

Paragraphs / Actions from Maple Cross & West Hyde Residents Association letter dated 26/04/2021

Action 1 - To issue a single summary – in conjunction with HCC if required - of all of the assumptions made about the local traffic flows against which the warehouse traffic has been evaluated.

Highway Authority Response:

Transport Assessments (TA) are used to assess the transport and highway issues and impacts associated with a development and are formally reviewed by Hertfordshire County Council (HCC) as Highway Authority (HA) as part of the planning process. The requirement for a TA is determined by the size and nature of a development to be in accordance with guidance as outlined in Roads in Hertfordshire: Design Guide and the National Planning Policy Framework (NPPF).

Baseline traffic flow data is used (which is actual recorded data not assumed) for existing traffic flows and the directional distribution of these flows. The parameters for the necessary area, scope and duration of baseline traffic data was agreed between HCC as HA, Highways England and the applicant at the pre-application stage.

The baseline data is detailed in section 3.12 to 3.14 and appendix 3 of the submitted TA for this application. Growth factors have then been used (as outlined in sections 6.6 to 6.7 of the TA) to determine suitable future growth rates for the recorded baseline traffic flows. For this application future assessment years of 2022 and 2031 have been used and therefore the HA has assessed the acceptability of the proposals in the context of the baseline data and future assessment years.

As part of the assessment of the TA, the HA evaluates whether or not the baseline data used is sufficient and in accordance with any previous pre-app discussions. The HA also uses any of its own available traffic model data, recorded traffic flow data and accident data to assess and verify any submitted data in addition to identifying any known capacity or safety issues on the surrounding highway network.

The baseline data and growth factors used in respect of this application are considered sufficient and acceptable.

Action 2 - To issue a single summary of the traffic anticipated as a consequence of the warehouse.

Highway Authority Response

The TRICs (Trip Rate Information Computer System) database is extensively used within the planning and transport industry to determine the anticipated traffic levels (including vehicle trip rates) from a proposed use and is particularly useful for larger developments.

TRICs has been used as part of the submitted TA for this application. The proposals have been predicted as generating upto 695 daily two way trips with 119 two-way trips in the AM peak (0800-0900) and 110 two-way trips in the PM peak (1700-1800) as summarised in table 5 of the TA. None of these figures need to be doubled as they are a total of both arrivals and departures. The peak hours assessment period was previously agreed by both HCC and Highways England.

The methodology used is considered robust and the results have been verified in TRICs by HCC. The actual figure would most likely be lower due to the use of the 85th percentile rather than the mean, which provide a lower figure. The TA (and the methods within) would therefore be the normal and robust assessment under which the trip generation would be reviewed and assessed.

The number of predicted additional trips from the application site itself onto the classified A road (A412 Denham Way) would not be considered to be severe in the context of the total number of recorded vehicles using the A412. It is acknowledged that the capacity of the proposed signalisation junction is being reviewed taking into the consideration the permitted hotel development (as referenced again under Action 3).

Action 3 – confirmation of extent of coverage gap, and what TRDC plans to do in order to address this.

Highway Authority Response

The submitted TA for this application includes existing baseline traffic flows/data (as referred to earlier under Action 1) and this therefore includes existing traffic flows from the Thames Water site; Hertford Place; Woodoaks Farm and other existing uses). As stated under action 1, the baseline data is actual (and not assumed) data. A copy of the full source data can be found in appendix 3 of the submitted TA.

HCC as HA has requested a trip generation / vehicle number assessment to be carried out for the permitted hotel in addition to updated modelling as to the capacity of the proposed signalised junction (taking into consideration the baseline / existing traffic numbers; the proposed development, the permitted hotel and other committed developments in the area). TRDC has requested that the applicant provide this information in order for HCC and TRDC to assess this additional data in respect of the overall current planning application.

HCC as HA has no vested interest in the application site nor any bias in respect of its review as to the acceptability of the proposals. The HA reviews any proposals and impacts arising from the proposals in the context of the NPPF (paragraphs 108 to 111) and Hertfordshire's Local Transport Plan, specifically Policy 5: Development Management. If there are sufficient and reasonable reasons to recommend refusal for the proposals from a highways or transport perspective then as the Highway Authority, we would do so.

Action 4 - We request that the percentile data referred should be illustrated as follows.

Highway Authority Response

HCC as HA considers that the approach as outlined in the submitted TA for this application is robust and includes a sufficient level of measured baseline traffic flow data, growth factors/calculations and future assessment years, which also take into account committed developments (as referenced in action's 1, 2 and 3 above). The only outstanding necessary trip generation data is that for the permitted hotel (as reference under the HA's response under action 3).

Action 5 – Immediately withdraw the Pollution and Noise assessments.

Highway Authority Response

No specific comments from HCC as HA in this respect of the submitted pollution and noise assessments for this application as the TA would be the main document that would be used to assess the transport and highways impacts from a development.

Nevertheless HCC as HA is supportive of the proposed on-site electric vehicle charging provision which would promote electric vehicle use and is in accordance with the Local Transport Plan (Policies

5h) and supportive of any other provisions, which would result in reducing any potential air quality impacts from the proposed use to support Hertfordshire's Sustainability Strategy,

Other criteria and information that HCC as HA has considered and reviewed as part of its overall assessment include (but not exclusive to):

- Whether or not the site is an allocated employment site in TRDC's Local Plan, which it is this case it is;
- The classification, nature and speed limit of the surrounding highway network;
- The extent of the highway maintainable at public expense and any Rights of Way as shown on the Definitive Map of Public Rights of Way in Hertfordshire;
- Existing sustainable travel options in the surrounding area;
- The requirement for a travel plan and travel plan contributions to support, promote and maximise sustainable travel options to and from the site including options for pedestrians, cyclists, public transport, car clubs etc. This is in addition to any engagement or enforcement which may be necessary in respect of the travel plan measures.
- The potential to provide mixed use developments (e.g. a mixture of employment and residential use within a walking or cycling distance of one another) which can reduce the need to travel and therefore contribute to reducing car use, congestion and pollution through providing local employment opportunities and lessen severance for those who are unable to drive;
- Any necessary off-site highway works required to make the development acceptable in transport, highway and planning terms. In this application the highway on Denham Way would be improved, which is deemed necessary to ensure that the junction works within capacity for vehicles on all arms and that opportunities for walking / cycling / public transport to and from the site have been provided and maximised. The proposed signalised junction and toucan crossings would also reduce the current severance for pedestrians and cyclists travelling between Maple Cross and Rickmansworth caused by the large bellmouth opening of the private access road.
- An adequate level of on-site car parking to ensure that there is not the potential for overspill parking which could affect the safe and free flow of surrounding highways and private roads but also not an over supply which could encourage a number of journeys by vehicle which reasonably made by walking, cycling or utilising any available public transport.