

Clarke, Freddie (Avison Young - UK)

From: Sturgess, Tim (Avison Young - UK)
Sent: 22 April 2021 18:41
To: Claire Westwood
Cc: Pigott, Matthew (Avison Young - UK); Clarke, Freddie (Avison Young - UK)
Subject: Maple Cross - Vehicle Trips
Attachments: 19-0333 R2-2 21.04.21 Planning Noise Assessment.pdf

Dear Claire,

We write further to clarify the position in respect of vehicle trips and the figures presented within the Planning Noise Assessment, ref. 19/0333/R2, prepared by Cole Jarman, submitted with the application. Schedule 1 (19/0333/SCH1) sets out the worst case predicted hourly traffic flows of which the calculations undertaken concern movements (i.e. both 'in' and 'out').

In order to take a robust approach, the Planning Noise Assessment gives consideration to the potential noise impact in the event that all movements within a given hour were to go only to one unit (rather than being split between them evenly). The numbers set out within Schedule 1 are not a 50/50 split, but a duplication of the same data in order to consider two different scenarios.

It would not be robust to assume that half the vehicles go to one unit and half to another as this could result in an underprediction of noise levels. Instead, the schedule sets out two separate scenarios (i.e. scenario 1, whereby all trips each hour go to Unit 1; and scenario 2, whereby all trips each hour go to Unit 2). The noise level predictions in Schedule SCH3 are then a sum of the contributions from each scenario to ensure a robust and pessimistic assessment. This does have the effect of essentially doubling the vehicles movement numbers considered for the purposes of calculation only, which again adds further layers of robustness to the assessment. Cole Jarman are not suggesting that vehicle movements would be doubled in reality.

It is important to highlight that the purpose of the Planning Noise Assessment is to assess the noise impacts, and the Transport Assessment to assess the transport impacts. Therefore, the Transport Assessment should be referred to accordingly in relation to this matter and to confirm the number of vehicle movements expected to and from the site.

Taking into account the above, the Planning Noise Assessment clearly confirms, that even in a worst case scenario that all of the vehicle trips go to a single unit on an hourly basis, that there would be no detrimental noise impacts to the nearest residential properties.

To assist, the Noise Assessment has been updated (ref. section 3.5) to provide this clarity within the report (attached).

Kind regards

Tim

Tim Sturgess

Director
Planning, Development & Regeneration

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