

## MAPLE CROSS LODGE, RICKMANSWORTH

### TECHNICAL NOTE

<b>Project</b>	Maple Cross Lodge, Rickmansworth		
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#### *Introduction*

In June 2019, an air quality assessment was prepared by BWB Consulting for a proposed flexible B1c/B2/B8 use warehouse development at land north of Maple Cross Lodge, Maple Cross, Rickmansworth, Hertfordshire.

Following the preparation of the air quality assessment in June 2019, the GFA for the proposed development was increased which in turn lead to an uplift in vehicle trips associated with the proposed development.

This technical note has been prepared by BWB Consulting to address the uplift in development-generated vehicle movements as a result of the change to the proposed development and summarise the impact with regard to air quality.

#### *Proposed Development Changes and Air Quality Impacts*

With the increased GFA of the proposed development, the greatest increase in traffic on roads where existing sensitive receptors are present is 173 trips, of which 25 are Heavy Duty Vehicles (HDVs), on the A412 Denham Way south of the site access road. The increase in the total number of trips versus that assessed in the original air quality assessment is 15 trips as an Annual Average Daily Traffic flow, of which two trips are HDVs.

The change in traffic on the A412 Denham Way south of the site access road remains well below the Stage 2 criteria of 500 Light Duty Vehicles and / or 100 HDVs outside of

an Air Quality Management Area (AQMA) set out in IAQM and EPUK guidance<sup>1</sup>, even with the increased GFA of the proposed development. In accordance with IAQM and EPUK guidance, the impact on local air quality as a result of the increased number of trips associated with the proposed development was considered to be insignificant and the conclusions of the June 2019 air quality assessment remain valid.

### *Conclusions*

A review of development-generated traffic changes as a result of alterations to the GFA of the proposed development was undertaken. The increases in development generated traffic were considered to be negligible and the development-generated traffic remained below the relevant criteria in IAQM and EPUK guidance.

It is therefore considered that the conclusions of the June 2019 air quality assessment remain valid and no further assessment work is required as a result of the changes.

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<sup>1</sup> Institute of Air Quality Management and Environmental Protection UK (2017) Land-Use Planning and Development Control: Planning for Air Quality