropriately.

5.6.14 **Policy T1: Managing Transport Impacts** will support development proposals where they mitigate significant transport impacts and maintain the safe and efficient operation of the highway network.

Local Planning Guidance Notes

Local Planning Guidance Note No. 4 – Conservation Areas (September 1993, Updated 2009)

5.6.15 Local Planning Guidance Note (LPGN) No. 4 aims to ensure development in conservation areas is undertaken sensitively. Development proposals should be of a high standard of design sympathetic to the scale, materials, and general character of the part of the area in which the development is located.

Local Planning Guidance Note No. 7 – Landscape and Development (November 2003)

5.6.16 Local Planning Guidance Note (LPGN) No. 7 aims to provide clarity on landscape information requirements and help to provide applicants with a better understanding of landscape issues. It asserts that consideration of design and landscape issues should be considered at an early stage.

Local Planning Guidance Note No. 17 – Trees and Development (September 2000)

5.6.17 LPGN No. 17 reflects and elaborates on policy EC4 of the UDP. It aims to protect trees and to highlight their benefit as part of the design process. The Council notes the contribution that trees can make to the amenity of the landscape and street scene and that they can add maturity to new developments, make places more attractive and soften the built environment.

5.6.18 Developments which would result in damage and/or inappropriate felling of significant trees (Category A and B) and hedgerows will not normally be permitted, with TPOs used to safeguard trees in appropriate cases. Development proposals near to existing trees must include appropriate protection. Where trees are to be lost, appropriate mitigation should be provided.

Local Planning Guidance Note No. 32 – Biodiversity & Development (March 2011)

5.6.19 LPGN No. 32 defines biodiversity and provides guidance on how it should be delt with as part of planning applications. It confirms that certain development types and those with the potential to affect habitats should be supported by ecological assessments. It also provides details on the information that should be included

within ecological appraisals; how harm to ecology and biodiversity should be avoided; and how mitigation, compensation and new benefits should be delivered, where appropriate.

Local Planning Guidance Note No. 33 – Pontcysyllte Aqueduct & Canal World Heritage Site (June 2012)

5.6.20 LPGN No. 33 provides guidance on how development in and around the Pontcysyllte Aqueduct & Canal WHS will be determined, with the goal of ensuring that the integrity and OUV of the WHS, and it's setting (including the defined buffer zone), is maintained and adverse impact is avoided. The note provides guidance on how planning applications with the potential to affect the WHS should be assessed, through consideration of the existing context and the impacts of the development proposed.

Planning Policy Wales February 2024

5.6.21 Planning Policy Wales[5] ('PPW') was revised in February 2024 to Edition 12 with revisions made to Chapter 6 to improve protection for the natural environment. PPW sets out the land use planning policies of the Welsh Government. The aim of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental, and cultural well-being of Wales.

5.6.22 Chapter 3 'Strategic and Spatial Choices - Placemaking in Action' confirms that to achieve sustainable development, design must include the social, economic, environmental and cultural aspects of the development as well as the relationship between development and the surrounding area. Chapter 3 also sets out that good design can contribute to environmental sustainability and high environmental quality.

5.6.23 Paragraph 3.7 states that good design promotes environmental sustainability and requires development to seek to maximise energy efficiency and encourage decarbonisation. Paragraph 3.8 states that landscape and green infrastructure considerations are an integral part of the design process.

[5] https://www.gov.wales/planning-policy-wales

5.6.24 Chapter 3 also recognises that adequate and efficient infrastructure underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living. Paragraph 3.63 states that *"infrastructure choices should support decarbonisation, socially and economically connected places and the sustainable use of natural resources."*

5.6.25 Chapter 5 'Productive and Enterprising Places' identifies economic infrastructure as pivotal in maintaining the economic well-being of Wales and confirms that plan making and development management decisions should (where relevant to the Proposed Development) promote the economic benefits of energy schemes and in particular, support developments which maximise planning-related benefits to communities. Paragraph 5.7.6 states that the *"planning system should secure an appropriate mix of energy provision, which maximises benefits to our economy and communities."*

5.6.26 Chapter 5 also recognises that an effective electricity grid network is required to fulfil the Welsh Government's renewable and low carbon ambitions and, to ensure future power demand can be met, significant infrastructure will be needed in distribution infrastructure. The Welsh Government's preferred position on new power lines is that, where possible, they should be laid underground.

5.6.27 The Biodiversity and Resilience of Ecosystems Duty in Section 6 of Environment Act (Wales) 2016 has been implemented through PPW, which integrates considerations of biodiversity and ecosystem resilience throughout its policies.

5.6.28 The Section 6 Duty is explicitly referenced in PPW Chapter 6 (Distinctive and Natural Places), Paragraph 6.4.5, which states:

"Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity and improve, or enable the improvement, of the resilience of ecosystems. A net benefit for biodiversity is the concept that development should leave biodiversity and the resilience of ecosystems in a significantly better state than before, through securing immediate and long-term, measurable and demonstrable benefit, primarily on or immediately adjacent to the site. The step-wise approach outlined below is the means of demonstrating the steps which have been taken

towards securing a net benefit for biodiversity. In doing so, planning authorities must also take account of and promote the resilience of ecosystems, in particular the following attributes, known as the DECCA Framework:

i) diversity between and within ecosystems;
ii) the extent or scale of ecosystems;
iii) the condition of ecosystems including their structure and functioning;
iv) the connections between and within ecosystems; and
v) the adaptability of ecosystems including their ability to adapt to, resist and recover from a range of pressures likely to be placed on them through climate change for example."

5.6.29 The Section 6 duty is a holistic, rather than quantified approach to promoting ecosystem resilience. For locally designated sites, a step-wise approach in accordance with DECCA principles to seek to ensure there is no reduction in overall conservation value is recommended (paragraph 6.4.33).

Technical Advice Notes

5.6.30 Technical Advice Notes (TAN) provide local authorities with detailed planning advice which are taken into account when preparing development plans. The relevant TANs to the Proposed Development are discussed in more detail below.

Technical Advice Note 5: Nature Conservation and Planning (September 2009)

5.6.31 TAN 5[6] identifies biodiversity conservation and enhancement as an integral part of planning for sustainable development, but that development can present a significant opportunity to enhance wildlife habitats.

5.6.32 Key principles of positive planning for nature conservation are identified. They include that nature conservation should be integrated into all planning decisions. Development should also look to provide for net benefits for biodiversity conservation with no significant loss of habitats or populations of species.

[6] https://www.gov.wales/technical-advice-note-tan-5-nature-conservation-and-planning

5.6.33 The presence of protected species, and whether there would be any disturbance or harm to species or habitats, is a material consideration when considering a proposal.

Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010)

5.6.34 TAN 6[7] provides guidance for development in rural areas. Its key aim is to support sustainable rural communities by helping to ensure appropriate development, protect the environment, and manage the challenges of climate change.

5.6.35 It states that planning authorities should consider the quality of agricultural land and other agricultural factors and seek to minimise any adverse effects on the environment. It also states that planning authorities should bear in mind that, once land is built on, the restoration of seminatural and natural habitats and landscape features is rarely possible and usually expensive, and archaeological and historic features cannot be replaced. Also, once agricultural land is developed, even for 'soft' uses such as golf courses, its return to agriculture as best and most versatile agricultural land is seldom practicable.

Technical Advice Note 12: Design (March 2016)

5.6.36 TAN 12[8] provides guidance on how design can contribute to the quality of Wales' varied landscape and can contribute to sustaining a positive image for Wales. It states that new development should harness intrinsic resources of the area for more environmentally sustainable development and in particular, measures to help reduce effects related to climate change and to build in resilience to mitigation and adaptation. Of particular note is ways in which good design can be delivered through appraisal of the context and consideration of access, character, community safety, environmental sustainability and movement.

Technical Advice Note 15: Development and Flood Risk (November 2021)

5.6.37 TAN 15[9] seeks to guide new development away from areas of high flood risk.

[7] https://www.gov.wales/technical-advice-note-tan-6-planning-sustainable-rural-communities
[8] https://www.gov.wales/technical-advice-note-tan-12-design
[9] https://www.gov.wales/technical-advice-note-tan-15-development-and-flood-risk-2004

Technical Advice Note 18: Transport (March 2007)

5.6.38 Section 2.3 of TAN 18[10] states that the integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development by: promoting resource and travel efficient settlement patterns; ensuring new development is located where there is good access by public transport, walking and cycling; managing parking provision; ensuring new development include appropriate provisions for pedestrians, cyclists , public transport, traffic management and parking; and ensuring that transport infrastructure to serve new development allow existing transport networks to continue to perform their identified functions.

Technical Advice Note 23: Economic Development (February 2014)

5.6.39 TAN 23[11] provides advice on various aspects relating to economic development including developing high level economic planning objectives and assessing the economic benefits of new development.

Technical Advice Note 24: The Historic Environment (May 2017)

5.6.40 TAN 24[12] sets out guidance on how plan preparation and decision making should consider the historic environment. It sets out that impacts of development on heritage assets should be assessed through consideration of the Conservation Principles and Heritage Impact Assessments (where necessary). It also asserts that consideration must also be given to the effects of development on the setting on Wales' heritage assets, particularly where development relates to a World Heritage Site which are particularly sensitive areas.

[10] https://www.gov.wales/technical-advice-note-tan-18-transport
[11] https://www.gov.wales/technical-advice-note-tan-23-economic-development
[12] https://www.gov.wales/technical-advice-note-tan-24-historic-environment

6.0 PLANNING POLICY APPRAISAL

6.1 Introduction

6.1.1 This section of the Planning Statement provides a detailed assessment of the Proposed Development in relation to relevant planning policy and guidance previously identified in **Section 5.0**. The purpose of this assessment is to demonstrate the overall compliance of the Proposed Development in the context of key planning policy considerations.

6.1.2 The following key topics are considered in this appraisal:

- Principle of Development.
- Design.
- Historic Environment.
- Arboriculture.
- Biodiversity.
- Landscape and Views.
- Traffic and Highways.
- Soils and Geology.
- Other Considerations.

6.2 Principle of Development

Location of Development

6.2.1 Relevant policy and guidance in relation to the broad location of development is contained within: National Plan Policy 20; UDP Policies PS2 and PS3; and LDP Policy SP2.

6.2.2 The location of the Proposed Development is primarily driven by two factors as follows:

- The location of the proposed Kronospan 132kV substation (as part of the Kronospan North Access Road project).
- The location of the grid connection points at the existing Legacy to Oswestry 132kV overhead line.

6.2.3 As the two factors described above are fixed geographical points, the location of the Proposed Development (the cable routes) is limited to the space between them. As set out in **Section 3.2**, the decision has been taken to ensure that the cables would be installed in the public highway as far as practicable to ensure that installation on previously developed land is maximised which would subsequently minimise the potential for adverse impacts on the wider environment (including impacts on biodiversity (habitat, trees and hedgerow), the historic environment (below ground archaeology), the water environment (drainage ditch and watercourse crossings), and agricultural land.

6.2.4 In the vicinity of the existing Legacy to Oswestry 132kV overhead line, there are only two notable public highway routes available that would provide routes to the existing Kronospan Facility/proposed Kronospan 132kV substation as follows:

- A route to the south heading west past Forge Farm and towards where Colliery Road and the A5 meet.
- A route to the north heading west towards the A5 (Halton Roundabout).

6.2.5 As set out in **Section 3.1**, the two 132kV circuits require a separation distance of 450mm, which is a separation distance of 650mm between the centre point of each cable duct. The two fibre ducts require a separation distance of 5m to adhere to SPEN requirements. Due to the narrow carriageway (less than 5m in places) at the eastern extents of both of the routes described above, both routes (rather than one or the other) would be required to ensure the 5m separation distance for the fibre cables can be achieved.

6.2.6 Kronospan has provisionally discussed the feasibility of the identified cable routes with WCBC and undertaken further correspondence with WCBC via the pre-application advice process (see **Section 1.5** above for further details). There are no objections to the principle of the Proposed Development, and no comments have been received urging Kronospan to consider alternative alignments (such as greater installation in open fields).

6.2.7 The likely environmental effects of the Proposed Development would predominately arise during construction; once installed, the trenches would be backfilled and fully

reinstated, leaving no physical above ground evidence of their existence; as such, adverse effects during construction would be temporary and unlikely to be significant.

6.2.8 There would be permanent above ground CSE platforms at the proposed connection points to the existing Legacy to Oswestry 132kV overhead line; however, the CSE platforms would occupy a relatively small footprint and be visually associated (in mass and form) with that overhead line. Biodiversity mitigation and enhancement measures (see **Technical Appendix 4** and **Technical Appendix 6**) are proposed to mitigate for the loss of hedgerow during construction.

6.2.9 The environmental assessments, provided as Technical Appendices and summarised at **Section 4.0**, demonstrate that there would be no unacceptable adverse effects as a result of the Proposed Development; as such, the Proposed Development is compliant with planning policy associated with the location of development, including provisions contained with UDP Policies PS2 and PS3 and LDP Policy SP2 with respect ensuring there would be no materially detrimental environmental effects.

Local Economy, Energy Infrastructure and Climate Change

6.2.10 Relevant policy and guidance in relation to the local economy, energy infrastructure, and climate change is contained within: National Plan Policies 1, 5, 17, 20; LDP Policy SP18, PPW; and TAN 23.

6.2.11 Whilst the Proposed Development is not an energy generating scheme in itself, the proposed 132kV substation (as part of the Kronospan North Access Road development) which the Proposed Development would enable a grid connection to be made, would significantly improve the security of electricity supply (for both Kronospan and the local community); this would subsequently improve the overall efficiency of Kronospan's operations, reduce reliance on the on-site fossil fuel generation, enable future investment at the existing Kronospan Facility, and free up capacity for renewable energy opportunities such as solar. Further benefits of the Proposed Development with respect the local economy, energy infrastructure and climate change are provided at **Section 2.3**.

6.3 Design

6.3.1 Relevant policy and guidance in relation to design is contained within: LDP Policy SP12; PPW; and TAN 12.

6.3.2 See **Section 6.2** above for details regarding the decision to predominately install the cables in the public highway and the proposed alignment of the proposed cable routes.

6.3.3 There is little variance in the design of electrical connection infrastructure since its design (fundamentally the width and depth of trench excavations and HDD bores) and is determined and governed by engineering and technical requirements including but not limited to: required voltage of connection; number of circuits required; ensuring adequate cable rating; ensuring thermal resistivity can be achieved (influenced by separation of required circuits and depth of HDD installation); and compliance with SPEN requirements as long-term owners and operators of the proposed cables once installed.

6.3.4 Similarly, the proposed transition from underground cable to the proposed connection points at the existing Legacy to Oswestry 132kV overhead line is determined by SPEN requirements; there is a typically a standard approach specified by the DNO depending on the voltage and nature (wood pole or lattice) of the existing pylons.

6.3.5 As such, the design of the Proposed Development is not typically able to be influenced by other factors; as a predominately below ground installation, this is not considered to be a notable planning consideration. Therefore, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.4 Historic Environment

6.4.1 Relevant policy and guidance in relation to the historic environment is contained within: UDP Policies EC7, EC9, and EC11; LDP Policies SP15 and BE1; LPGN No. 4; LPGN No. 33; PPW; Tan 6: and TAN 24.

6.4.2 **Section 4.2** of this Planning Statement provides a summary of the impacts of the Proposed Development on the historic environment. It has been demonstrated that

the Proposed Development would not result in any significant effects on the historic environment. As such, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.5 Arboriculture

6.5.1 Relevant policy and guidance in relation to arboriculture is contained within: UDP Policy EC4; LDP Policy NE3; LPGN No. 17; and PPW.

6.5.2 **Section 4.3** of this Planning Statement provides a summary of the impacts of the Proposed Development on arboriculture. It has been demonstrated that the Proposed Development would not result in any significant effects on arboriculture. As such, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.6 Biodiversity

6.6.1 Relevant policy and guidance in relation to biodiversity is contained within: National Plan Policy 9; UDP Policies PS11, GDP1, EC4, and EC6; LDP Policies DM1, SP14, SP19, NE2, and NE3; LPGN No. 32; PPW; TAN 5; and TAN 6.

6.6.2 **Section 4.4** of this Planning Statement provides a summary of the impacts of the Proposed Development on biodiversity. It has been demonstrated that the Proposed Development would not result in any significant effects on biodiversity. As such, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.7 Landscape and Views

6.7.1 Relevant policy and guidance in relation to landscape and views is contained within: UDP Policies GDP1 and EC5; LPGN No. 7; LDP Policy DM1; and PPW.

6.7.2 **Section 4.5** of this Planning Statement provides a summary of the impacts of the Proposed Development on landscape and views. It has been demonstrated that the Proposed Development would not result in any significant effects on landscape and views. As such, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.8 Traffic and Highways

6.8.1 Relevant policy and guidance in relation to highways is contained within: UDP Policies GDP1 and T6; LDP Policies SP11, T1, and DM1; PPW; and TAN 18.

6.8.2 **Section 4.6** of this Planning Statement provides a summary of the impacts of the Proposed Development on highways together with likely requirements for traffic management. It has been demonstrated that the Proposed Development would not result in any significant effects on highways and that traffic management can be implemented to ensure highway safety and access. As such, the Proposed Development would accord with the development plan and relevant guidance in this regard.

6.9 Soils and Geology

6.9.1 Relevant policy and guidance in relation to soils and geology is contained within: UDP Policies PS2 and GDP1; LDP Policy DM1; and PPW.

6.9.2 The trial hole information (11 in total) together with the ground investigation report (supported by four bore holes) provide ground and thermal resistivity data to inform the design of the proposed cables. The information is provided at **Technical Appendix 9** and **Technical Appendix 10** respectively.

6.10 Other Considerations

Socio-Economic and Recreation

6.10.1 Community facilities (medical, education, recreational) are within the locality of the Proposed Development at various points. There would be temporary socio-economic effects during the construction works, largely related to disturbance/general amenity, and unlikely to be significant in nature.

Land Use and Planning

6.10.2 Existing land use is predominately existing highway which would be restored back to original condition upon completion of the works. Greenfield land use is limited to the approaches to the connection points at the proposed 132kV substation and the existing Legacy to Oswestry 132kV overhead line; this consists of agricultural land

which would be restored back to original condition upon completion of the works, except for:

- The small footprint occupied by the proposed CSE platforms at the two connection points at the existing Legacy to Oswestry 132kV overhead line.
- The land in and around the proposed 132kV substation is subject to a planning application (P/2022/1080) that will see the wider area in this location developed for the Kronospan North Access Road project; that land will ultimately be developed in accordance with that planning permission (once granted) rather than restored back to its original condition.

6.10.3 Aside from that described above, there are no further extant planning permissions that would impact or be impacted by the Proposed Development. Further details regarding the approach to agricultural land is provided separately below.

Agricultural Land

6.10.4 Relevant policy in relation to agricultural land is contained within UDP Policy EC2 and TAN 6.

6.10.5 The fields on the approach to the connections to the proposed 132kV substation are classified as Grade 3b (moderate quality) agricultural land. This part of the cable routes would be within the footprint of the wider North Access Road planning permission. Effects on agricultural land in this location have already been considered acceptable by WCBC; no further effects on agricultural land would arise from the installation of the cables.

6.10.6 The fields on the approach to the proposed connections to the existing Legacy to Oswestry 132kV overhead line are classified as Grade 2 (good quality) agricultural land. However, the agricultural land take would be for a relatively small footprint, the land would be restored back to its original condition upon completion of the works, and in most cases, agricultural practices would be able to continue in the areas above the cables upon completion of the works. Cable markers would be installed and details of cable alignments provided to ensure landowners know where the cables are installed.

6.10.7 As such, no significant effects on agricultural land are anticipated.

Water Environment

6.10.8 Relevant policy and guidance in relation to the water environment is contained within: UDP Policies GDP1, EC12, EC13, and EC14; LDP Policy SP18; PPW; and TAN 15.

6.10.9 Close to the proposed connection points at the existing Legacy to Oswestry 132kV overhead line, a very small part of Cable Routes 1 and 2 are in Flood Zone B of the NRW Development Advice Map. There are also sporadic parts of all cable routes that are in Flood Zones 2 and 3 of the NRW Flood Map for Planning. However, as the cables will be installed below ground, the risk of flooding is higher in the construction phase (risk to construction personnel) than the operational phase.

6.10.10 The operational flood risk is predominately focused on where the cables would be installed in agricultural fields since the cable trenches would displace a relatively small area below ground where water would be able to naturally drain through the sub-soil. Where the cables would be installed beneath the existing highway, there would be no natural drainage displacement, and the highway would continue to drain via existing highway drainage.

6.10.11 Standard pollution prevention measures and best available techniques would be adopted during construction to minimise the likelihood of adverse effects on the water environment during construction in accordance with Construction Industry Research and Information Association (CIRIA) guidance and NRW Guidance for Pollution Prevention (GPP). Such measures are set out in the Framework CEMP.

Noise and Vibration

6.10.12 No operational noise and vibration effects are anticipated.

6.10.13 Noise and vibration effects during the construction phase would be temporary; associated working practices and mitigation are set out in the Framework CEMP and include the implementation of industry standard/best practice mitigation measures.

7.0 SUMMARY AND CONCLUSIONS

7.1.1 This Planning Statement has been prepared in support of a planning application made by Kronospan for the installation of two 132kV circuits and two fibre cables between the existing Scottish Power Energy Networks (SPEN) Legacy to Oswestry 132kV wood pole overhead line and the consented Kronospan 132kV substation.

7.1.2 The planning application comprises the following:

- Planning Application Form and Certificates
- Site Location Plan/Statutory Plan
- Planning Application Drawings
- This Planning Statement and supporting Technical Appendices comprising:
    - Technical Appendix 1: HEA.
    - Technical Appendix 2: AIA.
    - Technical Appendix 3: AMS.
    - Technical Appendix 4: EcIA.
    - Technical Appendix 5: Shadow HRA.
    - Technical Appendix 6: GIS.
    - Technical Appendix 7: LVA.
    - Technical Appendix 8: HTN.
    - Technical Appendix 9: Trial Hole Information.
    - Technical Appendix 10: Ground Investigation Report.

7.1.3 A request for formal pre-application advice (dated 09 May 2025) was submitted to WCBC to establish:

- The principle of the Proposed Development.
- The suitability of the cable routes identified.
- Agreement that the Proposed Development does not constitute EIA development.
- The scope and content of this planning application including the proposed scope of the supporting technical/environmental assessments.
- The main policy considerations that should be addressed in this planning application.

- Any notable local issues that should be considered.
- Any other issues or concerns regarding the Proposed Development.

7.1.4 WCBC provided its pre-application advice (see **Appendix A**). All matters set out in WCBC's pre-application advice are addressed.

7.1.5 Kronospan has been working with the DNO to identify how the current local grid issues can be resolved. This has resulted in the proposal to develop a new 132kV substation (and associated 132kV cable connection subject to this planning application) which would enable Kronospan to connect directly into the strategic SPEN 132kV overhead line. This would have a range of positive consequences to Kronospan and the community of Chirk as follows:

- Kronospan could reduce reliance on the onsite fossil fuel energy generation by drawing more from the electricity network, which is on a path to a low, and eventually zero, carbon future. Based on the most recent emissions data for the facility this could lead to a 59% reduction in carbon emissions by 2030, with even greater reductions as the grid mix decarbonises further.
- Kronospan will not be susceptible to intermittent constraints on the power it sources from the local grid, helping to maximise the manufacturing efficiency from the plant.
- The new connection and reliability that it would provide will enable investment to be made in future manufacturing lines essential to the future success of the business e.g. OSB production.
- A new connection would enable Kronospan to invest in renewable energy projects on site such as solar PV, helping to contribute to the low carbon future for the plant.
- The new substation would reduce the strain on the existing local 33kV network helping to provide a greater security of supply to local business and residents.
- Reduce the risk of intermittent or even catastrophic failure of the local 33kV network which supplies essential infrastructure such as Chirk Community Hospital.
- The reduced demand on the local grid would enable Chirk to implement Electrical Vehicle charging schemes and open the opportunity for local community based

solar schemes to connect into the grid which currently does not have the capacity to facilitate these Net Zero projects.

7.1.6 This section of the Planning Statement provides a detailed assessment of the Proposed Development in relation to relevant planning policy and guidance previously identified in **Section 5.0**. The purpose of this assessment is to demonstrate the overall compliance of the Proposed Development in the context of key planning policy considerations.

7.1.7 The following key topics are considered in the appraisal of the Proposed Development against relevant planning policy and guidance:

- Principle of Development.
- Design.
- Historic Environment.
- Arboriculture.
- Biodiversity.
- Landscape and Views.
- Traffic and Highways.
- Soils and Geology.
- Other Considerations.
    - Socio-Economics and Recreation.
    - Land Use and Planning.
    - Agricultural Land.
    - Water Environment.
    - Noise and Vibration.

7.1.8 The Proposed Development would not result in any significant adverse effects. Suitable mitigation and monitoring measures have been identified as required, the majority of which is provided in the Framework CEMP given the majority of effects would arise during the construction phase.

7.1.9 The Proposed Development is compliant with relevant planning policy and guidance.

Figure 1 – Overview of Biodiversity Features

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SED 7
Barracks Field
SED 6
Bolas Dingle
SED 5
SED 1
SED 2
SED 3
SED 4
Coed Y Camlas/Canal Wood

Key

- Local Authority Boundary
- North Access Road Planning Application (Pending Determination)
- Proposed 132kV North Access Road Substation
- Existing Legacy to Oswestry 132kV Overhead Line
- Proposed Cable Route 1
- Proposed Cable Route 2
- Proposed Fibre Cable Route
- Special Engineering Difficulty (SED) – Open Trench
- SED – Horizontal Directional Drill (HDD)

Nature Conservation Designations

- Priority Habitat
- Local Wildlife Site
- Special Areas of Conservation
- Site of Special Scientific Interest
- Ancient Woodland

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Kronospan 132kV Cables

Figure Number

Figure 1

Figure Title

Overview of Biodiversity Features

Scale

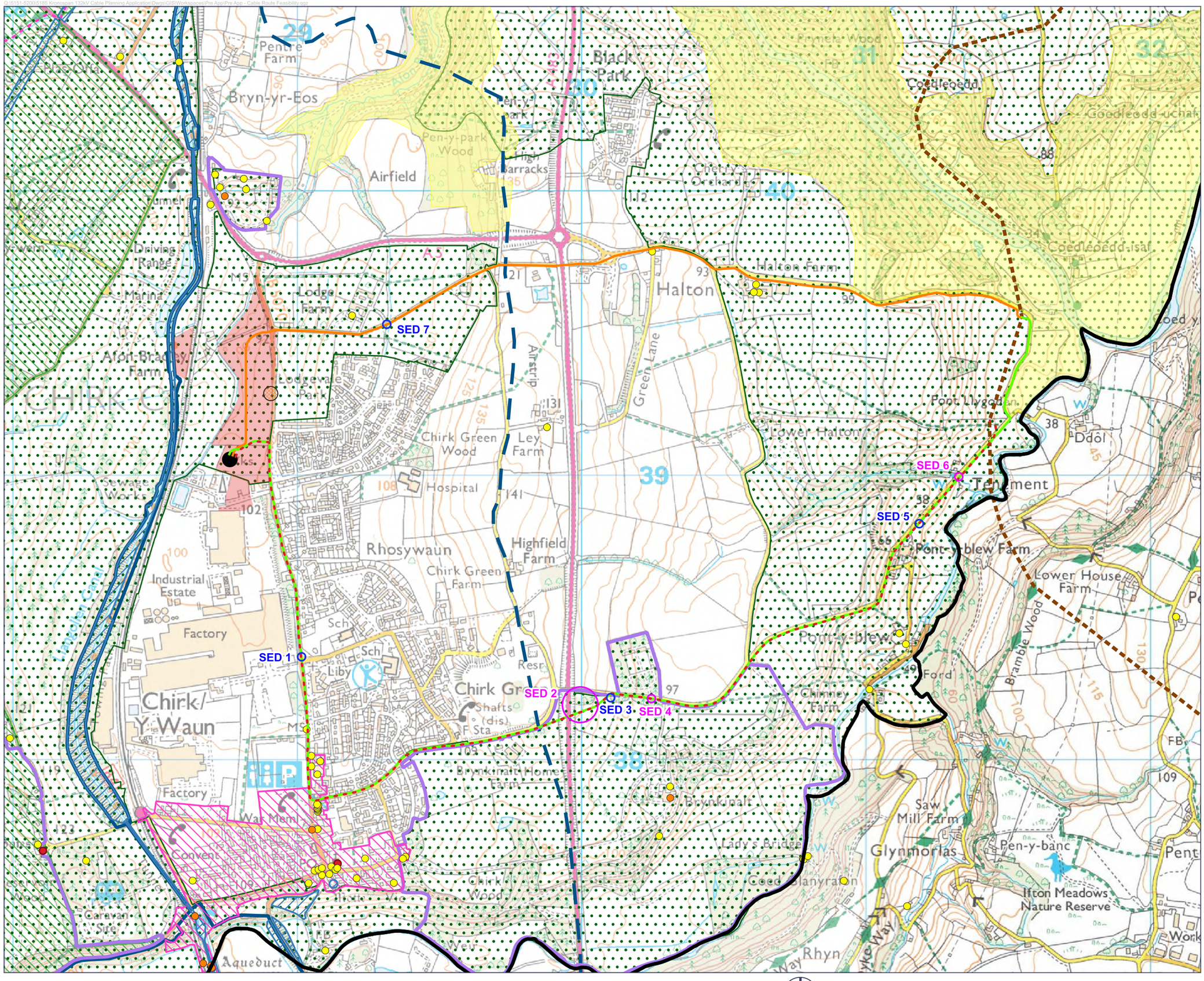
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Date

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Figure 2 – Overview of Landscape and Historic Environment Features

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Key

- Local Authority Boundary
- North Access Road Planning Application (Pending Determination)
- Proposed 132kV North Access Road Substation
- Existing Legacy to Oswestry 132kV Overhead Line
- Proposed Cable Route 1
- Proposed Cable Route 2
- Proposed Fibre Cable Route
- Special Engineering Difficulty (SED) – Open Trench
- SED – Horizontal Directional Drill (HDD)

Heritage Assets

Listed Buildings

- Grade I
- Grade II*
- Grade II
- Scheduled Monuments
- Conservation Areas
- Registered Parks and Gardens
- World Heritage Sites
- World Heritage Sites - Essential Setting
- Lime Kiln

Access & Recreation

- National Trails (Wales)
- Common Land (Wales)

Landscape Designations

- Area of Outstanding Natural Beauty
- Special Landscape Area (Wrexham UDP)
- Special Landscape Area (Wrexham LDP)

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Project

Kronospan 132kV Cables

Figure Number

Figure 2

Figure Title

Overview of Landscape and Historic Environment Features

Scale

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Date

November 2025