

## Proposed Residential Development

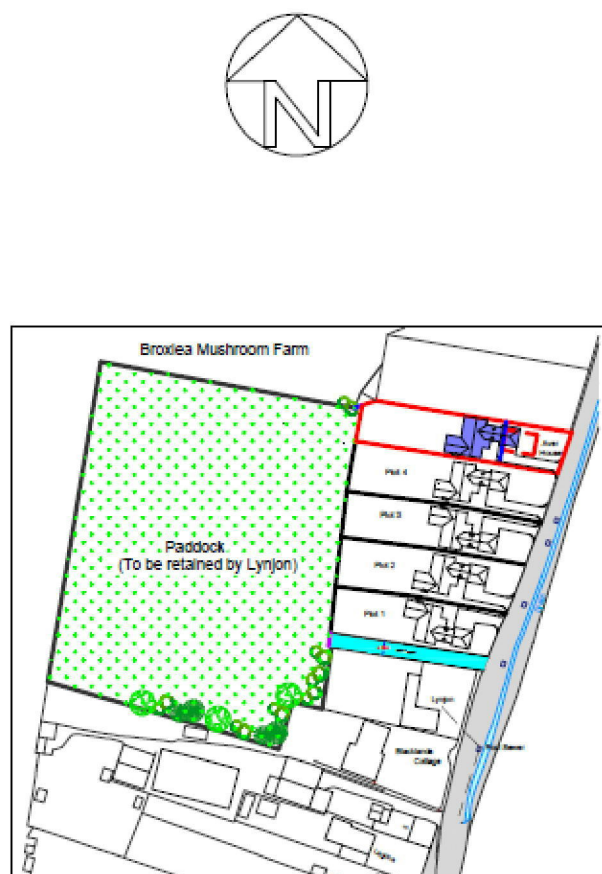
Aver House, Nursery Road, Nazeing, Essex

WB/190816/TN01- 09 September 2020

### Introduction

1. SCP is instructed to review and report upon the anticipated difference in traffic flow between the existing warehouse/storage building and the proposed development of a single dwelling house. A planning application was registered with the Local Planning Authority (Ref EPF/0858/20). Figure 1 below identifies the location of the site in relation to the recently permitted 4 dwellings to the south of the site.

**Figure 1 – Site Location Plan**



2. We have reviewed the application submission and note that within the site there was a building totalling around 70 sqm set within an area of hardstanding which accommodated 3 parking spaces with a further parking space located to the side of the building behind some gates. ie there was a total of 4 spaces on site. The overall area of building plus hardstanding is around 270 sqm. We also understand that between 4 and 6 employees worked within the site.
3. The overall site area is some 0.09ha however it is understood that open air storage is not permissible on the site.
4. We have referred to the industry standard TRICS database to assess the potential movements associated with a warehouse (B8) We have reviewed the database in two ways, the first is based upon the no of parking spaces on site, ie 4 and the second approach is based upon the number of employees, where we have used the lower number of employees, ie 4..
5. The TRICS output is attached at Appendix 1 (per no of parking spaces) and Appendix 2 (per employee) and it should be noted that the data refers to weekday movements.

TRICS CATEGORY	TIME FRAME	DAILY FLOW IN VEHICLES (WEEKDAY)		
		ARRS	DEPS	TWO WAY
<b>NO OF PARKING SPACES</b>	<b>0500 TO 2200</b>	7.2 vehs	6.7 vehs	13.9 vehs
<b>NO OF STAFF</b>	<b>0500 TO 2200</b>	8.9 vehs	8.8 vehs	17.7 vehs

6. We have utilised the category based upon the number of parking spaces and note that the existing land use would be anticipated to attract around 14 vehicles per day (7 inbound and 7 outbound)
7. On the above basis and, assuming the unit would be open Monday to Friday and half day on Saturday, the existing land use would be anticipated to attract  $14 \times 5.5 = 77$  movements per 5.5 day week.
8. It should also be noted that the figures associated with the existing land use will include movements from large service vehicles either delivering or collecting from the site and whilst the number of movements would be low the larger service vehicle would be anticipated to have a disproportionately higher impact on the network.

9. The proposed dwelling will be available for private sale and therefore we have utilised the privately owner houses category from the Industry Standard TRICs database. The TRICs printout is attached at Appendix 3 and the table below summaries the results.

	TIME FRAME	DAILY FLOW IN VEHICLES		
		ARRS	DEPS	TWO WAY
PRIVATE HOUSE	0700 TO 1900	3 vehs	3 vehs	6 vehs

10. On the above basis the single dwelling house would be anticipated to generate  $6 \times 7 = 42$  vehicles per seven day week. The house would not be anticipated to attract any additional movements associated with refuse collection or postal deliveries as these vehicles are already on the local network.

### Summary

11. On the basis of the above assessment it is clear that the proposed development of a single dwelling house to replace the existing land use would be anticipated to lead to a material reduction in movement to and from the site and on the local highway network from 74 vehicle movements per week down to 42 vehicle movements per week.