Warehouse and thus corroborates the applicant's assumptions. Therefore, the use of these trip rates for the purposes of the assessment is considered acceptable.

7.8.12 The applicant subsequently provided a Transport Assessment Addendum to address objections raised by HCCHA that the proposed trip generation (as outlined in the TA) would need to be updated using the actual gross floor area of the site (17,039 sqm rather than 15,500 sqm) and that junction models would need to be amended accordingly. The applicant has used the same trip rates used by the original submission to calculate trip generation for the actual GFA. As previously noted, the applicant has used sites within Greater London and surveys conducted prior to September 2017 to derive the original trip rates. Although under normal conditions this would be grounds for further investigation, it was considered to be acceptable in this case due to the use of 85th percentile AM and PM peak hour trip rates, as opposed to the average trip rate.

7.8.13 The TRICS database which has been used to estimate the potential trips created by the proposed development outlined approximately **122** and **113** vehicle trips within morning (8-9am) and evening (5-6pm) peak hours respectively. The results which have been obtained from traffic survey at the junction outline total existing vehicle movements of **2,333** and **2,458** vehicles within these peak periods. Therefore, the estimated potential trips created by the proposed development would result in an increase of traffic of **5%** during these hours.

7.8.14 Data has also been analysed for extended peak periods of 7-10am and 4-7pm. The TRICS database showed **207** and **235** potential trips during these extended periods. The traffic survey data outlined total existing movements of **6,336** and **6,123** during the extended am and pm peaks respectively. The potential trips created by the development would result therefore in an increase in traffic of **3%** (am extended peak) and **4%** (pm extended peak).

7.8.15 The data provided can also be used to forecast potential two-way trips for a 24 hour period:

HGVs 136 two-way trips / LGVs/LVs 794 two-way trips, resulting in a total of 930 two-way trips.

7.8.16 The applicant has also provided updated junction modelling results using the updated traffic generation and following review of the updated traffic generation and junction model results, HCCHA consider that all information provided is acceptable. They consider that the changes to traffic volume would be minimal (when comparing the 15,500sqm area to the 17,039sqm[3]) and would not have a notable impact on the surrounding highway network; however, an investigation of the changes was required to ensure the applicant provided a robust assessment of the anticipated transport impacts.

7.8.17 It is acknowledged that concerns have been raised by residents regarding trip figures provided in the Transport Assessment not corresponding to trip figures provided in the Noise Assessment. Whereas trip figures in the Transport Assessment are based on GFA, figures in the Noise Assessment are provided per unit. The Noise Assessment notes that the number of vehicles accessing and leaving the site on an hourly basis (two-way trips) has been provided by the Transport Consultant and that this number has been halved and rounded up to provide figures for each unit. Therefore a figure of 5 in the Transport Assessment would become 6 in the Noise Assessment (5 / 2 = 2.5, rounded up to 3 per unit and 6 in total). The figures in the Noise Assessment relate specifically to the methodology for that assessment and in considering the highways implications, regard should be had to the figures in the Transport Assessment as set out above.

Proposed Access

[3] Floor area has been reduced to 16,140sqm during application.