

From: [REDACTED]
To: [REDACTED].com
Cc: [Highways Customer Services](#); [Mark Youngman](#); [Highways Member Enquiries](#)
Subject: RE: Maple Cross Warehouses Planning Application 21/0573/FUL 21/HCS/065 TRD 21/04/2021
Date: 08 April 2021 14:36:00
Attachments:

Dear [REDACTED]

Many thanks for your emails in respect of the above planning application. I have been dealing with the consultee responses on behalf of Hertfordshire County Council (HCC) as Highway Authority (HA) and therefore I will respond to you each of your points raised below.

Permitted Hotel Development

HCC as HA has requested a trip generation / vehicle number assessment to be carried out for the hotel in addition to updated modelling as to the capacity of the proposed signalised junction (taking into consideration the proposed development, the permitted hotel and other committed developments in the area). A copy of this request should be on Three Rivers District Council's planning portal online for the application.

Thames Water Site

I have not contacted Thames Water directly. However I have asked Three Rivers District Council to investigate whether or not there has been a material change to the Thames Water site that may account for the apparent increase in the number of trips.

Traffic Distribution / Directional Flow

In respect of the flow of traffic to and from the site, HCC as HA has not assumed that all traffic would access via the M25. The submitted Transport Assessment (TA) takes into consideration that some development traffic would access the site via the A412 to and from the south and the junction modelling included in the TA reflects this. The traffic flows in the TA show between 23% and 27% of development traffic would turn left in the peak hours when exiting onto the A412 (i.e. the direction of Maple Cross and not the M25).

This is considered to be reasonable when taking into consideration the close proximity of the site to the M25. Nevertheless a LinSig model has been used to assess the performance of the existing signalised Chalfont Road / Denham Way / Maple Lodge Close junction and the results in the submitted TA (sections 7.22 to 7.27) show that the junction works within capacity and the proposals would not have demonstrable impact on the functioning of this junction.

Furthermore the proposed development / planning application has to be reviewed by the Highway Authority in the context of the National Planning Policy Framework, which states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". The site is an allocated employment site in TRDC's Local Plan and the A412 is classified as a main distributor A road which forms part of the principle A road network. Therefore the number of additional trips from the application site itself onto the A road would not be considered to be severe in this context. It is acknowledged that the capacity of the proposed signalisation junction itself is being reviewed taking into the consideration the hotel

development (as referenced earlier).

Pedestrian Accessibility and Safety

I would argue that accessibility and safety for pedestrians would be improved as a result of the proposed highway mitigation works. The proposed signalised junction and associated improvements to pedestrian and cycling accessibility / safety at the Denham Way / development access junction has previously been requested by HCC and agreed as part of the pre-application discussion. The proposed highway improvements would also have the additional benefit of improving the accessibility and safety for those pedestrians and cyclists travelling between Maple Cross and Rickmansworth (including to and from the Reach Free School). This is therefore in accordance with Hertfordshire's Local Transport Plan (LTP4).

The referred to increased traffic on Woodland Road due to HS2 related road closures would not be a material reason to recommend refusal for the application site. Woodland Road is 2km south of the application site and therefore it would not be reasonable to link the current application with any impacts caused by HS2 on this particular road and road closures associated with HS2 would be temporary. I also understand that HCC's team liaising with HS2's Project Team has been contacted to see what we can do about enforcement of Construction Route Plans in respect of HS2.

Trip Generation / Vehicle Numbers for development site

A supplemental response has been submitted by HCC as HA to TRDC in relation to the estimated trip generation / vehicle numbers, which should help clarify some of discrepancies that have been referred to:

"The proposals have been predicted as generating upto 695 daily two way trips, which is considered to be generous due to the methodology used to derive that figure. The methodology used is robust and has been verified in TRICs by myself and the actual figure would most likely be significantly less than this due to the use of the 85th percentile rather than the mean, which would provide a lower figure.

From investigation, I think the referred to 2000 trips has been derived by doubling the number of vehicle movements from schedule 19/0333/SCH1 of the submitted Planning Noise Assessment. The schedule refers to a total of 952 trips over a 24 hours period, a figure that should not be doubled as the total figure already takes into consideration each way (i.e. in and out of the site).

Nevertheless, the Transport Assessment (and the methods within) would be the normal and robust assessment under which the trip generation would be reviewed and assessed and this is where the predicted 695 figure is derived from. HCC as Highway Authority does not endorse, support or consider the 2000 figure as being appropriate, and is not borne out by the predictions in the Transport Assessment".

-

I trust the above response is of assistance

Kind regards



Senior Development Officer | Highways Development
Management
Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point:
CHN115
E: [\[REDACTED\]@hertfordshire.gov.uk](mailto: [REDACTED]@hertfordshire.gov.uk)



From: [\[REDACTED\]@ \[REDACTED\].com](mailto: [REDACTED]@ [REDACTED].com)
Sent: 06 April 2021 14:46
To: Mark Youngman <[\[REDACTED\]@ \[REDACTED\].xxx.xx](mailto: [REDACTED]@ [REDACTED].xxx.xx)>
Cc: Highways Member Enquiries <[\[REDACTED\]@ \[REDACTED\].xxx.xx](mailto: [REDACTED]@ [REDACTED].xxx.xx)>; [\[REDACTED\]@hertfordshire.gov.uk](mailto: [REDACTED]@hertfordshire.gov.uk); Phil Williams
<[\[REDACTED\]@ \[REDACTED\].xxx.xx](mailto: [REDACTED]@ [REDACTED].xxx.xx)>; Ralph Sangster <[\[REDACTED\]@ \[REDACTED\].xxx.xx](mailto: [REDACTED]@ [REDACTED].xxx.xx)>
Subject: RE: Maple Cross Warehouses Planning Application 21/0573/FUL
Importance: High

Hi Mark

Thanks for your e-mail.

I have now read the comment from Herts Highways which went on to the planning portal the same day that you e-mailed me (last Wednesday).

Perhaps this is why my comments weren't taken into consideration? There is no mention of the hotel which has full planning permission and has started being built. There are no traffic projections for the hotel on the planning portal but clearly there will be traffic associated with the hotel (I understand there are 375 parking spaces in the plans).

There is no mention of what the impact will be when the M25 is badly affected by traffic and the A412 effectively becomes a bypass (this is a common occurrence outside of lockdown, it happens at least bi-weekly).

Have your team contacted Thames Water to understand why their HGV trips have increased so significantly recently? There is no mention of it in the report?

My **biggest** concern is that it is assumed that vehicles will ONLY turn right out of the access road towards the M25. This is an **extremely important assumption**. **Why have you assumed this?**
The report reads:

There have been some concerns from local residents that the number of vehicles associated with the development would detrimentally impact on the safety of the surrounding highway network in Maple Cross specifically for pedestrians. Following consideration that the majority of vehicles associated with the development would travel via the M25 and Maple Cross roundabout to the site in accordance with the road hierarchy, it is not anticipated that a significant number of

vehicles would travel through Maple Cross and therefore the impact in this respect would not be severe.

One of the main selling points of such a development would be its proximity to London. This is being built speculatively so we do not yet know the tenant but I would be EXTEREMELY surprised if a distributor did not wish to deliver goods to the London market. The quickest way into London and the surrounding suburbs (Harrow, White City etc) is to turn left out of the access road and join the A40 at Denham.

I do not know a single person in Maple Cross who would join the M25 if they wanted to get on to the A40. They would simply head down the A412 and go through Denham.

The assumption that all vehicles will come to/from the M25 is dangerous. I would expect a significant proportion of the vehicles to be coming to and from Denham (probably at least 50%) and this will have a severe impact on a highly pedestrianised area. The Maple Cross Primary School tell parents that is MANDATORY that we walk our children to school unless we come from outside the area. This is because Woodland Road has become a rat run due to HS2 related road closures and is now a busy road so it is made even more dangerous with parents double parking etc. Our children will be the victims if this assessment is not carried out properly. Please, you owe it to the children of Maple Cross to ensure this is done properly.

I also believe there is a large discrepancy between the number of trips which [REDACTED] has assumed (695) and the number of trips which the developer has confirmed we should assume (2000). I believe the residents association are following up on this query.

Thanks for your time

[REDACTED]

From: Mark Youngman <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Sent: 31 March 2021 11:36

To: [REDACTED] <[\[REDACTED\]-ltd.com](mailto:[REDACTED]-ltd.com)>

Cc: Highways Member Enquiries <xxxxxxxxxxxxxxxxxxxxxxxx@xxxxxxxxxxxxx.xxx.xx>; [REDACTED] <[\[REDACTED\]@hertfordshire.gov.uk](mailto:[REDACTED]@hertfordshire.gov.uk)>; Phil Williams <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>; Ralph Sangster <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Subject: Re: Maple Cross Warehouses Planning Application 21/0573/FUL

Dear [REDACTED],

Mark kindly forwarded me your e-mail of yesterday afternoon.

My team are dealing with the highways' review for Planning Application No.21/0573/FUL, and I have asked them to take into consideration the points raised prior to responding to the Local Planning Authority (LPA) later this week.

I have also corresponded with our team liaising with HS2's Project Team to see what we can do

about enforcement of Construction Route Plans.

Please do not hesitate to contact me, if you have any queries prior to our response being uploaded to the LPA's planning access portal.

Kind regards,



Mark Youngman
DM Group Manager | Highways Operations | Environment and Infrastructure
Hertfordshire County Council

County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point: CH0242

T: 01992 588024 **Internal:** Comnet 28024

E: xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx



From: Phil Williams <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Sent: 30 March 2021 17:14

To: Mark Kemp <xxxx.xxxx@xxxxxxxxxxxxx.xxx.xx>

Cc: [REDACTED] <[\[REDACTED\]@ltd.com](mailto:[REDACTED]@ltd.com)>

Dear Mr Kemp,

As the County Councillor for the neighbouring Division of Three Rivers Rural, I fully support this request for a more in depth Highways Traffic Survey that takes into account the points that [REDACTED] raises below and also takes into account the amount of HS2 and Quarry traffic that does not use the authorised route.

There seems little point in Highways report that says that HS2 traffic uses the motorway slip road entrance and exit when numerous HGVs come through Maple Cross to enter the site only to be turned away by security staff and have to drive back through Maple Cross to access the site directly from the M25.

Kind regards,

CLlr Phil Williams

From: Phil Williams (Councillor) <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Sent: 30 March 2021 16:25

To: Phil Williams <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

From: [REDACTED] <[\[REDACTED\]@ltd.com](mailto:[REDACTED]@ltd.com)>

Date: Tuesday, 30 March 2021 at 15:20:34

To: "Ralph Sangster" <xxxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Cc: "xxxx.xxxx@xxxxxxxxxxxxx.xxx.xx" <xxxx.xxxx@xxxxxxxxxxxxx.xxx.xx>, "Phil Williams (Councillor)" <xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>

Hi Ralph

I hope you're well and would appreciate your feedback on this enquiry.

[REDACTED]

I am totally dismayed to learn of this planning application which will generate 2000 HGV/LGV trips through Maple Cross EVERY day (this figure was confirmed today, previously we had understood the number to be 1000 trips a day).

I am even more dismayed to learn that HCC have not objected to the application on the grounds of increased traffic.

The traffic in Maple Cross is even bad during lockdown and although we are told we must walk our children to school, it is becoming increasingly dangerous due to high volumes of HS2 traffic. The planning site is full of people objecting on the grounds of traffic from all over the area, Rickmansworth, Mill End, Chorleywood.

Have HCC done the following:

- Considered HS2 traffic (HS2 lorries and vans frequently use the A412)
- Factored in the additional HGV traffic to Thames Water following a diversion from other plants to the Maple Cross plant
- Added in the traffic associated with the 4 storey hotel next to the site (planning permission is in place and building has commenced)
- Done a 'what if' analysis for when the M25 is gridlocked, outside lockdown this usually happens at least a couple of times a week

Thanks in advance

[REDACTED]

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