

From: [REDACTED]
To: [Ralph Sangster](#)
Cc: [REDACTED] [\[REDACTED\]@threerivers.gov.uk](mailto:[REDACTED]@threerivers.gov.uk); [REDACTED]
Subject: RE: Traffic Numbers
Date: 06 April 2021 16:33:00
Attachments:

Hi Ralph

Yes that's correct there appears to be a lot of assumptions made from data within the noise assessment document (as opposed to the Transport Assessment, which is what we would use to assess the highway and transport impacts).

It is worth noting that the previous application for the site, which was very similar (planning application 19/1179/FUL) was not refused on highway grounds. The grounds for refusal and upheld at appeal were in relation to piling and ground water.

We can discuss further tomorrow.

[REDACTED]

From: Ralph Sangster <Ralph.Sangster@hertfordshire.gov.uk>

Sent: 06 April 2021 16:22

To: [REDACTED] [\[REDACTED\]@hertfordshire.gov.uk](mailto:[REDACTED]@hertfordshire.gov.uk)

Cc: [REDACTED] [\[REDACTED\]@threerivers.gov.uk](mailto:[REDACTED]@threerivers.gov.uk) <[\[REDACTED\]@threerivers.gov.uk](mailto:[REDACTED]@threerivers.gov.uk)>; [REDACTED] [\[REDACTED\]@hertfordshire.gov.uk](mailto:[REDACTED]@hertfordshire.gov.uk)

Subject: Re: Traffic Numbers

Thanks [REDACTED].

Clearly there are local assessments being made on vehicle movements which appear to be based on conjecture or misplaced reliance on alternative data sources. Have a number of questions on methodology and best practice but will save them for Wednesday.

Ralph

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From: [REDACTED] [\[REDACTED\]@hertfordshire.gov.uk](mailto:[REDACTED]@hertfordshire.gov.uk)

Sent: Tuesday, April 6, 2021 3:56:36 PM

To: Ralph Sangster <Ralph.Sangster@hertfordshire.gov.uk>

Cc: [REDACTED] [\[REDACTED\]@threerivers.gov.uk](mailto:[REDACTED]@threerivers.gov.uk) [REDACTED] [\[REDACTED\]@threerivers.gov.uk](mailto:[REDACTED]@threerivers.gov.uk); [REDACTED] [\[REDACTED\]@hertfordshire.gov.uk](mailto:[REDACTED]@hertfordshire.gov.uk)

Subject: RE: Traffic Numbers

Ralph

Yes it is all linked to the same overall queries in relation to trip generation so we can go through tomorrow.

A supplemental response has been submitted by HCC as Highways Authority to TRDC in relation to the estimated trip generation / vehicle numbers, which states the following:

"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".

[REDACTED]



[REDACTED]
Senior Development Officer | Highways Development Management
Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point: CHN115
T: 01992 [REDACTED] Internal: [REDACTED]
E: [REDACTED]@hertfordshire.gov.uk



From: Ralph Sangster <xxxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>
Sent: 06 April 2021 15:50
To: [REDACTED]@hertfordshire.gov.uk>
Cc: [REDACTED]@threerivers.gov.uk) <[REDACTED]@threerivers.gov.uk>
Subject: Fwd: Traffic Numbers

[REDACTED] again understanding these issues on Wednesday would be extremely important.

Ralph

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From: [REDACTED]@googlemail.com>
Sent: Tuesday, April 6, 2021 8:23:47 AM
To: [REDACTED]@hertfordshire.gov.uk>
Cc: Ralph Sangster <xxxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>; Phil Williams
<xxxx.xxxxxxxx@xxxxxxxxxxxxx.xxx.xx>
Subject: Traffic Numbers

Hi [REDACTED],

We queried the traffic numbers with [REDACTED] who checked with the developer who submitted the following response:

As set out at the bottom of page 17 of the Planning Noise Assessment, the numbers within the Predicted Traffic Flows table are 2 way movements (i.e. one entrance and one exit). Both the in and out activities are included within the noise calculations and so the predicted traffic flow numbers have been doubled.

The table below has been prepared to compare the assessment methodology against the resident's recommended methodology, in an attempt to explain that the noise assessment has taken into account double the numbers within the Predicted Traffic Flows table:

Scenario	Traffic Flow Numbers (HGVs to both units, 0000-0100)	"Movement" Composition	Total "in + out" activities in resulting noise calculations
Planning Noise Assessment	6 movements (combining in and out activities)	6 in activities 6 out activities	12
Resident Query	12 movements (considering in and out activities separately)	6 in activities 6 out activities	12

As you can see, the resulting total "in + out" figure is the same, it is just the traffic flow numbers have been presented differently.

For reference, the factors that are taken into account in the "in and out" activities are set out in Schedule SCH2 in the Cole Jarman Planning Noise Assessment (19/0333/R2-1). As set out above, the footnote to the table Schedule SCH1 notes that the figures are 2-way movements include in and out activity.

[REDACTED]
Development Management Team Leader

The following is the Cole Jarman Noise Assessment:



Schedule

19/0333/SCH1

Predicted Traffic Flows

Period (hours)	For Assessment ¹			
	Unit 1		Unit 2	
	HGVs	Light Vehicle	HGV	Light Vehicle
0000-0100	3	10	3	10
0100-0200	3	11	3	11
0200-0300	2	5	2	5
0300-0400	3	10	3	10
0400-0500	2	8	2	8
0500-0600	2	7	2	7
0600-0700	3	10	3	10
0700-0800	3	19	3	19
0800-0900	5	57	5	57
0900-1000	0	21	0	21
1000-1100	12	17	12	17
1100-1200	0	19	0	19
1200-1300	0	14	0	14
1300-1400	0	38	0	38
1400-1500	3	19	3	19
1500-1600	10	7	10	7
1600-1700	3	17	3	17
1700-1800	3	54	3	54
1800-1900	7	36	7	36
1900-2000	2	5	2	5
2000-2100	2	3	2	3
2100-2200	2	5	2	5
2200-2300	2	5	2	5
2300-2400	2	5	2	5

The number of vehicles accessing and leaving the site on an hourly basis has been provided by *BWB Consulting* for the proposed use of the scheme. The provided number has been halved and rounded up to provide figures for each unit. These are the figures shown above.

¹ 2 way movements (i.e. one entrance and one exit) utilised for assessment

They are proposing just under 2000 vehicle trips per day. This is vastly different to your understanding of 695 trips and small wonder that you do not think it will make a huge impact on our roads.

Regards,



In response to the following letter that has appeared on the TRDC site:

From: [REDACTED]
Sent: 01 Apr 2021 05:30:41
To: [REDACTED]@threerivers.gov.uk,
Subject: FW: 21/0573/FUL- supplemental comment in respect of trip generation
Attachments: image007.png, image008.png, image009.png, image010.png,

Dear [REDACTED]

A supplemental comment in relation to the predicted trip generation / vehicle movements:

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.

Kind regards



[REDACTED]
Senior Development Officer | Highways Development Management
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