1.0 TRANSPORT ASSESSMENT (PLANNING STATEMENT APPENDIX F) ADDENDUM

1.1 Introduction

1.1.1 This Transport Assessment (TA) Addendum sets out the implications of the revised Proposed Development design with respect to highways and transport. This TA Addendum considers the potential for the revision (reduction in size from 91 spaces to 45 spaces) to the proposed heavy goods vehicle (HGV) parking area (lorry park) to impact upon the traffic generation, distribution and assignment exercises included in the TA accompanying the planning application. This TA Addendum should therefore be read in tandem with the TA.

1.2 Revised Operating Arrangement

1.2.1 Although the revised Proposed Development design includes several alterations to the proposed HGV parking arrangements, there are no material changes to the Proposed Development in so far as it relates to traffic generation, distribution, mitigation and potential impacts. The revised Proposed Development design would affect the internal layout and internal operation of the Site only, with the key differences relating to the way in which the Applicant would manage HGV deliveries to ensure an efficient operation.

1.2.2 Deliveries would be undertaken on a 'just in time' basis. This would involve the careful scheduling of HGV deliveries so that there would be minimal dwell time and as fast a turnaround as practicable. Timber and chemical deliveries would be directed to pass immediately through the Site to the weighbridge and would not generally be required to wait in the proposed lorry park unless they are specifically required to stop due to driving hours accrued.

1.2.3 The existing HGV shunting operation is undertaken on-site and would be retained for the Proposed Development; further details are provided in **Section 3.2 of ES Chapter 3.0 (Alternatives)** and **Section 4.3 of ES Chapter 4.0 (Description of the Proposed Development).**

1.2.4 It is expected that the largest volume of stationary HGVs / trailers on-site would be during weekends and evenings. Based on the Applicant's experience of operating the Kronospan Facility, it is expected that approximately 95% of the proposed HGV

spaces would be used during peak periods. Outside of these periods, it is expected that approximately 60 - 70% of the proposed HGV spaces may be utilised.

1.2.5 Although the proposed lorry park is reduced in size (from 91 to 45 HGV spaces), this is not expected to result in a reduction in the proposed traffic generation. The traffic generation analysis provided in the TA was established based on existing HGV traffic movements, which are proposed to re-route to the proposed north access road. The revised Proposed Development design simply entails the redistribution of existing trips from the existing access (at the southern extent of the existing Kronospan Facility) to the proposed north access road; the revised operational approach (combination of shunting operation and just in time deliveries) would enable the Applicant to retain the current levels of traffic generation associated with the ongoing operation of the existing Kronospan Facility.

1.2.6 Although the existing lorry park at the southern extent of the existing Kronospan Facility would be retained, all HGVs would still be expected to access and egress the site via the proposed north access road. Enforcement of this routing strategy would be via implementation of the mitigation measures discussed within Section 8.0 of the TA.

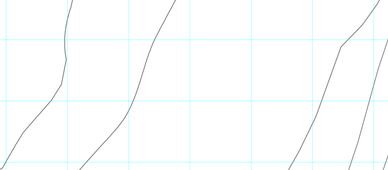
1.2.7 A swept path of the revised Proposed Development design (lorry park) is provided at **Appendix A**.

1.3 Conclusion

1.3.1 Overall, the revised Proposed Development design is not considered to result in any material change that would have affected the technical analysis or methodology provided in the TA. The conclusion of the TA; that "*the Proposed Development would have a beneficial impact on operational or highway safety conditions over the local highway network*" remains applicable.

APPENDIX A – LORRY PARK SWEPT PATH

Golf
Driving Range
Issues
Sinks
Marina
Towing Path
(Llangollen Branch)
Shropshire Union Canal
Kilns
(disused)
Level
Crossing
Drain
FB
Overflow
SM
Lagoon
Lagoon
Lagoon
Mast
Sewage
treatment
plant
Afon Bradley
MP
193.75
MP
193.5
Afon Bradley Farm
Roundwood
Storage
3,865m²
Roundwood
Storage
3558m²
Gas
Governor
Hyfryd
Kronoplus
Logyard
East Warehouse
Shelter
99.3m
102.0m
94.5m
ROUNDABOUT
A 5
B 5070
Def
Sinks
Issues
Path (um)
Parkgate
Cottage
Lodge Farm
Cottage
The Lodge
Post
Play
Area
WERN
CROGEN
OFFA
LINDEN AVENUE
CHARLES STREET
JOHNS STREET
GEORGE STREET
EWART STREET
Upper Wharf
Briar Bank
El Sub Sta
LB



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

KRONOSPAN STATUS
Date 09.05.2023

STATUS	WAITED COMMENTS	
1x	KRONOSPAN	YYYY-MM-DD
1x	YYYY-MM-DD	
1x		
DISTRIBUTION	WAITED APPROVAL	
1x	YYYY-MM-DD	YYYY-MM-DD
1x	■■■■■	
CERTIFIED	WARNING	

Revision	Description	Date	Name
C			
B			
A			

Status
STATUS

xylo technologies
Xylo Technologies AG
Richtistrasse 1
CH-9052 Niederteufen
Schweiz

Technology
kronospan
Kronospan Ltd
Maesgwyn Farm
LL14 5NT Cork, Wrexham
United Kingdom

	Date	Name
Project leader		
Drawn	09.05.2023	A. HILDITCH
Checked		
Project number	Projekt name	

Size A0
Scale 1:1000
origin
Norm ISO

Description
Proposed North Access Road
Vehicle tracking

Drawing number 7000_156
Index U
Sheet/Number 3/3